Documentation of Public Meeting

Project Location
Dallas County

INTERSTATE 345 (I-345) CONNECTS PROJECT
CSJ: 0092-14-094

Project Limits
From I-30 to Woodall Rodgers Freeway (Spur 366)

Meeting Dates, Times and Locations
In-Person Public Meetings

Tuesday, March 19, 2024
5:30 PM to 7:30 PM
Live Presentation at 6 PM
St. Philip's School and Community Center Gymnasium
1600 Pennsylvania Avenue
Dallas, Texas 75215

Thursday, March 21, 2024
5:30 PM to 7:30 PM
Live Presentation at 6 PM
Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor)
1819 N. Washington Avenue
Dallas, Texas 75204

Virtual Public Meeting hosting by TxDOT
Tuesday, March 19, 2024 at 5:30 PM through
Friday, April 5, 2024 at 11:59 PM
http://www.345connects.com/

Translation Services
Services were available, but none requested.

Presenter
Travis Campbell, P.E.

Elected Officials in Attendance

Mr. Kelvin Bass – Representative of Senator Royce West, District 23
Ms. Lorri Kennedy – District Director of State Representative Toni Rose, District 110
Ms. Norma Minnis – Representative of State Representative John Bryant, District 114

Total Number of Attendees (approx.)

Keep It Moving Dallas (KIMD) Public Meeting Webpage Views: 982

YouTube Presentation: 324

St. Philip's School and Community Center: 90

Pilgrim Rest Missionary Baptist Church: 119

Total Number of Commenters

151

Contents

Contents A. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1.	Irby Foster	March 10, 2024	Email Comment	Hello, please receive my comments about the above I-345 corridor project: With a 10% higher crash rates, fatal accidents and increasing road rage growing, TXDOT should be open to trying new approaches in design and construction such as: 1. To better manage traffic flow, Install overhead lighted lane indicator arrows above each travel lane. Consider frequent changeable message signs, and ramp metering at all entrance ramps, working in unison to manage traffic flow.	One of the I-345 connects projects goals is to improve multimodal mobility. TxDOT has an advanced freeway management system including intelligent transportation systems (ITS) to manage the traffic network and communicate with travelers. TxDOT monitors the roadways 24 hours a day, seven days a week in the freeway management office. The next phase of project development is the plans, specifications, and estimates (PS&E) phase in which the ITS system will be designed consistent with other freeways in the region for a comprehensive ITS system. The PS&E will follow Texas Manual for Uniform Traffic Control Devices (TMUTCD). Manuals and standards are updated regularly to keep up with technological advancement and the most current national practices. A traffic operations and safety analysis are required as part of this phase of the process and will be included in the Interstate Access Justification Report (IAJR). The IAJR will be developed according to the latest standard operating procedures and will be approved by TxDOT's Design Division and Federal Highway Administration (FHWA). The IAJR will be available at the public hearing (Fall 2024).
				3. Require staff to manage the lane indicator arrows, and message signs 24 hrs a day, 7 days a week.	One of the I-345 connects projects goals is to improve multimodal mobility. TxDOT has an advanced freeway management system including intelligent transportation systems (ITS) to manage the traffic network and communicate with travelers. TxDOT monitors the roadways 24 hours a day, seven days a week in the freeway management office. The next phase of project development is the plans, specifications, and estimates (PS&E) phase in which the ITS system will be designed consistent with other freeways in the region for a comprehensive ITS system. The PS&E will follow Texas Manual for Uniform Traffic Control Devices (TMUTCD). Manuals and standards are updated regularly to keep up with technological advancement and the most current national practices. A traffic operations and safety analysis are required as part of this phase of the process and will be included in the Interstate Access Justification Report (IAJR). The IAJR will be developed according to the latest standard operating procedures and will be approved by TxDOT's Design Division and Federal Highway Administration (FHWA). The IAJR will be available at the public hearing (Fall 2024).
				4. Install frequent "Left Lane for Passing Only" and Slower Traffic Keep Right signs throughout the project, along with No Trucks Left Lane.	TxDOT follows the Texas Manual for Uniform Traffic Control Devices (TMUTCD) for all signage plans. The final signs will be designed during plans, specifications, and estimates (PS&E) phase following the I-345 Connects project environmental approval.
				5. Install overhead guide signs which say: "Left Lane for Passing Only" throughout the project. This will help educate drivers about the law, and lead to reducing road rage from motorist camping in the left passing lane.	TxDOT follows the Texas Manual for Uniform Traffic Control Devices (TMUTCD) for all signage plans. The final signs will be designed during plans, specifications, and estimates (PS&E) phase following the I-345 Connects project environmental approval.
				6. All freeway projects must have continuous street lighting, including underpass lighting on service rds. and flyovers. Gaps in underpass lighting should be eliminated. Underpasses should not count on high mast towers for lighting. This is consistent with recently adopted AASHTO street lighting warrants, which prohibits extraneous sources to provide lighting. 6A. Increase the number of underpass light fixtures to ensure a consistently lighted roadway surface, beyond minimum standards.	In coordination with the City of Dallas, TxDOT anticipates the plans, specifications and estimates (PS&E) will include continuous illumination along the corridor. The PS&E will follow TxDOT's Highway Illumination Manual and TxDOT illumination standards. Manuals and standards are updated regularly to meet the most current national practices set forth in the Illumination Engineering Society (IES) and the American Association of State Highway and Transportation (AASHTO) guides.

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				7. Repair any existing underpass street lighting in the project area which is not planned to be replaced or demolished - with new LED fixtures.	TxDOT anticipates full reconstruction therefore all illumination will be replaced.
				8. Stager high mast towers down the freeways so light is spread evenly across the highway from side to side. Eliminate dominant high mast tower placement on only one side of the freeway.	TxDOT anticipates full reconstruction therefore all illumination will be replaced.
				9. Require a licensed lighting engineer to review all projects for compliance with the newly adopted AASHTO street lighting standards, and national lighting standards. Include light studies of underpasses, and service rd lighting.	TxDOT illumination plans, specifications, and estimates (PS&E) are designed, signed and sealed by licensed professional engineers.
				10. Install Interstate entrance ramp metering signaling. They are shown to reduce congestion.	One of the I-345 connects projects goals is to improve multimodal mobility. TxDOT has an advanced freeway management system including intelligent transportation systems (ITS) to manage the traffic network and communicate with travelers. TxDOT monitors the roadways 24 hours a day, seven days a week in the freeway management office. The next phase of project development is the plans, specifications, and estimates (PS&E) phase in which the ITS system will be designed consistent with other freeways in the region for a comprehensive ITS system. The PS&E will follow Texas Manual for Uniform Traffic Control Devices (TMUTCD). Manuals and standards are updated regularly to keep up with technological advancement and the most current national practices. A traffic operations and safety analysis are required as part of this phase of the process and will be included in the Interstate Access Justification Report (IAJR). The IAJR will be developed according to the latest standard operating procedures and will be approved by TxDOT's Design Division and Federal Highway Administration (FHWA). The IAJR will be available at the public hearing (Fall 2024).
				11. Require work zone street lighting on all projects prior to start of construction and throughout construction. Crash rates in the study area have increased in work zones, Follow the AASHTO standard to provide work zone lighting throughout construction.	Illumination during construction will be evaluated during the plans, specifications and estimate (PS&E) phase following the environmental approval of the I-345 Connects project.
				12. Install lighted street name signs on traffic signal mast arms, to reduce driver confusion, and congestion.	TxDOT will coordinate with the City of Dallas if they would like to consider this enhancement. The City of Dallas will maintain the signals after construction is complete.
				13. Install decorative lighting on the larger structures. Lighted stars, or state of Texas emblems are always popular, and lend to community ownership of the project. Freeway travel should be beautiful and pleasing, not sterile.	Aesthetic features including decorative lighting will be discussed during plans, specifications and estimate (PS&E) development. Responsibilities of maintaining the aesthetic features will be discussed and coordinated during PS&E.
				14. Install overhead guide sign lighting AASSHTO (5) where headlight incident to signs is not direct, in tunnels and to reduce driver eye fatigue, and provide more time to avoid faulty evasive action.	In coordination with the City of Dallas, TxDOT anticipates the plans, specifications and estimates (PS&E) will include continuous illumination along the corridor. The PS&E will follow TxDOT's Highway Illumination Manual and TxDOT illumination standards. Manuals and standards are updated regularly to meet the most current national practices set forth in the Illumination Engineering Society (IES) and the American Association of State Highway and Transportation (AASHTO) guides.
				15. Provide min four (4) general purpose lanes in each direction, not 3. T Thank you Irby Foster	Comment noted. Per the City of Dallas Design Guidelines (provided in 2021 as part of the I-345 Feasibility Study), the City of Dallas requested to minimize the footprint of I-345 to the extent possible, to maximize potential surplus right of way (ROW) along the corridor and reconnect neighborhoods. TxDOT continues to balance the feedback from the public and the goals carried over from CityMap and the I-345 Feasibility Study of mobility, connectivity, sustainability and economic development.

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2.	Anon	March 19/21, 2024	Public Meeting	I personally believe this project should not move forward. There are other positive matters within the community that could benefit from the 1 billion+ funding that's anticipated for funding this project. South Dallas Community is desperately in need of many improvements. This project is overlooking the South Dallas community altogether. This project benefits many individuals that do not shop here, spend money (nor reside) in the communities impacted by this project.	Comment noted.
				Can you tell me how this benefits South/East Dallas? Can you tell me if the communities will be effected by this project? Will local businesses profit from this project? Who will benefit from this project?	Regarding benefits to South/East Dallas, the vital I-345 connection from South, Southern and North Dallas is maintained by the I-345 Connects Project. In addition to maintaining this connection, the proposed project's goals are to improve multimodal mobility, meet current design standards, and reduce highway maintenance costs. No adverse effects are expected in the surrounding communities. All proposed improvements are within the existing right of way (ROW). These include depressed (or below-ground) mainlanes and reconnecting the city streets, in coordination with the City of Dallas, to improve pedestrian, bicycle and amenities along the city streets (over I-345). TxDOT is working with the City of Dallas to identify areas for potential capping and to reduce the existing freeway footprint for potential surplus ROW. The Project offers a surplus ROW totaling approximately 9.5 acres. The potential surplus ROW is preliminary and subject to change based on public and stakeholder input and technical review. TxDOT has a process in place that gives priority to local government agencies that may be interested in acquiring potential surplus ROW. An induced growth analysis technical report has been prepared to confirm no adverse effects to communities. The report is part of the draft environmental assessment (EA) and will be available for review and comment at the public hearing (Fall 2024).
				Were are you anticipating receiving the funds from this project (City/Private Sector, etc.?)	Currently there is no funding identified. It is likely funding will be mostly federal with some state and possibly city funding.
				Why have SM Wright been excluded from this project? Why are there no exits benefitting East/South Dallas?	SM Wright is outside the limits of the I-345 Connects project and is a separate project on I-45 from south of Lamar Street to Cesar Chavez Boulevard that is under construction. The proposed SM Wright project is considered when evaluating access for the I-345 Connects Project, along with coordination with the City of Dallas. The I-345 Connects project proposes access to Malcolm X Boulevard and Good Latimer Expressway. There is a proposed I-45 northbound exit to Malcolm X Boulevard and a proposed I-345 southbound exit to Good Latimer Expressway/Malcolm X Boulevard.
				You're basically building this billion dollar infrastructure around existing neighbors impacting noise/disturbance. How will the noise be controlled? Will barriers go up to protect the community impacted?	A noise analysis is part of the environmental assessment (EA). The Draft EA will be available for review and comment at the public hearing (Fall 2024). If sound walls are recommended, a noise wall workshop will be held for community input.

				I say NO to this project. No — No — No — No —NO!!! Ask the people what do they want? Many of you don't reside anywhere close to this proposed project area.	A Feasibility Study was conducted from 2018 to 2022. A public involvement plan was developed at the beginning of the feasibility study in 2018 to meet the study goal to conduct an inclusive, transparent and collaborate public involvement process. Highlights of the approach include: • Stakeholder Meetings, including elected officials • Agency Coordination Meetings, including North Central Texas Council of Governments (NCTCOG), City of Dallas and DART • Public Meetings (three series: December 2019, June 2021, and May 2022) • Newsletters • Frequently Asked Questions • Community Meeting A critical component of the I-345 Feasibility Study was receiving input from key stakeholders. The I-345 team scheduled one-on-one meetings, or "listening/briefing sessions," to gain an understanding of current thoughts and concerns related to the study. The team spent over 160 hours with at least 100 stakeholders at 104 meetings. The stakeholder meetings included 30 meetings with elected officials. More than 65% of respondents stated that they preferred a highway alternative versus a removal alternative (June 2021, public meeting series no. 2 survey). Of those that preferred a highway alternative, over 50% of respondents stated that they preferred a below grade (depressed/hybrid) alternative. 1,251 people responded to the survey that was part of the June 2021 public meeting series. Three rounds of public meetings were hosted by TxDOT: • Public Meeting Series No. 1 (December 2019) - 686 people attended the meetings. The series received 1,362 survey responses, 130 written comments and 15 verbal comments. • Public Meeting Series No. 2 (June 2021) - 140 people attended the meetings. The series received 1,023 survey responses, 174 written comments, 47 verbal comments and six email comments. Approximately 7,400 viewed the webpage and YouTube presentation online. Four position letters were received. • Public Meeting Series No. 3 (May 2022) - 104 people attended the meetings. Twenty-nine comments were received at the public meeting, 151 comments were provided electronically via SurveyMonkey, one comment was mailed, and 19 comments were emailed. Approximately 3,133 viewed the webpage and YouTube presentation online. Three position letters were received. All public meeting materials and summaries, including comment response matrices, are posted at www.345study.com. For all meetings, a 15-day advanced notice was sent out prior to the public meeting dates. The notice was sent to elected officials (mail and email) and recipients in the mailing list (by mail and email). The mailing list includes adjacent property owners, HOAs, adjacent businesses, chambers, previous public meeting attendees and any of the public that requested to be added to the mailing list. The I-345 mailing list includes over 2,500 addresses/emails. The notice was also advertised in local newspapers 15 days in advance of the public meetings. Newspaper advertisements included The Dallas Morning News, Al Día, Focus

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					Daily News, Dallas Weekly, Dallas Examiner, Dallas Post Tribune, and the North Dallas Gazette. TxDOT also utilized social media, including Facebook, Twitter and NextDoor and dynamic message signs to communicate meeting information along I-45, I-30, and US 75. The input received from the public mattered. To close out the goal of an exclusive, transparent, and collaborative public involvement process throughout the feasibility study, TxDOT revisited the common themes from the public meeting comments including community cohesion, pedestrian safety, connections, agency coordination, and economic development. The Final Feasibility Study (August 2022) summarizes the process to determine the recommended alternative and is posted online at www.345study.com. Following the I-345 Feasibility Study, the I-345 Connects project's goal is to environmentally clear the recommended alternative from the feasibility study. TxDOT continues to receive feedback for this project and will continue to revise the design based on input. A public hearing will be held Fall 2024, and public comments will be considered and accepted at the hearing. To ask questions or provide comments regarding the project outside of formal public meetings or hearing, please email TxDOT's Project Manager at 345connects@txdot.gov.
3.	Ross Allen	March 19/21, 2024	Public Meeting	Replacing I-345 with a boulevard (tear down option) is a once-in-a-generation opportunity to turn Downtown Dallas into a proper city. Any other choice is a mistake. Teardown: $400mn Hybrid: $1.66bn (for now, how many more times will that increase?) The economic boon that would follow a teardown would be unprecedented in Dallas's history. Car-centrism, highways through valuable downtown land, is a 20th Century relic and a disaster for the continued growth of the city. RECONSIDER. TEAR DOWN THE HIGHWAY!	Comment noted. TxDOT completed the I-345 Feasibility Study at the end of 2022 and published the report on TxDOT.gov. The team looked at five alternatives, including the removal alternative, and ultimately identified the "hybrid" alternative as the recommended alternative. TxDOT has advanced the recommended alternative into the schematic and environmental review phase, otherwise known as the I-345 Connects project. To view project information from the feasibility study, including responses to public comments received, visit www.345study.com.
4.	Tony Pham	March 19/21, 2024	Public Meeting	1) Cesar Chavez looks like another highway. Too wide = speeding.	The proposed design for Cesar Chavez Boulevard is consistent with the required width for a low-speed urban collector. Proposed typical sections have been coordinated with the City of Dallas and adhere to the City's complete street design guidelines.

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				2) Land by Carpenter Park looks undignified for an expanded park. This canyon will not create a cohesive urban form.	Comment noted. The project impacts the existing parks located within TxDOT right of way (ROW) including Carpenter Park. This park was constructed by the City of Dallas partially within TxDOT ROW under the Multiple Use Agreement (MUA) signed in 1992 between the City of Dallas and TxDOT. Per the MUA, TxDOT did not relinquish the state's right to use the land when required for the construction or reconstruction of the highway but consented to the construction of these facilities within TxDOT ROW on an interim basis. I-345 Connects was refined to minimize impacts to those areas covered by the MUA and does offer surplus ROW, which could be redeveloped by others. The project provides capping opportunities that will be determined later with City of Dallas coordination in addition to surplus ROW. The cost of reconstruction of existing park facilities within the MUA areas impacted would be paid for by other parties. Others (not TxDOT) will fund the cost of rebuilding Carpenter Park amenities within the impacted area covered by the MUA or other future local enhancements.
				3) Cross street main lanes should be 10' wide or less.	Lane widths are being coordinated with the City of Dallas to be consistent with City of Dallas plans such as the Street Design Manual, Strategic Mobility, Forward Dallas, Bicycle, Parking and Dallas 360 plans.
				4) This thing will be incredibly loud and uncomfortable. Not condusive for a walkable environment. Every so often I walk across US 75 and it is depressing & loud. Not great since I'm very sensitive to noise. Think of the children!	A noise analysis is part of the environmental assessment (EA). The Draft EA will be available for review and comment at the public hearing (Fall 2024).
				5) Every time I drive on 345 (every day— I'm a commuter) I think: It would be nice for this to be gone & for me to take the train.	Comment noted.
5.	R.E. Torres Maysonet	March 19/21, 2024	Public Meeting	While this project addresses the horrible physical state of the elevated I-345 sections thru Downtown/Deep Ellum/East Dallas its attempt to reunite the city seems like a bandaid. Yes it better connects some surface streets it does so by replacing an eyesore for an open wound. If capping is not included and intentionally advocated for it will keep Dallas and Texas on an antiquated mentallity that prioritizes cars over people and communities. TxDOT still has time to re-consider a people first alternative. Many great world cities have found a way to do it without continuously scarring the geography and the people within it.	Comment noted. The capping locations and the number of caps will be determined later with City of Dallas coordination. Funding for capping elements will be covered by others, not TxDOT. Potential capping areas are preliminary and subject to change based on public and stakeholder input and technical review.
6.	Pat Watson	March 19/21, 2024	Public Meeting	Excellent presentation. Staff very well informed + could answer all questions. Displays + videos very informative	Comment noted.
7.	Eric Williamson	March 19/21, 2024	Public Meeting	Bike lanes need physical separation — not just paint.	Proposed bicycle amenities are separated by a raised median. See the proposed typical sections presented at the public meeting. Bicycle accommodations are being coordinated with the City of Dallas and the Bicycle Plan.
				We need better access to DART Pearl Arts Station than was shown tonight. Bryan Place needs to be able to walk down Bryan and cross direct to Pearl Arts Station — not via Cesar Chaves.	Comment noted. The Cesar Chavez alignment, Bryan St. connection and Dallas Area Rapid Transit (DART) are being optimized based on feedback in coordination with the City of Dallas. A coordination meeting is scheduled with DART April 26, 2024. The updated design will be presented at the public hearing scheduled for Fall 2024.

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8.	Garrett Ellis	March 19/21, 2024	Public Meeting	If you're going to spend $1.6 BILLION dollars on this, you should also be responsible for fixing areas around the highway that will be effected. Carpenter Park opened a year ago. The basketball court w/ be removed and that should be paid for by TxDOT. It's a literal rounding error when compared to the overall cost of the project. Also, invest in public transportation, less highways in general….	The cost of reconstruction of existing park facilities within the Multiple Use Agreement (MUA) areas impacted would be paid for by other parties. Others (not TxDOT) will fund the cost of rebuilding Carpenter Park amenities within the impacted area covered by the MUA or other future local enhancements would be covered by others. TxDOT has and will continue to coordinate the I-345 Connects project with the North Central Texas Council of Governments (NCTCOG) and Dallas Area Rapid Transit (DART).
9.	Sarah Hughes	March 19/21, 2024	Public Meeting	I strongly urge TxDOT to commit to repairing/replacing the damage to Carpenter Park which opened in 2022. Specifically, there is a priceless piece of public art by the late Robert Irwin. The basketball court is the most popular amenity in this park and it is a rounding error in a $1.6 billion project. Be a hero, TxDOT! Do right by the citizens of Dallas + this park. It is enormously important to this community.	The cost of reconstruction of existing park facilities within the Multiple Use Agreement (MUA) areas impacted would be paid for by other parties. Others (not TxDOT) will fund the cost of rebuilding Carpenter Park amenities within the impacted area covered by the MUA or other future local enhancements would be covered by others.

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10.	Philip Goss	March 19/21, 2024	Public Meeting	This project is not responsive to public demands and needs. We want 345 turned into a boulevard. The proposed decision brings more cars and pollution into our communities, which is exactly what we don't want. The data you've used to justify this project is faulty and doesn't support your conclusion. You've also gone back on your own study, CityMap, which stated that the removal option would cost the least, deliver economic benefits, and still move the same amount of traffic, if not more, as the existing 345 does. Since you're only goal is to pour more concrete, please scrap the hybrid design and move forward with removal/boulevard.	Leaders from TxDOT, Dallas County, City of Dallas, and North Central Texas Council of Governments (NCTCOG) identified the need to initiate the I-345 Feasibility Study in 2018. During the 2016 CityMAP project, the I-345 corridor was evaluated, along with other highways around the central business district (CBD) of Dallas, to identify potential alternatives to be further developed in a feasibility study. The CityMAP study was a high-level evaluation for "the art of the possible." In Chapter 8 "I-345/I-45 Scenarios," the CityMAP report recommended further analysis of three scenarios: modify, removal and below grade. These three scenarios were carried forward into the Feasibility Study (2018-2022), otherwise known as elevated, removal and depressed alternatives. The main difference between the Feasibility Study and the CityMAP results is the traffic analysis approach. The 2016 CityMAP study utilized the 2040 NCTCOG Metropolitan Transportation Plan (MTP) which included the Trinity Parkway. The Feasibility Study refreshed the traffic data to utilize the approved 2045 NCTCOG MTP, which did not include Trinity Parkway. With each MTP update, NCTCOG revises planned projects, projected demographics, and land use in coordination with the cities across the region. I-345 Feasibility Study (2018-2022) reviewed the CityMAP study along with several other documents. TxDOT completed the I-345 Feasibility Study at the end of 2022 and published the report. The team looked at five alternatives, including the removal alternative, and ultimately identified the "hybrid" alternative as the recommended alternative. To view project information from the feasibility study, including responses to public comments received, visit www.345study.com. Following the I-345 Feasibility Study, the I-345 Connects project's goal is to environmentally clear the recommended alternative from the feasibility study. The team is updating the traffic analysis, and the recommended alternative, with recent traffic counts (collected September 2023) and the latest 2045 NCTCOG MTP update. Coordination is ongoing with the City of Dallas to refine the recommended alternative to meet the May 2023 City of Dallas Resolution supporting the recommended alternative. TxDOT continues to receive feedback for this project and will continue to revise the design based on input. Air Quality is part of the environmental assessment (EA). The draft EA will be available for review and comment at the public hearing (Fall 2024). The public hearing will be held Fall 2024, and public comments will be considered and accepted at the hearing. To ask questions or provide comments regarding the project outside of formal public meetings or hearing, please email TxDOT's Project Manager at 345connects@txdot.gov.
				And since you won't do that, please install shade structures and native plants along all sidewalks on streets that will cross the newly sunken 345. Please stop adding lanes to every highway project. It has been proven repeatedly that highway expansion does not solve traffic.	TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others (not TxDOT).

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				Additionally, please ensure all non-highway lanes build as part of this project are 10 feet in width to slow traffic and protect non-car users. Any bikes lanes build MUST be protected by concrete curbs. Painted-only lanes are unacceptable.	Lane widths are being coordinated with the City of Dallas to be consistent with City of Dallas plans such as the Street Design Manual, Strategic Mobility, Forward Dallas, Bicycle, Parking and Dallas 360 plans. Proposed bicycle amenities are separated by a raised median. See the proposed typical sections presented at the public meeting. Bicycle accommodations are being coordinated with the City of Dallas and the Bicycle Plan.
11.	Natalie Matous	March 19/21, 2024	Public Meeting	I support this project. I think it could be valuable to make this area more enjoyable and safer.	Comment noted.
				I wonder if reparations will be made to those who originally owned the I-345 land?	TxDOT has a process in place that gives priority to local government agencies interested in acquiring surplus right of way (ROW). The process begins once construction is complete and is handled by TxDOT's ROW division. Surplus tracts would: 1. Be offered for purchase at the appraised value to the City of Dallas, Dallas County, and Dallas Independent School District. If none of these entities is interested in a surplus ROW tract, 2. It is next offered for purchase at its appraised value to abutting property owners. If this does not result in sale of the tract, 3. The public is notified of the opportunity to submit a sealed bid offer to purchase, and the property would be sold to the highest bidder. Potential surplus ROW land use would ultimately be determined by the future owner according to City of Dallas land use rules and regulations
12.	Bryan Tony	March 19/21, 2024	Public Meeting	Look closely at Bryan-Cantegral-Texas-Boll interchange for improvements to safety and on/off access.	Comment noted. TxDOT is conducting traffic operations and safety analysis for improvements within the State right of way (ROW) in coordination with the City of Dallas. The interface of these streets with the proposed frontage road is being evaluated. The safety and traffic operational analysis will be available for review and comment at the public hearing scheduled for Fall 2024.
				Protect pedestrian/bicycle amenities and narrower flyover streets/gridding	Proposed bicycle amenities are separated by a raised median. See the proposed typical sections presented at the public meeting. Bicycle accommodations are being coordinated with the City of Dallas and the Bicycle Plan. Cross street widths over I-345 are being coordinated with the City of Dallas to be consistent with City of Dallas plans such as the Street Design Manual, Strategic Mobility, Forward Dallas, Bicycle, Parking and Dallas 360 plans.
				Ensure good access to Deep Ellum businesses	TxDOT and the City will continue to coordinate with various stakeholders, including Deep Ellum Foundation (DEF), Baylor Scott and White Hospital, and Fair Park.
				Provide City of Dallas ample notice to use First right of refusal for surplus ROW	TxDOT has a process in place that gives priority to local government agencies who may be interested in acquiring potential surplus right of way (ROW). TxDOT and city staff (that includes multiple departments) have formed a Surplus ROW subcommittee that meets weekly to focus on identifying surplus ROW and opportunities for its use. In addition to the subcommittee meetings, TxDOT and the City Department directors meet monthly to summarize the subcommittee progress, discuss various City plans for incorporation into the I-345 Connects project, next steps, action items and the project timeline. TxDOT also briefs the city council every six months as required in the May 2023 city council resolution.

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13.	Tony Pham	March 19/21, 2024	Public Meeting	Tear it down! A waste of money. $1.6 bil?! And counting. Build more trains.	Comment noted.
14.	Bekah Kornblum	March 19/21, 2024	Public Meeting	Tear it down. We don't need this highway. Build affordable housing instead.	Comment noted.
15.	Bekah Kornblum	March 19/21, 2024	Public Meeting	1. Please consider increasing shade for where pedestrians cross the highway. It's a wide crossing and very exposed to the sun.	TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others (not TxDOT).
				2. If transportation from South Dallas to North Dallas is a concern for this project, can we add more transit?	TxDOT has and will continue to coordinate the I-345 Connects project with the North Central Texas Council of Governments (NCTCOG) and Dallas Area Rapid Transit (DART).
				3. Can we ensure there is space for bike parking, scooter rentals, and other amenities on sidewalks?	All proposed sidewalks along the cross streets are 10' wide with a 5' buffer from the travel lane. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. can be accommodated on the proposed bridges by the City of Dallas.
16.	V. Gibson	March 19/21, 2024	Public Meeting	Ok I 45 should provide a service Lane for Trucks with pay load, there are a Lot of semi coming out of Houston going North.	Comment noted.
17.	Stephen Tordella	March 19/21, 2024	Public Meeting	The pedestrian crossings across the underpass need to be wide, not less than 10' in width. The crossings also need overhead coverage, for protection from the sun, and heat in the summer months. Shielding the sidewalk will make the crossing feel smaller, and safer. These additions should be made to all cross-streets.	All proposed sidewalks along the cross streets are 10' wide with a 5' buffer from the travel lane. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. can be accommodated on the proposed bridges by the City of Dallas.
18.	V. Gibson	March 19/21, 2024	Public Meeting	Fix The Freeway needs repair 45 SouthBound and NorthBound MLK Exit to Elm Main. ASAP.	Comment noted.
19.	Mary Ann Cuellar	March 19/21, 2024	Public Meeting	Entire event was great, the 3D video w/ finish product is unbelievable! The Bike trails — width of side walks + lifting life above the interstates was a super smart move. Folks in that area can live w/out huge traffic issues. Great to raise a family downtown with this great project. Keep up The Great Work.	Comment noted.
20.	Nicole Raphiel	March 19/21, 2024	Public Meeting	90% of those living South of I-30 work in Northern Dallas County. I want to ensure the communication gets to the southern suburban cities.	The I-345 connection between I-30 and Woodall Rodgers Freeway (SP 366) will be maintained to connect South, Southern and North Dallas.
21.	Lonnette Murphy	March 19/21, 2024	Public Meeting	My concern is not enough thought of the expansion include South Dallas and the accessibility to the people that live in the comnunity. We don't want to be just a means for passing through, but a place where people will stop and shop. We need more exits to main streets such as, MLK, Pennsylvania, E.F. Higgins. We would need safer roads, widen streets, bike lanes, and barriers. This plan cuts off @ 30 right @ the end of Deep Ellum that would connect South Dallas	Comment noted. The limits of the I-345 Connects project are from I-30 to Woodall Rodgers Freeway (SP 366). SM Wright is a separate project for I-45 from south of Lamar Street to Cesar Chavez Boulevard and is under construction.
22.	Stephen McKeown		Public Meeting	Great work! I think it is imperative that this freeway remain, and this achieves that while addressing many of the concerns people had, such as connectivity between Deep Ellum and Downtown.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
		March 19/21, 2024		My one concern is the absence of a NB Main/Elm exit or a strong replacement. I feel that this access could be important in future if there is increased downtown employment in south Dallas communities. I understand, though, that this would be very difficult from an engineering perspective. Deep Ellum access from the north is likewise a concern — I hope the left turn at the Cesar Chávez has adequate capacity.	Comment noted.
23.	Omar Jimenez	March 19, 2024	SurveyMonkey	I use Ross Ave, Routh Street, and Good Latimer Expressway and in the proposed plan, there is no longer exits from those streets currently to 345. It looks like I have to access it from Woodall Rogers to get back home in Southeast Dallas via 175. The current exit located at Routh would be out and there would be no direct access to 345 which will cause me to stay on Good Latimer and no direct access unless the new S.M. Wright Freeway is open.	There are multiple southbound exits proposed within the I-345 Connects project limits: 1. Southbound Exit to Ross Avenue 2. Southbound Exit to Live Oak Street/Cesar Chavez Boulevard 3. Southbound Exit to Malcom X Boulevard /Good Latimer Expressway There is a proposed I-345 southbound entrance ramp from Hall Street to provide direct access to southbound I-345. The existing access to southbound I-345 from Woodall Rodgers (SP 366) and I-30 is being maintained. The next entrance ramp to I-45, south of the I-30 interchange, is from Cesar Chavez (by others, part of the SM Wright project). There is also I-45 southbound access to US 175 (SM Wright) via Cesar Chavez Boulevard or the southbound I-45 exit to Martin Luther King Jr. Boulevard.
24.	Davis Hearn	March 19, 2024	SurveyMonkey	The intersections at Main Commerce and Elm seem promising for capping and pedestrian connections, however the massive mixmaster to I30 and the elevated ramps to connect to Woodall Rodgers still show a sizable impact on the functionality of downtown. I do not believe it is in the best interest of Dallas residents to keep I345 and would love to see Txdot invest in reducing roadway traffic by minimizing the need for commuting by car. The city of Dallas would be best served by additional public transportation and opportunities for economic growth. The highway system was a mistake and has a chokehold on metro areas around our country	Comment noted.
25.	Nick Ferraro	March 20, 2024	SurveyMonkey	The freeway should be removed entirely and turned into a boulevard. Trenching the highway will be a costly project that will not solve the issues created by having a highway rip through the communities in the first place. This project will cost too much, take way too long, and won't benefit the community enough to justify this alternative over the better option of removing the highway entirely.	Comment noted. TxDOT completed the I-345 Feasibility Study at the end of 2022 and published the report on TxDOT.gov. The team looked at five alternatives, including the removal alternative, and ultimately identified the "hybrid" alternative as the recommended alternative. TxDOT has advanced the recommended alternative into the schematic and environmental review phase, otherwise known as the I-345 Connects project. To view project information from the feasibility study, including responses to public comments received, visit www.345study.com.
26.	Richard Schumacher	March 20, 2024	SurveyMonkey	How long would DART rail service be interrupted for construction?	TxDOT is coordinating with DART for the construction of the I-345 Connects Project and to minimize impacts to DART operations.
				Construct footings supports etc. for all potential capping and air rights possibilities so that lane closures would not be needed in future except for overhead work (e.g., setting beams). Looks good. Make it so.	Comment noted.

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27.	Richard Schumacher	March 21, 2024	Email Comment	Ms. Lo, Why does Cesar Chavez divide into two separate structures for NB & SB between Pacific and Live Oak? This divides the adjacent potential capping into smaller units, and therefore reduces their usefulness. regards, Richard Schumacher	TxDOT is coordinating with the City of Dallas to optimize the Cesar Chavez Boulevard alignment and capping opportunities. The revised plan will be presented at the public hearing (Fall 2024) for additional public feedback.
28.	Cydney Walker Host of Coffee and Politics Online	March 21, 2024	Email Comment	I would love to have you as the project manager for 345 in my coffee and politics show to discuss this project. I host my show on Saturday mornings at 10 am - 11 am at Kingsmen Coffee Co in Duncanville. Let me know if you are interested. Cydney	Comment noted.
29.	Anonymous	March 21, 2024	SurveyMonkey	I think it is a great thing that i345 will now be underground. I love the idea of putting parks over top like Klyde Warren.	Comment noted.
				The only concern I have is there are parking lots under the current freeway. There is already scarce parking near deep Ellum as it is. Is it possible to add more parking garages near by with the proposal?	Comment noted. This comment will be shared with the City of Dallas for consideration of improvements that can be made outside of the State right of way (ROW).
30.	Jackson Hurst	March 22, 2024	SurveyMonkey	I approve and support TxDOT's I-345 Connects Project from I-30 to Woodall Rodgers Freeway (Spur 366). The aspect that I love about TxDOT's I-345 Connects Project from I-30 to Woodall Rodgers Freeway (Spur 366) is that city streets will be reconnected above I-345 which will improve safety and reduce congestion in downtown Dallas.	Comment noted.
31.	Amy Martin	March 24, 2024	Email Comment	About 900k to submerge a highway is a LOT of money. Who benefits from this? Not the commuters; we're getting where we need to go just fine. One billion is a lot to spend to give a small group of residents walkability to downtown. And it's hard to believe that y'all would build an giant extended overpass that would fall apart so soon after construction and needs replacing. I mean, that would be a scandal. But… submerging the highway would make developers very happy, especially those who'd like to keep marching those skyscrapers down Elm-Main-Commerce. I do not want my tax dollars to underwrite developers. There are a lot of crummy highways, especially FMs, that need that money. Also all those TxDOt bridges that have been rated in dire need of repair.	Comment noted.
32.	Russell Herman	March 25, 2024	SurveyMonkey	This design would be much improved if there were trees or shade structures on the sidewalks that abut and cross the highway. Otherwise, you are walking in the blazing sun for much of the year.	TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others (not TxDOT).
33.	John Murray	March 26, 2024	SurveyMonkey	As a Residential Realtor specializing in the State Thomas Neighborhood and Board of Director Member of Uptown Dallas Inc., I strongly oppose a traffic light at Allen St. and Woodall Rodgers feeder road. This will increase auto traffic in a residential neighborhood that is a highly pedestrian friendly area.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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34.	Allie Mysliwy	March 26, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				We live a block from Allen St. How very convenient that TxDot failed to notify State-Thomas residents living within 500 feet of Allen St. I know of no one who received notification of this proposal or the meetings. Shame on TxDot.	Notices for the public meeting were distributed in accordance with the Texas Administrative Code and TxDOT public involvement guidelines. Notices were posted on the TxDOT website and on www.345connects.com 15 calendar days prior the public meeting and display ads advertising the public meeting were published in the *Dallas Morning News, Al Dia, Focus Daily News, Dallas Weekly, Dallas Examiner, Dallas Post Tribune,* and the *North Dallas Gazette*. Notices were also provided to public officials, individuals, or affected interest group that has expressed interest in the project, and potentially impacted property owners. Public meeting notices were mailed to directly adjacent properties along the limits of the project and postcards advertising the public meeting were mailed to properties within a quarter mile buffer along the limits of the project. Notices were also provided to the "5th at State Townhome Owners Association, Inc." and Uptown Dallas Inc.
35.	Bobbi Schwartz	March 27, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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				Shameful it wasn't made public as in the people most affected by this change were never notified.	Notices for the public meeting were distributed in accordance with the Texas Administrative Code and TxDOT public involvement guidelines. Notices were posted on the TxDOT website and on www.345connects.com 15 calendar days prior the public meeting and display ads advertising the public meeting were published in the *Dallas Morning News, Al Dia, Focus Daily News, Dallas Weekly, Dallas Examiner, Dallas Post Tribune,* and the *North Dallas Gazette*. Notices were also provided to public officials, individuals, or affected interest group that has expressed interest in the project, and potentially impacted property owners. Public meeting notices were mailed to directly adjacent properties along the limits of the project and postcards advertising the public meeting were mailed to properties within a quarter mile buffer along the limits of the project. Notices were also provided to the "5th at State Townhome Owners Association, Inc." and Uptown Dallas Inc.
36.	Cara Mendelsohn	March 28, 2024	Email Comment	This email is to provide public feedback about the necessity of I-345 and support for the hybrid option. I use I-345 several times a week for my commute from Far North Dallas to downtown Dallas. Each trip, I see hundreds of vehicles using both northbound and southbound lanes to get to other parts of the city. 345 is a necessary link connecting Dallas and providing appropriate and timely north-south access. I fully support the hybrid alternative. There isn't sufficient capacity on adjacent roadways or other highways for any of the other alternatives. The hybrid option allows a return of right-of-way to Dallas for development, improves pedestrian safety and access, and solves the issue of how to replace a critical, end of life highway with a thoughtful design that takes into account many of the concerns voiced by elected officials, business owners, nearby residents, and urban advocates. Thank you for the extensive outreach and community engagement. I am impressed with the TXDOT team that worked on this project. One area where TXDOT could improve is better litter control and mowing of grass in the right-of way. Sincerely, Cara & Barry Mendelsohn Far North Dallas	Comment noted.
37.	Peter Gerard	March 29, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I strongly oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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38.	David Hardwicke	March 29, 2024	SurveyMonkey	The proposed access from I-345 to Allen Street in Uptown Dallas would be a catastrophe for the State Thomas and adjacent Uptown areas. Allen Street is a narrow residential street with a school on the corner of the current Woodall Rogers access road and dense housing on the remainder of its course. Roads Allen Street crosses are similar low volume streets with dense residential construction and high pedestrian traffic. McKinney is very congested, with very high pedestrian traffic, and is incapable of handling significant traffic flow off I-345. Hall Street nearby is a much more suitable street for more high volume traffic, as it currently handles traffic to and from freeways. I would urge planners to use Hall Street rather than Allen Street for local access to I-345.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
39.	Madeline Bumpass	March 29, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
40.	Mary Diamond	March 29, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I strongly oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
41.	Sheryl Hopkins	March 29, 2024	SurveyMonkey	I strongly object to this to the extent it includes a proposed shortcut through State-Thomas via Allen St. to southbound I-345 service road. I live 1/2 block from Allen Street. This is a densely populated neighborhood with heavy pedestrian traffic crossing Allen Street, including school children. Further, there is both a church and a school on Allen, which would be adversely affected by this. Allen is a very narrow street with blocked access views at times, which make it dangerous. Your proposal would add heavy truck traffic, which simply put, would make the street dangerous and unusable to the extensive local residences and small businesses, which receive deliveries already on Allen. Wrong neighborhood to do this in because it is the most densely populated neighborhood in Dallas. Further residents rely on the ability to park on the street. Extremely dangerous proposal and disruptive proposal.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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42.	Clint King	March 29, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
43.	Keith Cannon	March 29, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
44.	Marissa Peirsol (Wilson)	March 29, 2024	SurveyMonkey	TXDOT's proposal to make Allen Street a short -cut through the State-Thomas neighborhood in order to access I-345 to connect I-30 to Woodall Rodgers Freeway is problematic and would negatively impact this unique and historical neighborhood. Additionally, any changes that would further restrict parking and make the walkability for pedestrian more dangerous is not what we want. Please do not ruin the few quaint parts of downtown Dallas left.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
45.	Grace Warren	March 29, 2024	SurveyMonkey	This is a special residential neighborhood that has young residents and a beautiful atmosphere. This proposal will ruin the atmosphere of this sweet neighborhood. Dallas lacks many of the things New York or other large cities have because we prioritize things like this road. We need to CANCEL this project. We need to protect the culture and beauty of State Thomas not destroy it with more truck traffic. So many people will move if this happens! This is one of the last quiet neighborhoods - PLEASE DO NOT RUIN THAT FOR US.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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46.	Richard Wylot	March 29, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
47.	Fayez Seif	March 30, 2024	SurveyMonkey	I vehemently oppose the txdot proposal	Comment noted.
48.	Sharry Krutsch	March 30, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
49.	John Wise	March 30, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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50.	Kerry Muller	March 30, 2024	SurveyMonkey	As a homeowner in State Thomas, which is a residential area, we are Strongly Opposed to I-345 connects proposal from I-45 to Woodall Rodgers Freeway (Spur 366). Possibility of increased crime/danger for families & the school on Allen St, increased traffic, noise, delays and parking issues in an already congested area. Property values would be negatively impacted as well. This is a neighborhood like any other and it should not have this imposed upon it. Neighborhood Concern on many levels as noted in comments _ OPPOSED!! TO THE I-345 Connects from I-30 to Woodall Rodgers Freeway (Spur 366)	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
51.	Carol A Mohney	March 30, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. It will also negatively affect the neighborhood school"	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
52.	Justin Cohen	March 30, 2024	SurveyMonkey	Please no on the Allen st change. I live in a townhouse on Allen St, and changing it to one-way to connect highway traffic will be highly detrimental to the small-neighborhood charm of historic State-Thomas. The access to the highway works very well as is, since Allen already connects to the service road. Please do not make my street into a highway on-ramp.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
53.	Mary Lynn Almand	March 30, 2024	SurveyMonkey	I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
54.	James Chassen	March 31, 2024	SurveyMonkey	The negative impact on Allen Street would be an unmitigated disaster to the residents and businesses in Uptown. I question whether anyone involved with this idea has walked around Uptown and this are specifically.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
55.	Barry J. Sorrels	March 31, 2024	SurveyMonkey	"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
56.	Dr. Caroline OBrien	April 1, 2024	SurveyMonkey	I am Dr Caroline OBrien, president of Notre Dame of Dallas Schools at 2018 Allen Street, 75204. Notre Dame School, located on Allen Street since 1980's, educates 180 students with intellectual and developmental disabilities. Our students attend Notre Dame School from 82 zip codes across North Texas by means of DART para- transit, school buses and parent carpools. Additionally, we send 90-100 students off campus every day- to job and volunteer sites as well as "Community-based Instruction" as part of our rigorous life-skills and Texas Workforce curriculum. I have many questions concerning the proposed Allen Street light. From your materials, proposed traffic patterns would create increases and high volume traffic egress and ingress that appear to present unsafe traffic situations for our students and families. No family pays more than half the cost of tuition due to our relationships and fundraising across the business and philanthropic community. We educate a children from all four quadrants of the Dallas area. Access to school, access to the community are vital for our students to learn, thrive and grow up to be fully engaged into the community. I will stay informed of the potential road and traffic decisions being considered for the concerns of access and safety for our students and families. Dr Caroline Obrien *I am also a Dallas resident.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
57.	McKenna Tanski	April 1, 2024	SurveyMonkey	This construction project is not necessary and will affect MANY residents in the area. My family and I just moved to State Thomas and live on Allen street. We have a young 1 year old baby and moved here to be close to the city but still feel residential and community oriented. That is what State Thomas is right now but making it a through street will greatly increase traffic and large trucks in our neighborhood. Right now, my baby and I play outside on the sidewalk and walk to the nearby park and coffee shop almost twice a day. If there is more traffic, it will just become more dangerous for young children to be in the are and loud. I beg you to find another plan / idea for this project than using Allen street!!! The peaceful neighborhood is why we moved here and what we enjoy about living in Dallas - it would be heartbreaking to see it go.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
58.	Judy Smith Hearst	April 1, 2024	SurveyMonkey	Opposition to your proposed route south bound on Allen Street to I 345: We are very opposed to your proposed route south bound on Allen Street to I 345. It would return cut-through traffic. We worked in past decades with the City to send cut-through traffic "around-not-through the Neighborhood" by way of building the Routh-Maple Connector and closing Routh as an entry to the north east quadrant of Downtown. Cut-through traffic on our cross streets of Allen, Boll, and Routh was removed due to the Connector and the problem was solved when the Connector opened. Your proposal threatens to put cut-through traffic back into State-Thomas' 96 acres of our mostly residential neighborhood of maybe 4000+ neighbors that sleep here each night. Yes, we have some commercial uses, but they are a minor percentage of the overall. Most people have dogs and are out walking them several times a day. Parking spaces are in short supply so we don't want to lose them on either side of the street, even though it squeezes traffic to move slowly. Parking spaces are needed and in use most of the time. Adding a cut through route to our streets would be a rude intrusion into our very well-planned neighborhood. Many of us I have spoken to in State-Thomas think this would be a killing blow. We wonder how it ever even came about as a suggestion, given the insensitive way our neighborhood was dissected by the Highway Department (Hwy 75) in our past. Adding traffic to Allen would be a dissecting move once again. We are very surprised TxDOT would entertain this given our history. You don't really need to come through State-Thomas to get to Baylor. What about the Connector? IT was built for that purpose, we were not. Thank you for consideration of our neighborhood, Judy Hearst Friends of State-Thomas 2512 Thomas Avenue, Dallas 75201 214 701 6291 *Others from Friends of State-Thomas will be commenting soon.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				As an Uptown Inc. board member on the Capital Improvement and Public Realm Committee, we got a report from our Chairman Tony Page at our last meeting. This was the first we had heard of this proposal to cut through our beloved neighborhood. Neighbors were alarmed.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
59.	Joe Richard	April 1, 2024	SurveyMonkey	I am writing to express my strong opposition to the ground level street connections proposed in the reconstruction project of I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County. As a resident of the Uptown area of Dallas, I am deeply troubled by the potential safety hazards these street connections could pose to our community, particularly to the children who frequent this area. Uptown is known for its vibrant community and its appeal lies significantly in its walkability. Many residents, including myself, have chosen to live in this area precisely because of its pedestrian-friendly environment. However, the proposed ground level street connections over the reconstructed I-345 threaten to compromise the safety and accessibility of our neighborhood. The safety concerns are particularly acute for the children of Notre Dame School of Dallas. With increased vehicular traffic and potential congestion resulting from the proposed street connections, the risk of accidents and pedestrian injuries would undoubtedly escalate. Furthermore, the noise and air pollution generated by the heightened traffic flow could adversely impact the health and well-being of our community, especially the children. It is imperative that the Texas Department of Transportation (TxDOT) reconsiders this aspect of the project and explores alternative solutions that prioritize safety and the pedestrian experience. Elevating the street connections or implementing additional safety measures such as pedestrian bridges or tunnels would be more conducive to maintaining the walkability and livability of Uptown while ensuring the safety of residents and students. Thank you for considering my concerns. I look forward to a constructive dialogue and a resolution that serves the best interests of our community.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
60.	Mary Charles Byers	April 1, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
61.	Mike Albertson	April 1, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. I really hope I can trust the TXDOT to make the right decision here and not pursue this shortcut. Thanks	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
62.	Robert Muller	April 1, 2024	SurveyMonkey	Making Allen Street one way and adding access to I-75, Woodall Rodgers (spur 366) and I-30, would disrupt a residential neighborhood, increase traffic on an already crowded street, eliminate parking for residents and visitors, and affect 2 schools, one on each end of Allen Street. The traffic it would generate on Mckinney would also increase, especially when schools are letting students out, which would put them in danger. Large trucks would also have a very hard time making the turn from Mckinney onto Allen. A better alternative would be Hall Street. It already has access to all 3 highways.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
63.	Kelsea Robson	April 2, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
64.	Ursula Bumpass	April 2, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
65.	Robert J Wright	April 2, 2024	SurveyMonkey	OPPOSE the Allen St. access to I-345. Allen St. is a residential one and cannot accommodate commuter or commercial traffic. Stacking on Allen would adversely affect the character, safety and walkability of the State Thomas neighborhood as well as that of the Notre Dame School and St. Peter's Catholic Church.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
66.	John J Tucker	April 2, 2024	SurveyMonkey	Absolutely no! This would destroy the neighborhood and the adversely affect the value of our homes.	Comment noted.
67.	Yolanda Lawson, MD	April 3, 2024	SurveyMonkey	Opposed to using Allen St as a cut through due to this would cause increased neighborhood traffic, disruptive to quality of life, traffic burden into the neighborhood, and safety concern	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
68.	Phong Tran	April 3, 2024	SurveyMonkey	To whom it may concern, I am writing to express my firm opposition of the proposal regarding the utilization of Allen Street as a “cut-through” route to Hwy I 345. The current proposal to reintroduce cut-through traffic plan would not only disrupt the tranquility of our predominantly residential area, which is home to approximatelcy 4000 neighbors, but it would also exacerbate existing challenges such as limited parking availability and the need for pedestrian-friendly streets. The cut-through route would undermine the careful planning that has characterized our neighborhood's development. Many residents fear that this proposal could have devastating consequences for our community. It is disheartening to consider such a possibility, especially given the painful history of how our neighborhood has been affected by past highway projects, such as Hwy 75 Phong Tran	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
69.	Julie Walker	April 3, 2024	SurveyMonkey	This stop light and entrance would negatively affect the traffic on an interior (non main thoroughfare) of our small neighborhood. We strongly oppose this proposal.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
70.	Connie Tan	April 3, 2024	SurveyMonkey	I am very opposed to your proposal to use Allen Street as a "cut-through" to Hwy I 345. We worked in past decades with the City to send problematic cut-through traffic "around-not-through the Neighborhood" by way of building the Routh-Maple Connector and closing Routh as an entry to the north east quadrant of Downtown. Cut-through traffic on our cross streets of Allen, Boll, and Routh was preventing quality of life or redevelopment. The cut-through was going to the north east portal of Downtown under Woodall Rodgers on Routh Street. The problems with these three streets were solved when the Connector opened. State-Thomas was then able to be developed. Now you propose to bring that back. Your proposal threatens to put cut-through traffic back into State-Thomas' 96 acres of our mostly residential neighborhood of maybe 4000+- neighbors that sleep here each night. Yes, we have some commercial uses, but they are a minor percentage of the overall. Many people have dogs and are out walking them several times a day. Parking spaces are in short supply so we don't want to lose them on either side of any streets, even though it squeezes traffic to move slowly through. Parking spaces are needed and rotating in use most of the time. Adding a cut through route to our streets would be an intrusion into our very well-planned neighborhood. Many in State-Thomas think this would be a killing blow. We wonder how it ever even came about as a suggestion, given the insensitive way our neighborhood and Cemeteries were dissected by the Highway Department (Hwy 75) in our past. Adding traffic to Allen would be a dissecting move once again. We are very surprised TxDOT would entertain this given our history. You don't really need to come through State-Thomas to get to Baylor. What about the Connector, or Pearl? They were built for that purpose, we were not. Thank you for consideration of our neighborhood,	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
71.	An Luu	April 3, 2024	SurveyMonkey	The station 4 design with the cut through and light at Allen St to Woodall Rogers service road should not happen. Allen St is in a residential neighborhood with children and that intersection in particular has a church and a primary school right there! Whoever designed this didn't take into account the traffic flow through this historic neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
72.	Phil Walker	April 3, 2024	SurveyMonkey	We are residents of the State Thomas neighborhood and oppose the proposed to I345. We believe a stop light at the end of Allen St. with the access point to the interstate will create a traffic pass through our residential neighborhood and be a severe detriment to our street traffic.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
73.	Michael Thomas	April 3, 2024	SurveyMonkey	I highly oppose TXDot's plan to plan to construct a signalized intersection where the southbound Woodall Rodgers Service Road intersects Allen St., thereby enabling a "short cut" through the middle of the residential State-Thomas historic neighborhood for through traffic to southbound I-345, the Arts District, Deep Ellum, and downtown Dallas!	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
74.	Jason Wilmoth	April 3, 2024	SurveyMonkey	I oppose this addition. This will have a negative impact on the State-Allen neighborhood which has a large walking population with animals. Increased traffic will create a safety hazard for the community.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

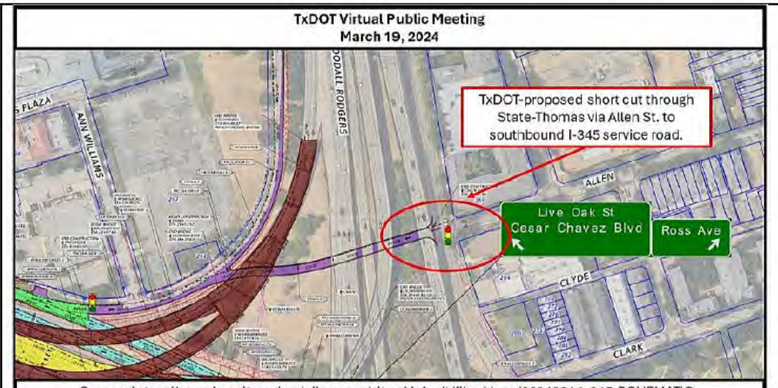
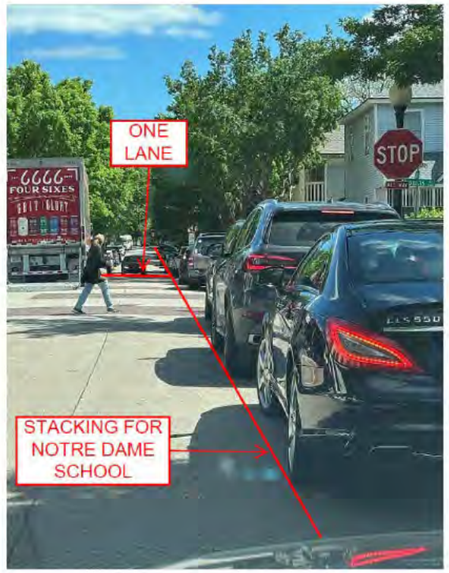
Comment Number	Commenter Name	Date Received	Source	Comment	Response
75.	Ryan Miller	April 3, 2024	SurveyMonkey	I am against this as it will likely create excessive traffic in the uptown area.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
76.	Elizabeth Wilder	April 3, 2024	SurveyMonkey	I'm opposed to your proposal to use Allen Street as a "cut-through" to Hwy I 345. Allen Street already has limited parking and often time is difficult to navigate around pedestrians, cyclists, and parked cars. Adding more traffic to the State Thomas Historic District would make our neighborhood less walkable and potentially more dangerous.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
77.	Amelia Kennelly	April 3, 2024	SurveyMonkey	As a resident of the State Thomas area, this would materially disrupt the flow of our daily lives. This is a neighborhood, and one of the few places in Dallas that has that feeling of community. We cannot have the heart of our community destroyed.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
78.	Matthew Filpi	April 3, 2024	SurveyMonkey	Please note my strong opposition to the proposal to use Allen Street as a "cut-through" to Hwy I 345. east quadrant. This proposal threatens to put cut-through traffic back into State-Thomas' mostly residential neighborhood. Adding a cut through route to our streets would be an intrusion into our well-planned neighborhood, and would make State-Thomas significantly less desirable as a residential area to live. This has already been addressed in the past already and should not be coming up again. Thank you for your consideration.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
79.	Gary C Barone	April 3, 2024	SurveyMonkey	As a 20-year resident in Uptown, I am vehemently opposed to this plan. You can currently get to Woodall Rogers from McKinney Ave. via Routh St. This plan creates additional traffic in a highly walkable neighborhood and will cause too much additional traffic. It is a SAFETY issue!	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
80.	John Kennelly	April 3, 2024	SurveyMonkey	As a resident of this neighborhood for 5+ years, this would destroy our quiet street and I am vehemently opposed	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
81.	Thomas Balfour	April 3, 2024	SurveyMonkey	absolutely not, this will create a negative impact on our great little neighborhood. We dont need more traffic	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

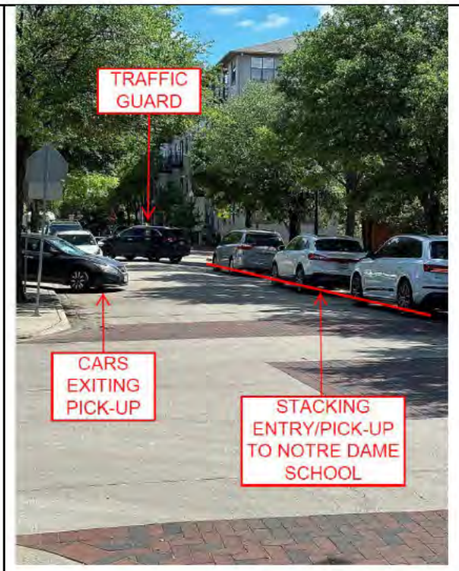
Comment Number	Commenter Name	Date Received	Source	Comment	Response
82.	Enrique Martinez Garcia	April 3, 2024	SurveyMonkey	Esto va a afectar muy negativamente al vecindario y la habitabilidad del mismo por lo que me opongo a este proyecto. "This will very negatively affect the neighborhood and its livability, which is why I oppose this project."	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024. *Después de recibir comentarios de varios ciudadanos preocupados sobre los impactos en el vecindario de State-Thomas, TxDOT está eliminando la conexión propuesta de la calle Allen con la I-345 en dirección sur. Esta decisión refleja nuestro compromiso de atender los comentarios de la comunidad y es coherente con la dirección de la Ciudad de Dallas. El diseño actualizado se presentará en la audiencia pública programada para el otoño de 2024.*
83.	Renjie Li	April 3, 2024	SurveyMonkey	This is dangerous for State Thomas. Lots of small children in the area. Absolutely will be opposed.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
84.	Chris Boyle	April 3, 2024	SurveyMonkey	I am strongly opposed to this project given its potential impact on the residential neighborhood of State Thomas. The area is already extremely congested and bringing more vehicles to our neighborhood creates additional unnecessary risks to residents.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
85.	Elizabeth Filpi	April 3, 2024	SurveyMonkey	We strongly oppose the proposal to use Allen Street as a "cut-through" to Hwy I 345. east quadrant. This proposal threatens to put cut-through traffic back into State-Thomas' mostly residential neighborhood. Adding a cut through route to our streets would be an intrusion into our very well-planned neighborhood. This has already been addressed in the past already and should not be coming up again. Thank you, Elizabeth Filpi	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
86.	Carlos Montoliu	April 3, 2024	SurveyMonkey	We oppose this proposal. It will create additional traffic to a residential neighborhood. We live at 2351 Allen St	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
87.	Jorge Zuniga	April 3, 2024	SurveyMonkey	I oppose this development. Please don't convince yourselves that this wouldn't do significant damage to our community. What would your opinion be if this was your neighborhood?	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
88.	Louis Hintz	April 3, 2024	SurveyMonkey	I do not support this plan what so ever! So sad to see that TXdot wants to take away public park space and then not even pay to replace it. The city of Dallas deserves better.	The project impacts the existing parks located within TxDOT right of way (ROW) including Carpenter Park. This park was constructed by the City of Dallas partially within TxDOT ROW under the Multiple Use Agreement (MUA) signed in 1992 between the City of Dallas and TxDOT. Per the MUA, TxDOT did not relinquish the state's right to use the land when required for the construction or reconstruction of the highway but consented to the construction of these facilities within TxDOT ROW on an interim basis. I-345 Connects was refined to minimize impacts to those areas covered by the MUA and does offer surplus ROW, which could be redeveloped by others. The project provides capping opportunities that will be determined later with City of Dallas coordination in addition to surplus ROW. The cost of reconstruction of existing park facilities within the MUA areas impacted would be paid for by other parties. Others (not TxDOT) will fund the cost of rebuilding Carpenter Park amenities within the impacted area covered by the MUA or other future local enhancements.
89.	Kelly Underwood	April 3, 2024	SurveyMonkey	As a property management representative, I feel this would not be beneficial to our 750 residents that live on property. This will interfere with the walkability in our neighborhood, as well as the ease and relaxed community State Thomas represents. More traffic also invites more opportunity for crime and easier access to our neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
90.	Timothy & Anne Southwick	April 3, 2024	SurveyMonkey	We are opposed to this measure.	Comment noted.
91.	Roxana Przelicki	April 3, 2024	SurveyMonkey	I oppose this creating a light passing through the State Thomas neighborhood. (Opposition to station 4 design). This is a walk friendly neighborhood. Adding lights and traffic is terrible for homeowners and property values. Everyone who bought around here, bought for the ease of getting from point A to point B without traffic. The quality of life will be disrupted and the noise of traffic will be detrimental to this area. Thank you and I hope you will reconsider.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
92.	Randy Hansen	April 3, 2024	SurveyMonkey	Based on my understanding of the project, please consider not allowing traffic to flow from Allen to the new proposed road, instead look at reaching that road from the frontage road. Consider what the proposal would do to the State Thomas neighborhood. Thank you.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
93.	Clifton Beech	April 3, 2024	SurveyMonkey	State Thomas area already gets too much traffic, including commercial trucks and people passing through. The roads are rough and need additional work. People drive late at night at high speeds with zero enforcement.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
94.	Andrea Kirsten-Coleman	April 3, 2024	SurveyMonkey	As a resident of the St Thomas neighborhoods I am opposed to the cut through on Allen St to i345. This is a walkable neighborhood and added traffic would be dangerous for local residents and their kids and dogs.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
95.	Randy Harris	April 3, 2024	SurveyMonkey	My wife and I are 100% against this, for alot of reasons; many of our homeowners have young children, the increased noise this would create in our neighborhood, residents fill up the parking spaces on both sides of allen,this is a terrible idea	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
96.	Sheila Hansen	April 3, 2024	SurveyMonkey	As a resident in Uptown, I oppose this plan. Specifically, placing a stoplight at Allen is dangerous. St Peter's Church and Notre Dame School are located at that intersection. This will dramatically increase traffic in an area already busy with students and busses traveling there twice each day. Safety is important. The area is very busy with pedestrian traffic. Our area of Uptown already deals with cars/trucks moving too quickly down each street. This plan will encourage drivers to use a "short cut" to cross the highway. It will increase the amount and speed of traffic that is not necessary. Safety for residents and children takes priority.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
97.	Eleanor Waddell	April 3, 2024	SurveyMonkey	Shameful to even think of taking an historically designated and significant, diverse and important walkable neighborhood and make it a cut through for major traffic. Please stop this foolish, unfair and gross action immediately.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
98.	Mina Descrivan	April 3, 2024	SurveyMonkey	I'm against adding a stop light at Allen and creating a cut through under Woodall. This will negatively impact our community with more traffic and people using Allen to cut through to Downtown (there are better roads to do that) . Keep in mind in this area there are a lot of pedestrians and nore importantly that there is a school for special kids and a church at that intersection. No one wants an accident of that kind. Please think carefully.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
99.	Melissa Huso-Shoback	April 3, 2024	SurveyMonkey	As residents of the State-Thomas neighborhood for over 10 years, we are horrified to see the changes that txdot has planned for our neighborhood. We strongly oppose all of the changes detailed on the schematic. The proposed cut thru's would fracture this neighborhood and destroy what is left of uptown. including losing our one and only back door into the neighborhood from downtown	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
100.	Jeanie Essl	April 4, 2024	SurveyMonkey	If TxDOT did a thorough check on the neighborhood they would have found out that there is a School for Special Needs Students, Notre Dame, and a church, St.Peter the Apostle, located at the proposed construction site. In fact, these institutions are located at the corner of Allen St. and the access road of 75/ Woodall Rogers Freeway. There is a car-pool line and school busses along Allen St. for two periods during the day. One for drop-off and pick- up. Why would TxDOT want to jeopardize the safety of the students in addition to jamming up the streets in that area?	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
101.	Jolie Caldwell	April 4, 2024	SurveyMonkey	I strongly oppose the Allen Street cut through. I live on Boll Street, about 2 blocks from Allen. The additional traffic cutting through State Thomas would affect the peace and tranquility of our neighborhood. Therefore, it would also negatively affect our property value. No cut through in State Thomas! Jolie Caldwell	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

102.	Robert Wright	April 4, 2024	Email Comment	Paul, As a 23 year and current resident on Allen St the purpose of this email is to oppose the TXDOT plan (attachment #1) to create direct access to I-345 from Allen St. This plan is antithetical to just about everything the neighborhood desires and what Uptown Dallas, Inc. has worked for the last 15+ years; enhancing the quality of life in State Thomas/Uptown through better walkability and safety. The proposed I-345 access will forever alter Allen St and the residential character of State Thomas, often known as the most walkable in Dallas if not the Metroplex. Below find some concerns, I am certain there are others. - First and foremost, Allen St. is a residential one not a commercial or commuter thoroughfare. - The introduction of 24 hour traffic, in particular commercial, would negatively affect quality of life in the neighborhood. - Allen Street currently accommodates parallel parking on both sides, essentially creating a two-lane street. However, when a ride-share vehicle, delivery truck (Amazon), or any other vehicle stops along the road, Allen Street effectively becomes a single-lane thoroughfare, which is inadequate for handling commuter and commercial (truck) traffic. Attachment #2 -Car stacking at the stop signs located at Allen Street and Thomas Avenue will lead to backups, which will in turn exacerbate traffic congestion and impede the flow of vehicles through the area. -Construction trucks, especially dump trucks, are likely to utilize this access to reach I-45, as some already do. This increased traffic from construction vehicles could pose safety hazards and further exacerbate congestion in the area. -Increased crime as perpetrators will now have a direct egress out of State Thomas to I- 345. -The Notre Dame School for children with intellectual disabilities (located on Allen) utilizes Allen for its bus(s) and parents pick up/drop off as well as access Griggs Park and other parts of State Thomas. Their safety would be adversely affected. Attachment 3-5 -St. Peters Catholic Church (located at the proposed intersection) parishioners park on Allen St, their safety will be adversely affected. -Southbound traffic on the Woodall access road has limited visibility to the proposed lighted intersection as it curves on approach. This along with the speed of traffic to the intersection should be cause for concern to the city and TXDOT as it seems certain there will be traffic accidents. There is a significant disconnect between the proposed access plan and the conditions and needs of the State Thomas neighborhood. I would encourage decision-makers or planners to spend time walking Allen St. and experiencing firsthand the concerns enumerated above as well as others I have not covered. I would be happy to host and It won't take long to realize many defects of the proposed Allen St access and the scars it would leave on the neighborhood. As always feel free to contact me if you have any questions or need additional information. Robert Wright 2361 Allen St. 214-632-3353	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

				 Source: https://www.keepitmovingdallas.com/sites/default/files/docs/20240314_345-SCHEMATIC-Public%20Meeting.pdf 	

				 TRAFFIC GUARD CARS EXITING PICK-UP STACKING ENTRY/PICK-UP TO NOTRE DAME SCHOOL  ONE LANE Modelo State	

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103.	Anonymous	April 4, 2024	SurveyMonkey	I am the principal of school on Allen street that educates students with special needs. The suggested changes would NOT be safe or support the needs of the community.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
104.	Jill Cutri	April 4, 2024	SurveyMonkey	We are in opposition to this proposal. This will drive more traffic and speed through our neighborhood where our children play and we walk our dogs. It is a walking community that will dramatically affect the safety of our children and other pedestrians.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
105.	Curtis Hite	April 4, 2024	SurveyMonkey	I am particularly concerned about using Allen Street as an access. It is almost exclusively residential and already requires parking for both residents and the few great hidden gem restaurants and sports bars (like Si Tapas, and Knodding Donkey). Furthermore, there is a school on the intended route. I am strongly against using State Street as an entrance to the high way. It would even be right next to a school (which has children with learning and intellectual challenges).	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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106.	Mark Hawthorne	April 4, 2024	Email Comment	Virtual Public Meeting for I-345 Connects From I-30 to Woodall Rodgers Freeway (Spur 366) Dallas County CSJ 0092-14-094 Tuesday, March 19, 2024 I have attended public meetings for this project since December 5, 2019. Over this period of time, I learned that most of the alternatives including the recommended depressed alternative for I-345 will not substantially improve or increase the flow of traffic. The depressed alternative for this project will not reunite Downtown Dallas with Deep Ellum. It will simply replace an elevated barrier with a depressed barrier. The only way to truly reunite Downtown Dallas with Deep Ellum, would be to build an enormous deck park similar to Klyde Warren Park, over the recommended depressed alternative. In my opinion, the I-345 project should be a No-Build. The estimated cost associated with this project of more than one (1.6) billion dollars, should be spent on repairing and maintaining existing Interstate freeways including I-345. I would like to see an estimate of the maintenance cost for the proposed I-345 project over the next thirty- (30) years. Several of the existing freeways, I-20 at Bonnie View for one example, are in desperate need of repair. TX-DOT should commit the funds required to repair and maintain all existing Interstate freeways prior to funding such a wasteful non-priority (1.6) billion dollar I-345 project.	Comment noted. During the alternative analysis conducted in the I-345 feasibility study, the study team evaluated the no-build alternative. However, it was not chosen as the recommended alternative because the cost to maintain the existing bridge will continue to increase over time and it is not feasible to maintain the bridge for infamy. The estimated remaining useful service life of the bridge is approximately twenty years. The recent maintenance projects have allowed TxDOT to extend the useful service life. However, the bridge will need to be replaced. The Unified Transportation Program (UTP) is TxDOT's 10-year plan that guides the development of transportation work across the state. Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects. TxDOT does not make the plan but implements the policies set forth by elected officials. The existing bridge is safe and was recently rehabilitated with a $30 million project. It is regularly inspected at least once per year and will be for the bridge's remaining service life. The cost of annual maintenance is unknown, contingent on the findings made during the engineers' inspections.
				In cities of more than one million people or metropolitan areas of more than eight million people, the thought of building new and larger Interstate freeway systems with more lanes and exchanges is no longer practical. It is impossible to build our way out of congestion, by making it easier for an increasing number of cars and other such single destination vehicles to stress the funding of state transportation departments. State departments of transportation must coordinate with and promote the use of mass transit systems to reduce traffic on Interstates. Mark A Hawthorne	Comment noted.
107.	Robert Morse	April 4, 2024	SurveyMonkey	The proposed access to 345 southbound from Allen St thru a small residential neighborhood with very limited road service would be devastating to the State Thomas neighborhood. The street is narrow with parking on both side is a bon commercial St with a school and church which both utilize Allen St for pick up and drop off daily. This would be a huge disservice to the area and goes completely against the ideas that redeveloped this area 20 years ago, to create a residential walking community	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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108.	Henry Binkowski	April 4, 2024	Email Comments	I realize you may be getting much negative feedback about this proposal. I ask only this: Some weekday morning take a walk or drive down Allen Street, past the Notre Dame school and see if you think shortcut traffic has any merit here. On a busy weekend afternoon, check the free for all parking situation on Allen Street and imagine that with double the traffic. If parking restrictions are on the table, maybe the local merchants and dining spots should be aware. This is a terrible proposal and should immediately be taken off the table	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
109.	Hunter Howard	April 4, 2024	SurveyMonkey	What individuals think it is a good idea to route rush hour traffic and freeway access through quiet residential neighborhoods like Allen Street. This is a terrible idea for tree lined streets with walkers and baby carriages and the streets and neighborhoods could not support the additional traffic. This historic district can not consider creating a quicker Hwy access for commuters that's available blocks away. Terrible and awful idea.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
110.	Jacob Lindsey	April 4, 2024	SurveyMonkey	I believe the best path forward is highway removal and replacement with a boulevard. I find it hard to believe that we can't live without the boulevard option when there will be no travel along this corridor for several years during proposed construction. If we can adjust around complete removal of this path of travel for a period of years why can't we adjust to a smaller roadway permanently?	Comment noted. During construction, TxDOT will maintain thru traffic each direction.
111.	Patricia Hendricks	April 4, 2024	SurveyMonkey	As a resident of Dallas Uptown, specifically State Thomas, I strongly oppose the Allen St access to I-345	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
112.	Brittany Rung	April 4, 2024	SurveyMonkey	I am in opposition of this proposed reconstruction project as it would disrupt the flow of traffic and quality of our neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
113.	David P Hendricks	April 4, 2024	SurveyMonkey	I oppose the project design of using Allen St to access I-345	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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114.	Jamee Jolly, Uptown Dallas, Inc. (UDI)	April 5, 2024	Emailed Letter	**UPTOWN DALLAS INC.** 3600 MCKINNEY AVENUE, STE 210 **DALLAS, TEXAS, 75204** **214-871-2825** Ms. Ceason Clemens, P.E., District Engineer Texas Department of Transportation 4777 E. Highway 80 Mesquite, TX 75140 RE: I-345 Connects Project (CSJ: 0092-14-094) Dear Ms. Clemens: Uptown Dallas Inc. ("UDI") manages the Uptown Public Improvement District, consisting of approximately 2,181 properties and 20,000 residents occupying approximately 270 acres along the western edge of the I-345 Connects Project (CSJ: 0092-14-094 or the "Project"), from Hall St. at Central Expressway (U.S. 75) southwards to Woodall Rogers Freeway (Spur 366) at Routh St. Although UDI is strongly supportive of the Project's overall goal of reconnecting neighborhoods and encouraging walkability/multi-modal connectivity, **we are opposed to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector") because it would introduce unacceptable levels of through motor vehicle traffic onto a local neighborhood street.** According to the City of Dallas Thoroughfare Plan (the "Plan"), which "must be used and adhered to in the improvement, development, extension, and creation of existing and new roadways." Allen St. is "a local street… not specifically incorporated into the Thoroughfare Plan." "Through traffic should be discouraged on local residential streets." Moreover, constructing the Allen St. connector as proposed would violate Policy Q!.7 of the Plan, which reads as follows: "Protect residential areas from intrusive commercial traffic through the design and operation of the roadway system." It is also worth noting that the entirety of Allen St. between McKinney Avenue and the Woodall Rodgers Southbound Service Road is located within the State-Thomas Historic District, where "neither existing street widths nor existing street right-of-way widths… may be increased."	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				In lieu of the proposed Allen St. Connector, UDI respectfully requests the two following traffic calming alternatives to the proposed plan: 1) **A 10' wide off-street shared-use pedestrian bikeway,7 running along the same general alignment as the proposed Allen St. Connector,** providing pedestrian and micro-mobility connectivity between the eastern terminus of Allen St. at Woodall Rodgers and the northeastern terminus of Ann Williams Way, with pedestrian-activated traffic control devices located at the intersection with each service road.	Vehicle access on the Allen Street connection will be removed. The exhibits will be updated and presented at the public hearing (Fall 2024). TxDOT will coordinate the City of Dallas to develop a pedestrian and/or bikeway path in lieu of vehicle access along the Allen St. connection.

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				2) **Existing freeway service road diet.** Mirroring the service road "diet" from 3 lanes to 2 lanes being contemplated for the northeast bound Woodall Rodgers Service Road adjacent to the Arts District northeast of the U.S. 75 on-ramp northeast of Routh St., **a road diet of 3 lanes to 2 lanes for the southwest bound Woodall Rodgers Service Road adjacent to Griggs Park and the historic State-Thomas neighborhood** southwest of the I-345 on-ramp access south of Hall Street, running southbound to Routh St. Average daily traffic (ADT) counts on this portion of the roadway that have been measured at only 9,959 (2009) to 12,611 (2018) vehicles per day. Recapturing this lane would serve to calm traffic and reduce road noise adjacent to Griggs Park, the Notre Dame School of Dallas, St. Peter's Catholic Church, and several hundred residential dwelling units located under 50' away from the service road as presently configured. We appreciate the opportunity to constructively engage with TxDOT as part of its National Environmental Policy Act (NEPA) Assignment. Please feel free to reach out if you have any questions. Sincerely, Jamee Jolly President and Executive Director Cc: Senator Royce West Rep. John Bryant Rep. Morgan Meyer Mayor Eric Johnson Councilmember Paul Ridley, District 14 Councilmember Omar Narvaez Commissioner Robert C. Vaughn Asst. City Manager Dr. Robert Perez Ghassan Khankarli – Director, City of Dallas Dept. of Transportation Ramsey March – Chairperson, Uptown Dallas Inc. Anthony Page – Chairperson, Uptown Dallas Inc. Public Realm & Capital Improvements Committee	For comparison to the measurements provided, the preliminary average daily traffic (ADT) in the design year at this location is 27,400 (2057) vehicles per day (the existing projections (2023) are 10,112 ADT). TxDOT will coordinate with the City and NCTCOG to evaluate the road diet, removal of the third lane at the I-345 southbound entrance from Hall Street, to verify traffic operations on the frontage road and freeway. The updated design will be available for review and comment at the public hearing scheduled for Fall 2024. A noise analysis is part of the environmental assessment (EA). The Draft EA will be available for review and comment at the public hearing (Fall 2024). If sound walls are recommended, a noise wall workshop will be held for community input.

115.	Peter Darby, AIA and Zaida Basora, FAIA	April 5, 2024	Emailed Letter	April 5, 2024 Grace Lo, P.E. Dallas District Office Texas Department of Transportation 4777 E. Highway 80 Mesquite, TX 75150-6643 RE: Response to I-345 Connects updated materials Dear Ms. Lo and I-345 Connects team: Thank you for the opportunity to provide comments on the 30% design set for I-345 in Dallas. Members of the AIA Dallas Public Policy Committee carefully reviewed the schematic design plans, land use maps, and other related materials for I-345 Connects that were made publicly available on March 19 by the Texas Department of Transportation (TxDOT). Additionally, the information presented during the two public meetings provided a better understanding of TxDOT's work to date and the organization's evolving vision for this important urban transportation corridor. While progress has occurred, AIA Dallas believes the latest design still falls short of the goals established in the Dallas City Council resolution dated May 24, 2023. Last year, AIA Dallas joined Downtown Dallas, Inc., and Deep Ellum Foundation in supporting a conditional resolution of support by the City of Dallas for the continued design of the hybrid trenched alternative for I-345. AIA Dallas supported further integration of the City of Dallas planning documents and the adopted design standards for the I-345 corridor into ongoing TxDOT design efforts. I-345 Connects is not just an important project, it's a generational investment that holds immense potential. While I-345 is an essential transportation link between north and south, it also historically divided neighborhoods. The current design, however, continues to limit walkability, connectivity, and urban growth in downtown Dallas. AIA Dallas believes that the design plans for I-345 must keep two objectives in mind – to restore neighborhood connectivity and to enable new economic development opportunities. To that end, AIA Dallas recommends further design refinements as outlined below. Structural Engineering Contrary to statements made during the 20% design presentation last year, the current plans do not include the necessary structural engineering to support future decking opportunities. The current 30% schematic design provides the space needed to add the structure later. The plans must include all necessary structural engineering and initial foundation installation for future decks. TxDOT should prioritize decks at locations that enable large, contiguous blocks with straight alignment. Three suggested locations are between Commerce and Main, Main and Elm, and Elm and Pacific (see Exhibit A). Similarly, the plans must include the requisite landscape design and structural engineering to include green elements on future bridges and deck structures such as tree wells and appropriate soil depths to avoid removal and redesign later. Positive examples of structural design supporting future landscape elements include Southern Gateway Park and Mockingbird/I-75 in Dallas and the Rose Kennedy Greenway in Boston. Landscape elements will also help with noise mitigation.	The schematic presented at the public meeting does not preclude potential capping. Potential capping is feasible from Canton to Live Oak. TxDOT and the City of Dallas are coordinating potential capping areas with a capping subcommittee as requested in the May 2023 City of Dallas Resolution. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others (not TxDOT). The flyover is consistent with the schematic. The bridge widths in the flyover match the typical sections shown at the public meeting. Amenities will be provided by others (not TxDOT). The Jett Street section shown in yellow was requested by the City of Dallas as a potential connection with Hawkins Street to reconnect the street grid and provide developable city blocks. This comment will be coordinated with the City of Dallas. The updated design will be presented at the public hearing scheduled for Fall 2024 for additional feedback. Potential surplus ROW was shown within State ROW. The white shading shown in the provided "Exhibit A" is outside State ROW.

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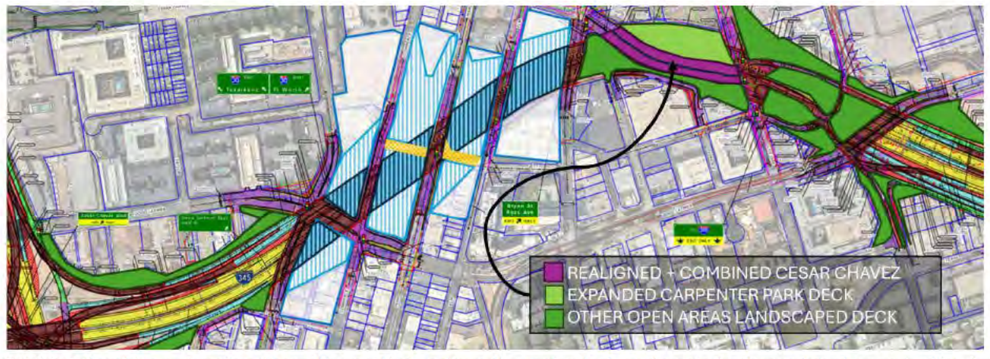
				The animated flyover does not match the schematic design regarding unprogrammed structural elements and excess space adjacent to diagonal roadways. These conditions need to be cast in place, or the elements need to be landscaped/programmed during the design phase.  ***Exhibit A**: Proposed deck and combined development opportunities, including removal of Jett Way expansion (graphics by Urban Darby Architecture in partnership with AIA Dallas Public Policy Committee).*	
				Roadway Alignment Specific alignment changes will produce stronger east/west connections across I-345 and prioritize pedestrian and vehicular safety. AIA Dallas recommends the following changes to street alignment: - Straighten the alignment of Cesar Chavez and locate the north and southbound lanes together to improve possible deck opportunities, minimize pedestrian conflicts, and expand adjacent developable space, including the expansion of Carpenter Park (see Exhibit B). - Remove the expanded Jett Way overpass/connector street. This is an unnecessary diagonal connection and limits future deck opportunities (see Exhibit A). - Consider redesigning the double flyover from Woodall to southbound I-345 to use a two-lane flyover connection instead. - Remove the additional road connection at Allen. If necessary, consider making pedestrian or bicycle access only. - Reconnect the northbound frontage road between Pacific and Swiss as a local connector. - Continue to reduce roadway widths by minimizing turn lanes and vehicular pathways.  ***Exhibit B**: Combine and realign Cesar Chavez Blvd., enlarge Carpenter Park, and create landscaped deck opportunities (graphics by Urban Darby Architecture in partnership with AIA Dallas Public Policy Committee).*	TxDOT, in coordination with the city, is evaluating city street optimization including Cesar Chavez Boulevard. The Jett Street section shown in yellow was requested by the City of Dallas as a potential connection with Hawkins Street to reconnect the street grid and provide developable city blocks. This comment will be coordinated with the City of Dallas. The updated design will be presented at the public hearing scheduled for Fall 2024 for additional feedback. The eastbound Woodall Rodgers Freeway (SP 366) direct connector to southbound I-345 was intentionally split to eliminate the weave for traffic destined to either I-30 or southbound I-45. This improves safety and traffic operations. Allen Street will be removed. If a connection, it will be pedestrian and bicycle only, in coordination with the City of Dallas. The northbound frontage road between Pacific Street/Gaston Avenue and Swiss Avenue is being considered in coordination with the Cesar Chavez Boulevard realignment. Lane widths over I-345 (within State right of way (ROW)) are proposed 12' wide in coordination with the City of Dallas and transition back to existing within State and City ROW. The traffic operational analysis is ongoing. Turn lanes are in progress of being evaluated and will be minimized where feasible.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Pedestrian and Bicycle Access The design should go further to maximize bicycle and pedestrian mobility and help Dallas achieve its Vision Zero goals. One way to do this is to celebrate Carpenter Park and make it more pedestrian accessible from both sides of the I-345 corridor.	Comment noted.
				Economic Development The City of Dallas, in partnership with TxDOT, needs to better understand the economic development opportunities around I-345. As shared in the initial letter dated May 23, 2023, there is still a need for a parcel-level feasibility study of developable space while the I-345 design is in early development. City of Dallas planners and TxDOT should consider studying the development potential up to the edges of the proposed trench. Limit leftover irregular-shaped and undesirable parcels along the perimeter that restrict future development opportunities. Thank you for your consideration of these comments and structural critiques. AIA Dallas welcomes the chance to collaborate with TxDOT and the City of Dallas to further study pragmatic design solutions to accomplish our shared goals. With additional refinements, the final plans for I-345 can reconnect communities, provide better mobility options, and prepare for future economic development on currently underutilized public and private assets. AIA Dallas believes this is achievable and would like to work closely with TxDOT as a resource moving forward. Sincerely, Peter Darby, AIA President Zaida Basora, FAIA Executive Director Enclosure: Letter from AIA Dallas, Deep Ellum Foundation, Downtown Dallas, Inc. (05/23/2024) CC: T.C. Broadnax, City Manager Dr. Robert Perez, Assistant City Manager Dr. Ghassan Khankarli, Director of Transportation	TxDOT and the City of Dallas are working together in the potential surplus ROW subcommittee to coordinate economic development opportunities. TxDOT appreciates AIA feedback and will schedule a meeting.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
116.	Amy M. Meadows, Downtown Dallas Parks Conservancy (DDPC)	April 5, 2024	Emailed Letter	April 5, 2024 Texas Department of Transportation Attention: Grace Lo, P.E. 4777 E. Highway 80 Mesquite, Texas 75150 Dear Ms. Lo, I am writing on behalf of the Trustees of the Downtown Dallas Parks Conservancy (DDPC), formerly Parks for Downtown Dallas. The Conservancy has partnered with the Dallas Park and Recreation Department, numerous City departments, and TxDOT over the past 20 years to develop 18 acres of new urban neighborhood parks inside the Downtown freeway loop. The Conservancy and Parks for Downtown Dallas have previously expressed deep concerns about the proposed plan for rebuilding I-345 as a below-grade freeway without any decking features included in the base design / construction package. The current proposal reflects this approach, and we urge TxDOT to reconsider ways to avoid the mistake Woodall Rodgers was as an urban / neighborhood barrier from the time it was completed until it was decked and converted into Klyde Warren Park.	Comment noted.
				The proposed design for I-345 will separate two vibrant, culturally rich areas of the city and do substantial harm to the design intent of Carpenter Park, which was completed in 2022 with the support of all the partnering organizations mentioned above. While the Conservancy prefers a variant of the current overhead solution in terms of connecting neighborhoods, the minimum enhancements TxDOT and its funding partners should commit would substantially widen the cross street bridges to include multi-modal transportation, extensive landscaping and numerous activity areas. Specifically with respect to Carpenter Park, we strongly advocate the following: 1. Move the entire freeway as far to the east as possible, even if this means losing a traffic lane. 2. Fully repair and restore Carpenter Park, including capping the area presently shown as an open-air space and identified as a potential future park extension. The restoration would include the only basketball court in a Downtown park and the dog park – both of which are eliminated in TxDOT's proposed plan.	One of the main goals of the I-345 design is to not acquire proposed right of way (ROW) and maximize surplus ROW. TxDOT is keeping in mind constructability, design criteria, including sight distance, and safety to avoid impacts to existing ROW. It is not feasible to shift the proposed I-345 mainlanes further to the east. The project impacts the existing parks located within TxDOT right of way (ROW) including Carpenter Park. This park was constructed by the City of Dallas partially within TxDOT ROW under the Multiple Use Agreement (MUA) signed in 1992 between the City of Dallas and TxDOT. Per the MUA, TxDOT did not relinquish the state's right to use the land when required for the construction or reconstruction of the highway but consented to the construction of these facilities within TxDOT ROW on an interim basis. I-345 Connects was refined to minimize impacts to those areas covered by the MUA and does offer surplus ROW, which could be redeveloped by others. The project provides capping opportunities that will be determined later with City of Dallas coordination in addition to surplus ROW. The cost of reconstruction of existing park facilities within the MUA areas impacted would be paid for by other parties. Others (not TxDOT) will fund the cost of rebuilding Carpenter Park amenities within the impacted area covered by the MUA or other future local enhancements. TxDOT will also continue to evaluate opportunity and coordinate with City of Dallas to maximize capping opportunities.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				3. Implement traffic calming and pedestrian safety measures along Cesar Chavez Boulevard. A traffic study commissioned by the Conservancy in the summer of 2023 is attached. If there is a will on the part of TxDOT and its funding partners to improve rather than diminish this vital area of the center city, it can be done. Sensitive design and adequate funding are the answer. Thank you. Amy M. Meadows President & Chief Executive Officer (Additional 10 pages of Appendices included)	Received. Comment noted.
117.	Kristen Cordes	April 5, 2024	SurveyMonkey	The proposed connect with a light at the end of Allen St. is not an acceptable solution for the community that lives on the other side of that light. Allen street is a small neighborhood street, with many pedestrians walking, bikers, small small businesses - it is inappropriate to have a major thoroughfare empty into the neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
118.	Chad Crager	April 5, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
119.	Cory Przelicki	April 5, 2024	SurveyMonkey	I do not want a light added to the State Thomas neighborhood on Allen Street. Please do not drive traffic into our neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
120.	Alexia Griffin	April 5, 2024	SurveyMonkey	I am a homeowner at The Manor at State Thomas. We just learned of this project today and are emphatically opposed.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
121.	Kristen Cordes	April 5, 2024	SurveyMonkey	Dear Council Member Paul E. Ridley, City Council District 14, OBJECTION: At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. Thank you, Kristen Cordes Board Member Manor at State Thomas 2885 Woodside St., Dallas, 75204 214.566.1809	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				We did not hear about this meeting!!! Why is that?? Our community is VERY upset with this sneaky proposal. No one in our neighborhood was communicated with regarding this proposal.	Notices for the public meeting were distributed in accordance with the Texas Administrative Code and TxDOT public involvement guidelines. Notices were posted on the TxDOT website and on www.345connects.com 15 calendar days prior the public meeting and display ads advertising the public meeting were published in the *Dallas Morning News, Al Dia, Focus Daily News, Dallas Weekly, Dallas Examiner, Dallas Post Tribune,* and the *North Dallas Gazette*. Notices were also provided to public officials, individuals, or affected interest group that has expressed interest in the project, and potentially impacted property owners. Public meeting notices were mailed to directly adjacent properties along the limits of the project and postcards advertising the public meeting were mailed to properties within a quarter mile buffer along the limits of the project. Notices were also provided to the "5th at State Townhome Owners Association, Inc." and Uptown Dallas Inc.
122.	William Weinberg	April 5, 2024	SurveyMonkey	Please no southbound on-ramp at Allen Street. Allen is a narrow street with much parallel parking and many pedestrians. There is a school/church on Allen near the proposed on-ramp. Increased traffic would be dangerous. Other nearby streets like Lemmon, Hall and Maple/Routh Connector are better suited for heavy traffic.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
123.	David and Mary Mancini	April 5, 2024	SurveyMonkey	The proposal to route traffic through Allen St. is ill-conceived, as it will increase congestion in a residential area and threaten the preservation of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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124.	Uptown Dallas Inc	April 5, 2024	SurveyMonkey	Uptown Dallas Inc. ("UDI") manages the Uptown Public Improvement District, consisting of approximately 2,181 properties and 20,000 residents occupying approximately 270 acres along the western edge of the I-345 Connects Project (CSJ: 0092-14-094 or the "Project"), from Hall St. at Central Expressway (U.S. 75) southwards to Woodall Rodgers Freeway (Spur 366) at Routh St. Although UDI is strongly supportive of the Project's overall goal of reconnecting neighborhoods and encouraging walkability/multi-modal connectivity, we are opposed to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector") because it would introduce unacceptable levels of through motor vehicle traffic onto a local neighborhood street. According to the City of Dallas Thoroughfare Plan (the "Plan"), which "must be used and adhered to in the improvement, development, extension, and creation of existing and new roadways." Allen St. is "a local street… not specifically incorporated into the Thoroughfare Plan." "Through traffic should be discouraged on local residential streets." Moreover, constructing the Allen St. connector as proposed would violate Policy Q1.7 of the Plan, which reads as follows: "Protect residential areas from intrusive commercial traffic through the design and operation of the roadway system." It is also worth noting that the entirety of Allen St. between McKinney Avenue and the Woodall Rodgers Southbound Service Road is located within the State-Thomas Historic District, where "neither existing street widths nor existing street right-of-way widths… may be increased."	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				In lieu of the proposed Allen St. Connector, UDI respectfully requests the two following traffic calming alternatives to the proposed plan: 1) A 10' wide off-street shared-use pedestrian bikeway, running along the same general alignment as the proposed Allen St. Connector, providing pedestrian and micro-mobility connectivity between the eastern terminus of Allen St. at Woodall Rodgers and the northeastern terminus of Ann Williams Way, with pedestrian-activated traffic control devices located at the intersection with each service road.	In coordination with the City of Dallas and the neighborhood, TxDOT will evaluate pedestrian and/or bicycle access in the footprint of the previously proposed Allen Street vehicle connection under Woodall Rodgers Freeway. TxDOT will coordinate with City of Dallas to evaluate pedestrian/bicycle share use path connection from Allen Street under Woodall Rodgers. The proposed Allen street connection is being removed for vehicular access. In coordination with the City of Dallas, if the pedestrian/bicycle shared use path is implemented, signals will be evaluated to ensure safety. The updated design will be available for review and comment at the public hearing scheduled for Fall 2024.
				2) Existing freeway service road diet. Mirroring the service road "diet" from 3 lanes to 2 lanes being contemplated for the northeast bound Woodall Rodgers Service Road adjacent to the Arts District northeast of the U.S. 75 on-ramp northeast of Routh St., a road diet from 3 lanes to 2 lanes for the southwest bound Woodall Rodgers Service Road adjacent to Griggs Park and the historic State-Thomas neighborhood southwest of the I-345 on-ramp access south of Hall Street, running southbound to Routh St. Average daily traffic (ADT) counts on this portion of the roadway have been measured at only 9,959 (2009) to 12,611 (2018) vehicles per day. Recapturing this lane would serve to calm traffic and reduce road noise adjacent to Griggs Park, the Notre Dame School of Dallas, St. Peter's Catholic Church, and several hundred residential dwelling units located under 50' away from the service road as presently configured. We appreciate the opportunity to constructively engage with TxDOT as a part of its National Environmental Policy Act (NEPA) Assignment. Please feel free to reach out if you have any questions.	For comparison to the measurements provided, the preliminary average daily traffic (ADT) in the design year at this location is 27,400 (2057) vehicles per day (the existing projections (2023) are 10,112 ADT). TxDOT will coordinate with the City and NCTCOG to evaluate the road diet, removal of the third lane at the I-345 southbound entrance from Hall Street, to verify traffic operations on the frontage road and freeway. The updated design will be available for review and comment at the public hearing scheduled for Fall 2024. A noise analysis is part of the environmental assessment (EA). The Draft EA will be available for review and comment at the public hearing (Fall 2024). If sound walls are recommended, a noise wall workshop will be held for community input.

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125.	Samarendra Mishra	April 5, 2024	SurveyMonkey	I oppose this proposal because of the routing through State Thomas where it will impact all resident in a big way due to traffic, congestion an risks to local residents.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
126.	Anthony R. Page	April 5, 2024	SurveyMonkey	The Uptown Neighborhood Association (TUNA), which supports and represents the interests of Uptown's 20,000 residents wishes to join with the Friends of State Thomas in expressing our strong opposition to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector"), because it would introduce unacceptable levels of intrusive motor vehicle traffic onto a local neighborhood street in the State Thomas Neighborhood. State Thomas is a mixed-use residential and commercial district representing the largest remaining collection of intact Victorian residential structures in Dallas. The district consists of one- and two-story frame houses in mostly the Italianate, Queen Anne and vernacular styles. Most of the neighborhood's streets are narrow, allowing for parallel parking on both sides. Instead of constructing a new connection for motor vehicles running eastwards from Allen St. and the Woodall Rodgers Service Road, TUNA respectfully requests the two following modifications to the I-345 Connects plan:	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				1) A 10' wide off-street shared-use pedestrian bikeway (with no motor vehicle traffic allowed) running along the same general alignment as the proposed Allen St. Connector, connecting the State Thomas and Arts District neighborhoods between the intersection of Allen St. at Southbound Woodall Rodgers Service Road and Ann Williams Way at Southbound Central Expressway Service Road, with pedestrian-activated traffic control devices (HAWKs or RRFlocated at the intersection with each service road.	Comment noted.
				2) A narrowing of the Southbound Woodall Rodgers Service Road along Griggs Park/State Thomas neighborhood from three lanes to two lanes, based upon existing and projected traffic volumes, mirroring TxDOT's proposed plan to narrow the three lanes of the Northbound Woodall Rodgers Service Road adjacent to the Arts District. The preferred travel lane to recapture would be the lane directly adjacent to Griggs Park/State Thomas. By removing the travel lane and replacing it with turf, a 12' buffer would be created between the service road and the existing sidewalk, serving to create a more comfortable pedestrian environment, reducing sound levels in the neighborhood (including both a school and a church in close proximity), and calming traffic. Thank you for this opportunity to provide input and feel free to contact us if you have any questions.	Comment noted.
127.	Anthony Page	April 5, 2024	Email Comment	The Uptown Neighborhood Association, which supports and represents the interests of Uptown's 20,000 residents wishes to join with the Friends of State Thomas in expressing our strong opposition to the plan to construct a one way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way, because it would introduce unacceptable levels of intrusive motor vehicle traffic onto a local neighborhood street in the State Thomas Neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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128.	Charles Shelburne, Baylor Scott and White Hospital	April 5, 2024	SurveyMonkey	RE: Access from I-345 to Baylor Scott and White Hospital, Dallas Campus aka Baylor University Medical Center (BUMC). Baylor Scott & White Health (BSWH) is supportive of the presented "hybrid option" as an opportunity to connect Downtown with the Baylor University Medical Center (part of BSWH), Deep Ellum, and East Dallas by removing the current barrier of the raised I-345 highway. BSWH is grateful for the Texas Department of Transportation's attention and support not only to our Baylor University Medical Center campus, but to all our facilities throughout Texas. Specific Concerns: In reviewing this particular proposal, BSWH has considered many factors in developing the following recommendations, including the path of vehicular travel for: emergency responders, public transportation access, patients, visitors, and staff, along with delivery of goods and services to and from our Baylor University Medical Center (BUMC) campus.	Comment noted.
				Alignment with Central Business District (CBD) / Fair Park Link and Urban Planning efforts: In coordination with NCTCOG and City of Dallas, BSWH requests that Texas Department of Transportation align the current planning of the CBD / Fair Park link with the I-345 project along with urban planning initiatives led by the City of Dallas planning team. BSWH has supported the CBD / Fair Park Link project for many years as a strategic access point to our campus from Gaston Avenue and I-345.	North Central Texas Council of Governments (NCTCOG) hosted a public meeting March 19, 2024. TxDOT has reviewed the presentation and the proposed intersection improvements along the existing CBD Fair Parks Link. The I-345 Connects project is coordinating access with the City of Dallas, while also considering adjacent projects, such as TxDOT's I-30 East Corridor, TxDOT's I-30 Canyon, NCTCOG's CBD Fair Park Link and the City of Dallas's Elm Street two-way conversion from Good Latimer to Exposition. TxDOT will continue coordinating with the City of Dallas to evaluate options for access and will continue to revise the design based on input received. A public hearing will be held Fall 2024 to present the refined recommended alternative, and public comments will be considered and accepted at the hearing.
				Access from I-45, (Northbound): BSWH recommends including an eastbound exit to Gaston Ave to facilitate access to BUMC. In addition, BSWH recommends including multiple opportunities to access Deep Ellum and surrounding neighborhoods.	The I-345 Connects project provides access in the proposed design to Pacific/Gaston Avenue via: • I-45 northbound exit to Malcolm X Boulevard • I-345 northbound exit to Bryan Street • I-345 southbound exit to Live Oak Street/Cesar Chavez Boulevard • I-345 southbound exit to Good Latimer Expressway/Malcolm X Boulevard TxDOT is also considering in coordination with the City of Dallas, traffic analysis and potential surplus ROW, an additional I-345 northbound exit to Canton/Henry. TxDOT continues to receive feedback for this project and will continue to revise the design based on input. A public hearing will be held Fall 2024 to present the refined recommended alternative, and public comments will be considered and accepted at the hearing.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Currently, the primary proposed path of travel has vehicular traffic exiting approximately one mile south of the BUMC campus, (south of I-30) traveling one and one quarter miles through the Deep Ellum Neighborhood. This traffic would include ambulances and large delivery trucks that would be required to navigate through a pedestrian environment along with narrowing streets with on street metered parking. The secondary access off Bryan St. requires vehicles to pass the campus, then travel east on Bryan St. with multiple maneuvers to travel south. Primary access streets along this route are narrow and heavily traveled.	TxDOT is also considering in coordination with the City of Dallas, traffic analysis and potential surplus ROW, an additional I-345 northbound exit to Canton/Henry. TxDOT continues to receive feedback for this project and will continue to revise the design based on input. A public hearing will be held Fall 2024 to present the refined recommended alternative, and public comments will be considered and accepted at the hearing.
				Access from Hwy 75 (Southbound): BSWH recommends simplifying the path of travel by providing an eastbound exit to Gaston Ave accessing the BUMC campus along with multiple opportunities to access Deep Ellum and other neighborhoods. Currently, the primary proposed path of travel has vehicular traffic exiting approximately one mile north (north of Woodall Rodgers Fwy), traveling through multiple signals and adjacent to the Deep Ellum DART station, creating delays and potential conflicts with pedestrians. Additional challenges will be present due to the amount of congested traffic traveling to Deep Ellum with the primary path of travel also being Good Latimer.	The I-345 Connects project provides access in the proposed design south of US 75 and Woodall Rodgers Freeway (Spur 366): • I-345 southbound exit to Live Oak Street/Cesar Chavez Boulevard (Drivers would then go through one signalized intersection at Live Oak Street then would be able to turn left on Gaston Avenue at the next intersection, which reduces the number of signalized intersections encountered. • I-345 southbound exit to Good Latimer Expressway/Malcolm X Boulevard A traffic operations and safety analysis are required as part of this phase of the process and will be included in the Interstate Access Justification Report (IAJR). The IAJR will be developed according to the latest standard operating procedures and will be approved by TxDOT's Design Division and Federal Highway Administration (FHWA). TxDOT continues to receive feedback for this project and will continue to revise the design based on input. A public hearing will be held Fall 2024 to present the refined recommended alternative and the IAJR. Public comments will be considered and accepted at the hearing
				Access from Woodall Rodger Fwy: BSWH recommends connecting Woodall Rodgers Fwy and I-345 to allow traffic to flow from Woodall to I-345 and exit at Gaston / CBD Fair Park Link, avoiding travel through downtown to improve access and travel times. Currently, the primary proposed path of travel has vehicular traffic exiting approximately one and one quarter mile northwest of the BUMC campus traveling two miles through Downtown and multiple signals. The North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center is a Level 1 trauma center for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents or permanent paralysis versus complete recovery is often minutes. Traffic delays have the potential to impact care.	The I-345 Connects project provides access in the proposed design from Woodall Rodgers Freeway (Spur 366) and I-345 southbound via: • I-345 southbound exit to Good Latimer Expressway/Malcolm X Boulevard TxDOT continues to receive feedback for this project and will continue to revise the design based on input. A public hearing will be held Fall 2024 to present the refined recommended alternative. Public comments will be considered and accepted at the hearing. In addition, TxDOT is coordinating with the City of Dallas and Dallas Fire and Rescue to coordinate proposed access and emergency routes, keeping in mind adjacent projects and regional impacts. TxDOT appreciates Baylor Scott and White Hospital's feedback and will schedule a meeting.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
129.	Paul Veilleux	April 5, 2024	SurveyMonkey	No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
130.	Sara Yungblut	April 5, 2024	SurveyMonkey	Oppose the Allen St access to I-345.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
131.	Joe D. Mitchell	April 5, 2024	Email Comment	TO TXDOT: <u>OBJECTION TO TXDOT PROPOSAL/SHORTCUT THROUGH STATE THOMAS</u> - We own a condominium in the State Thomas neighborhood located at 2885 Woodside, Unit 301 : At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State- Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. We strongly oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of the State Thomas neightborhood. Joe D. Mitchell Frrestone Holdings, LLC 2885 Woodside, Unit 301 Dallas, Texas 75204 Telephone: (214) 384-9925 Email [redacted]	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
132.	Malin Lentini	April 5, 2024	SurveyMonkey	I strongly oppose the proposed Allen St. access to I-345	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

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133.	John Armstrong	April 5, 2024	SurveyMonkey	I am fully opposed to any connections of this project via Allen Street thru State Thomas neighbor. Otherwise I like the idea of lowering I-345	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
134.	Christopher Guia	April 5, 2024	SurveyMonkey	This is a horrible idea. The unique, mixed use, walkable nature of State Thomas is a treasure for the city of Dallas. People from around the metroplex flock here on weekends to experience the vibe of the neighborhood. If the goal of the project is to destroy the neighborhood, then this would certainly do it. This project simpl	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
135.	Nicole Smith	April 5, 2024	SurveyMonkey	This is absolutely ridiculous! Some points on why you should not turn Allen Street into a MAJOR thoroughfare as commercial On-ramp to I-345 - First and foremost, Allen St. is a residential one not a commercial or commuter thoroughfare. - Allen Street currently accommodates parallel parking on both sides, essentially creating a two-lane street. However, when a ride-share vehicle, delivery truck, or any other vehicle stops along the road, Allen Street effectively becomes a single-lane thoroughfare, which is inadequate for handling commuter and commercial (truck) traffic. -Car stacking at the stop signs located at Allen Street and Thomas Avenue will lead to backups, which will in turn exacerbate traffic congestion and impede the flow of vehicles through the area. -Construction trucks, especially dump trucks, are likely to utilize this access to reach I-45, as some already do. This increased traffic from construction vehicles could pose safety hazards and further exacerbate congestion in the area.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
				-Increased crime as perpetrators will now have a direct egress out of State Thomas to I-345. -The Notre Dame School for children with intellectual disabilities (located on Allen) utilizes Allen for its bus(s) and parents pick up/drop off as well as access Griggs Park and other parts of State Thomas. Their safety would be adversely affected. -St. Peters Catholic Church (located at the proposed intersection) parishioners park on Allen St, their safety will be adversely affected. -Southbound traffic on the Woodall access road has limited visibility to the proposed lighted intersection as it curves on approach. This along with the speed of traffic to the intersection should be cause for concern to the city and TXDOT as it seems certain there will be traffic accidents.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
136.	Ann Drumm	April 5, 2024	SurveyMonkey	I'm writing to oppose the connection between Allen St. and southbound I-345. I have lived in State-Thomas for 7 years and am the President of the 5th at State Townhome Owners Association, Inc., a small townhouse development at the corner of State St. and Worthington St. We moved to State-Thomas for the experience of walkable urbanism, and we are often out on foot in the Uptown area. I have been concerned about traffic on Allen St. ever since I moved here. The corner of Allen St. and State St. is a busy pedestrian intersection, with two restaurants and a bar at the corner. One block down on Allen St., at the intersection with Thomas St., there are two more restaurants, a pet store and a coffee shop. I have watched many drivers run the stop sign on Allen at State as they use Allen to cut through the neighborhood from McKinney Ave. to westbound Woodall Rogers. Late at night, those drivers often go very fast, increasing the danger to pedestrians. The proposed connection to southbound I-345 will simply encourage more of this dangerous traffic. We recently had a hit-and-run in early morning (bar-closing) hours on Worthington, right in front of my townhouse, damaging a parked car. As bad as that was, I'm much more worried about the safety of people walking on sidewalks, crossing neighborhood streets, or sitting at sidewalk cafe tables. I believe State-Thomas has the highest walkability score of any residential area in North Texas (it scores a 95, or "Walkers Paradise" on walkscore.com). Please respect this unique environment that encourages walking and use of public transportation. Don't invite more reckless drivers to cut through our neighborhood. Thank you.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
137.	Evan Sheets, Downtown Dallas, Inc.	April 5, 2024	Emailed Letter	Ms. Lo: On behalf of the DDI Mobility Committee, we are pleased to present the attached comments regarding the current I-345 design progress as presented at the March 19th and 21st, public meetings. We look forward to continued discussions as TxDOT advances the design and treatments of I-345 and the connecting surface street network. Should you have any questions regarding the attached comments, please contact me at (214) 744-1270 or. Thank you, Evan Sheets VP, Planning & Policy **Downtown Dallas, Inc.** **Comments for Consideration Regarding I-345 Design Scenarios** **as Presented at the March 19th and 21st, Public Meetings** Dear Texas Department of Transportation (TxDOT) Team, The Downtown Dallas, Inc. (DDI) Mobility Committee has reviewed the updated materials presented by TxDOT during the public meetings on March 19th and 21st, 2024. The committee applauds the progress and proactive engagement from TxDOT staff to continue to enhance and refine this critical project. In the coming weeks, the DDI Mobility Committee will convene to provide detailed feedback for submission upon the full committee's comprehensive review. In anticipation, we advocate for several crucial considerations to the proposed design framework, emphasizing pedestrian-centric urban mobility and aligning with transformative strategies found in the Downtown Dallas *360 Plan*. Our suggestions aim to not only enhance walkability across the proposed trenched I-345 highway but also foster a robust, connected urban fabric meaningfully reconnecting the Downtown and Deep Ellum neighborhoods. These refinements include: 1. **Pedestrian-Focused Infrastructure at Bridge Crossings**: We recommend integrating comprehensive pedestrian accommodations into the design of each bridge crossing over I-345. These should go beyond conceptual cross-sections to include: • Well-defined pedestrian and bicycle pathways aligned with existing City plans. • Structural provisions and funding need identifications for sidewalk treatments, amenities, and barriers (e.g., vertical planters, pedestrian lighting, landscaping, and other amenities) that ensure a safe, inviting pedestrian experience.	TxDOT is in receipt of DDI's comments and would like to meet to discuss. I will contact you soon to set up a meeting convenient for DDI. Bicycle accommodations are being coordinated with the City of Dallas and the City of Dallas Bike Plan. All proposed sidewalks along the cross streets are 10' wide with a 5' buffer from the travel lane. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. can be accommodated on the proposed bridges by the City of Dallas. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 Connects Project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others (not TxDOT).
				2. **Supporting structure for Decking and Vertical Development:** Critical to this phase of project development, additional prioritization, design work, and funding identification must be advanced at key decking opportunity locations. We urge: • Identification of priority decking locations, and analysis of needed structural provisions based on decking type; i.e. open space provisions, vertical development provisions. • Identification of required funding amounts, sources, and partners for both design and future construction of decked areas and types.	The capping locations and the number of caps will be determined later with City of Dallas coordination. Funding for capping elements will be covered by others, not TxDOT. Potential capping areas are preliminary and subject to change based on public and stakeholder input and technical review.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				3. **Enhanced Multi-modal Connections across I-345**: The I-345 project should serve as a conduit for diverse transportation modes, linking vital city districts. • The committee was encouraged by the 15' sidewalk spaces shown in the current cross sections. The next phase of design should now incorporate design detail for lane configurations, protected multimodal facilities, and pedestrian treatments with input from City plans, *The 360 Plan*, and stakeholder feedback.	Comment noted.
				4. **Preservation of Carpenter Park**: • More clarity is needed to understand detailed impact and remediation measures for Carpenter Park in partnership with the City, Downtown Parks Conservancy, and DDI.	Comment noted.
				5. **Improve geometries of the Cesar Chavez Boulevard and Live Oak Street intersection and ramps**: • Focused design consideration should be undertaken along Cesar Chavez to investigate geometries and alignments that potentially eliminate the proposed split between the northbound and southbound lanes. • Considerations should be pursued that improve or combine the intersections shown at Cesar Chavez and Live Oak.	TxDOT, in coordination with the city, is evaluating city street optimization including Cesar Chavez Boulevard and Live Oak Street.
				6. **Continuity in Urban Fabric**: • The next phase of design should incorporate detailed lane configurations, intersection treatments, and pedestrian infrastructure for all newly constructed surface streets and be shown in the next iteration of design. • Funding amounts for construction of enhancements and required partners are critical to identify in advance of the next design milestone.	Comment noted.
				7. **Innovative Funding for Urban Enhancements**: We urge that funding and required partnerships be identified for all above recommendations to ensure all needed funds and sources be secured prior to project letting. • Priority should be placed on design funding specifically, so improvements and enhancements can be incorporated into current design iterations to inform design decisions and be shown in the base project design. • These critical elements include the above feedback, with specific emphasis on decking improvements, bridge treatments and amenities, multimodal accommodations, landscaping and urban greenery, and pedestrian improvements and infrastructure. These recommendations stem from a vision of a walkable, connected, and vibrant urban core that values the well-being of its citizens and the sustainable development of its communal spaces. We are encouraged by TxDOT's efforts to advance this vision and encourage consideration of these suggestions as a constructive pathway to meet stakeholder and policy maker goals for urban transportation design. We look forward to ongoing collaboration and the potential transformation these refinements could bring to our city. Thank you for your dedication to this project and your consideration of our recommendations. Should you have any questions regarding these comments, please contact Evan Sheets, DDI's Vice President of Planning and Policy, at (214) 744-1270 or [redacted] Sincerely, Jennifer Scripps President and CEO Josh Shane Chair, DDI Mobility Committee	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
138.	Eric Williamson	April 5, 2024	SurveyMonkey	The current project has not taken into consideration DART's Pearl Arts Station. Specifically this is a more desirable station than the Deep Ellum station (4 train routes vs 1), and people want to be able to walk from the East side of I-345 over to the Pearl/Arts station, but the proposed street crossings do not make that easy. Specifically a direct route from Bryan Street on the East side of I-345 to Pearl/Arts Station - which is also on Bryan Street. Re-connect Bryan Street!	Comment noted. The Cesar Chavez alignment, Bryan Street connection and Dallas Area Rapid Transit (DART) are being optimized based on feedback in coordination with the City of Dallas. The updated design will be presented at the public hearing scheduled for Fall 2024.
139.	Rattapol Srisinroongrung	April 5, 2024	SurveyMonkey	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
140.	Rattapol S	April 5, 2024	Email Comment	At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. 2885 Woodside St Dallas, TX 75204 -- Rattapol S	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
141.	My Matthews	April 5, 2024	SurveyMonkey	No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
142.	Jean Dymott	April 5, 2024	SurveyMonkey	Do not approve of access point at Allen St and Woodall Rodgers. Neighborhood that is older with small streets and cannot handle this traffic well and dangerous for pedestrian traffic that is heavy in this neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
143.	Anonymous	April 6, 2024	SurveyMonkey	No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
144.	Anonymous	April 6, 2024	SurveyMonkey	No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
145.	Anonymous	April 6, 2024	SurveyMonkey	No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
146.	Janet Alley	April 6, 2024	Email Comment	To Whom it may concern, We own a property in the beautiful residential area of State -Thomas . Our daughter lived there for 15 years and now we own a place there. It is a lovely residential/ urban area and would not accommodate the amount of traffic this proposal would bring to the area. It is also highly populated with elderly and young families with children, who walk and enjoy the amenities. This would pose a severe risk factor by bringing in the amount of traffic this proposal would surely bring. Thank you to those who oppose this plan and to the ones that don't, please give the thought and consideration to the residents and their quality of living. I'm sure you can find a better access. Regards, Janet Alley	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
147.	Sam Alley	April 7, 2024	Email Comment	To Whom it may concern, We own a property in the beautiful residential area of State -Thomas . Our daughter lived there for 15 years and now we own a place there. It is a lovely residential/ urban area and would not accommodate the amount of traffic this proposal would bring to the area. It is also highly populated with elderly and young families with children, who walk and enjoy the amenities. This would pose a severe risk factor by bringing in the amount of traffic this proposal would surely bring. Thank you to those who oppose this plan and to the ones that don't, please give the thought and consideration to the residents and their quality of living. I'm sure you can find a better access. Regards, Sam Alley	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
148.	Lisa Robison	April 8, 2024	SurveyMonkey	The traffic implications for the State Thomas Historical district in Uptown would be terrible. This historic district is rich in pedestrian foot traffic and one of the very few charming historic areas in Dallas. Part of the reason for much of the economic growth in Uptown is due to the charming State Thomas Historical gem. Routing through traffic straight through it will ruin the neighborhood. Much investment has been made in preserving and revitalizing this historic area. This part of the plan doesn't look like progress for the overlying mission of the city.	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.
149.	Greg Goolsby	April 11, 2024	Written Comment	With money from the land which will be left over from the project and sold, some of this money should be returned to the families whose land was taken to build I-345.	Comment noted. TxDOT has a process in place that gives priority to local government agencies who may be interested in acquiring surplus right of way (ROW). The process begins once construction is complete and is handled by TxDOT's ROW division. Surplus tracts would: 4. Be offered for purchase at the appraised value to the City of Dallas, Dallas County, and Dallas Independent School District. If none of these entities is interested in a surplus ROW tract, 5. It is next offered for purchase at its appraised value to abutting property owners. If this does not result in sale of the tract, 6. The public is notified of the opportunity to submit a sealed bid offer to purchase, and the property would be sold to the highest bidder. Potential surplus ROW land use would ultimately be determined by the future owner according to City of Dallas land use rules and regulations.
150.	Joan and Curtis Glynn	April 11, 2024	Email Comment	"At the TxDot Public Mee□ng on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. In addition, there is a school for the handicapped on Allen St. This proposal is another route, as was I-75 and I-345 at the □me of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225."	After input received by several concerned citizens about the impacts to the State-Thomas neighborhood, TxDOT is removing the proposed Allen Street connection to southbound I-345. This decision reflects our commitment to address community feedback and is consistent with City of Dallas direction. The updated design will be presented at the public hearing scheduled for Fall 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
151.	Dee Leggett	April 22, 2024	Emailed Letter	Subject: I-345 Public Meeting Comments Dear Ms. Lo: Thank you for continuing to keep Dallas Area Rapid Transit (DART) informed about the I-345 project given the interface with the existing DART system and potential future DART projects. We look forward to continued collaboration as your design work proceeds. While the DART Board deferred the D2 Subway project from the 20-year financial plan, we are monitoring ridership and regional growth to determine when additional system capacity may be needed. As such, we continue to support preservation of right-of-way based on the joint agency effort conducted by Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG), the City of Dallas, and DART for the D2 Subway project east end alignment, which can be found on DART.org at https://www.dart.org/about/plans-projects-and-initiatives/expansion/d2-subway. Thank you again for the continued collaboration. Please contact me at [redacted] should you have any questions. Sincerely, Dee Leggett Executive Vice President/Chief Development Officer c: Caitlin Holland, Vice President Real Estate and Economic Development Trey Walker, Vice President Capital Design & Construction Tanya Brooks, Assistant Vice President Capital Planning Development File Room	Comment noted. TxDOT is preserving the right of way (ROW) and designing the I-345 Connects project so as not to preclude future D2 plans. The team has the preliminary D2 design files from April 2022 for reference. A meeting is scheduled between TxDOT and Dallas Area Rapid Transit (DART) April 26, 2024 to establish a working group to coordinate existing and future projects within and adjacent to the I-345 Connects project.

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Notice
Virtual Public Meetings with In-Person Option

INTERSTATE 345 (I-345) CONNECTS PROJECT
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas

The Texas Department of Transportation (TxDOT) is proposing to reconstruct I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County, a distance of 2.8 miles. This notice advises the public that TxDOT will be conducting an online virtual public meeting on the proposed project with two in-person options. **The same information will be available at the in-person and virtual meetings.**

In-Person Meeting 1	**In-Person Meeting 2**	**Virtual Meeting***
Tuesday, March 19, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. St. Philip's School and Community Center Gymnasium 1600 Pennsylvania Avenue Dallas, Texas 75215 Served by DART bus route 13 or the South Dallas GoLink	Thursday, March 21, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor) 1819 N. Washington Avenue Dallas, Texas 75204 Served by DART bus routes 003, 023, 105, 207	Tuesday, March 19, 2024, at 5:30 p.m. through Friday, April 5, 2024, at 11:59 p.m. www.345connects.com **This is not a live event. The presentation provided at in-person meetings will be posted online.*

The in-person meetings will be held in an open house format with one formal presentation at 6 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the project. The virtual meeting can be viewed Tuesday, March 19, 2024, starting at 5:30 p.m. through the end of the comment deadline on Friday, April 5, 2024, at 11:59 p.m. Materials will be posted to the project website at www.345connects.com and will include the pre-recorded presentation provided at the in-person meetings with audio and video components, along with exhibits and other information. **Please note, the virtual public meeting is not a live event. The materials can be viewed at your convenience**. If you do not have internet access, you may call (214) 320-6100 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials. **Please note meeting materials will not be available until Tuesday, March 19, 2024, at 5:30 p.m.**

The existing I-345 facility is an elevated, urban highway that consists of six 12-foot-wide mainlanes (three in each direction) with 10-foot-wide shoulders on each side. The existing facility is an elevated steel structure over all cross streets south of Woodall Rodgers Freeway (Spur 366). Existing frontage road lanes are 12-foot-wide with two and three lanes in each direction. Discontinuous sidewalks are located within the project limits.

The project proposes the reconstruction of I-345 according to the recommended alternative determined during the feasibility study in 2022. The proposed project includes the reconstruction of I-345 to include three 12-foot-wide mainlines in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at cross streets (both sides) and 6-foot-wide sidewalks along frontage roads, where reasonable and feasible. The design maintains the South, Southern, and North Dallas roadway connections. Additional cross/side streets would be realigned and reconstructed to accommodate the reconstruction of I-345 and its interchanges with Woodall Rodgers Freeway (Spur 366) and I-30.

The purpose of the proposed project is to improve multimodal mobility, meet current design standards, and reduce highway maintenance cost. The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers

Freeway (Spur 366) (a) provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal mobility (b) does not meet current design standards, and (c) is reaching its useful design life resulting in an increase in maintenance cost.

All improvements would occur within existing right of way (ROW) which varies in width from approximately 280 to 635 feet. No additional ROW is anticipated to be required.

Preliminary environmental constraints information, maps showing the project location as well as design, tentative construction schedules, and other information regarding the proposed project are on file and available for public inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150. These materials will also be available for review electronically at the virtual public meeting and in hard copy form at the in-person meetings.

The virtual public meeting and in-person options will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact TxDOT Dallas District Public Information Office at (214) 320-4480 no later than 4 p.m., Tuesday, March 12, 2024. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed project are requested and may be submitted by mail to the TxDOT Dallas District Office, Attention: Grace Lo, P.E., 4777 E. Highway 80, Mesquite, TX 75150; by email to 345connects@txdot.gov; or by calling (903) 329-9307 to record a verbal comment. **All comments must be received on or before Friday, April 5, 2024**, to be included in the official public meeting record. Responses to comments received will be available online at www.345connects.com once they have been prepared.

If you have any general questions or concerns regarding the proposed project please contact Grace Lo, P.E., TxDOT Project Manager, by phone at (214) 320-6100, or by email at 345connects@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Aviso de Reunión Pública Virtual con Opción en Persona
PROYECTO INTERESTATAL 345 (I-345) CONNECTS
Desde I-30 Hasta la Carretera Woodall Rodgers (Spur 366)
CSJ: 0092-14-094
Condado de Dallas, Texas

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) está proponiendo reconstruir la I-345 desde I-30 hasta la carretera Woodall Rogers (Spur 366) en el condado de Dallas, una distancia de 2.8 millas. Este aviso informa al público que TxDOT llevará a cabo dos reuniones públicas en persona y una reunión pública virtual sobre el proyecto propuesto. **La misma información estará disponible en las reuniones en persona y virtuales.**

Reunión Pública en Persona 1	**Reunión Pública en Persona 2**	**Reunión Pública Virtual***
Martes, 19 de marzo del 2024 5:30 p.m. a 7:30 p.m. (Casa Abierta) La presentación comenzará a las 6 p.m. Gimnasio del centro comunitario y escuela St. Philip 1600 Pennsylvania Avenue, Dallas, Texas 75215 Accesible a través de la ruta 13 de DART o el GoLink de South Dallas.	Jueves, 21 de marzo del 2024 5:30 p.m. a 7:30 p.m. (Casa Abierta) La presentación comenzará a las 6 p.m. Gimnasio de la iglesia Pilgrim Rest Missionary Baptist Church (tercer piso) 1819 N. Washington Avenue, Dallas, Texas 75204 Accesible a través de las rutas 003, 023, 105, y 207 de DART	Martes, 19 de marzo del 2024 a las 5:30 p.m. hasta el 5 de abríl del 2024 a las 11:59 p.m. www.345connects.com **Este no es un evento en vivo. La presentación de las reuniones en persona se publicará en línea.*

Las reuniones en persona se llevarán a cabo en formato de casa abierta con una presentación formal a las 6 p.m. Representantes de TxDOT y miembros del equipo del proyecto estarán disponibles para responder preguntas sobre el proyecto. La reunión virtual estará disponible el martes 19 de marzo del 2024 a partir de las 5:30 p.m. hasta el final del período de comentarios el viernes 5 de abríl del 2024 a las 11:59 p.m. Los materiales estarán disponibles en el sitio web del proyecto en www.345connects.com e incluirán la presentación pregrabada proporciona en las reuniones en persona con componentes de audio y video, junto con exhibiciones y otra información. **Tenga en cuenta que la reunión pública virtual no es un evento en vivo. Los materiales se pueden ver a su conveniencia**. Si no tiene acceso al internet, puede llamar al (214) 320-6100 de lunes a viernes entre las 8 a.m. y las 5 p.m., para hacer preguntas y tener acceso a los materiales del proyecto. **Tenga en cuenta que los materiales de la reunión no estarán disponibles hasta el martes 19 de marzo del 2024 a las 5:30 p.m.**

La interestatal I-345 existente es una carretera urbana elevada que consta de seis carriles principales de 12 pies de ancho (tres en cada dirección) con arcenes de 10 pies de ancho en cada lado. La carretera existente es una estructura elevada de acero sobre todas las calles transversales al sur de la carretera Woodall Rogers (Spur 366). Los carriles de las carreteras de servicio existentes tienen dos y tres carriles en cada dirección y son de 12 pies de ancho. Hay aceras discontinuas dentro de los límites del proyecto.

El proyecto propone la reconstrucción de la I-345 según la alternativa recomendada determinada durante el estudio de viabilidad en el 2022. El proyecto propuesto incluye la reconstrucción de la I-345 para incluir tres carriles principales de 12 pies de ancho en cada dirección que estarían bajo el nivel del suelo con conexiones a las calles de la ciudad por encima, a nivel del suelo. Se construirían carreteras de servicios discontinuos a lo largo de la carretera entre Bryan Street y Hall Street hasta la I-30. El proyecto incluiría aceras de 10 pies de ancho en las calles transversales (ambos lados) y aceras de 6 pies de ancho a lo largo de las carreteras de servicios, mientras sea razonable y viable. El diseño mantiene las conexiones al sur, sureste, y al norte de Dallas. Se realinearían y construirían calles transversales/laterales adicionales para acomodar la reconstrucción de la I-345 y sus intercambios con la carretera Woodall Rogers (Spur 366) y la I-30.

El propósito del proyecto propuesto es mejorar la movilidad multimodal, cumplir con los estándares de diseño actuales y reducir el costo de mantenimiento de la carretera. El proyecto propuesto es necesario porque la I-345 existente desde la I-30 hasta la carretera Woodall Rodgers (Spur 366) (a) proporciona servicios (o alojamiento) directos limitados para peatones y ciclistas para conectar a las comunidades y lograr movilidad multimodal (b) no cumple con estándares de diseño actuales, y (c) se está acercando a su vida útil de diseño, lo que resulta en aumento en el costo de mantenimiento.

Todas las mejoras se realizarían dentro del derecho de vía (ROW) existente, el cual varia desde aproximadamente 280 a 635 pies. Se anticipa que no se requerira ningún derecho de vía adicional.

La información preliminar sobre las limitaciones ambientales, los mapas que muestran la ubicación del proyecto, y el diseño, los cronogramas tentativos de construcción y otra información sobre el proyecto propuesto están archivados y disponibles para inspección pública de lunes a viernes entre las 8 a.m. y las 5 p.m. en la oficina del distrito de Dallas de TxDOT ubicada en 4777 E. Highway 80, Mesquite, Texas 75150. Estos materiales también estarán disponibles para su revisión electrónicamente en la reunión pública virtual y en forma impresa en las reuniones públicas en persona.

La reunión pública virtual y las reuniones en persona se llevarán a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque el inglés no es su idioma principal o tiene dificultad para comunicarse de manera eficaz en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si es una persona con una discapacidad que requiere adaptaciones para asistir y participar en la reunión pública virtual o las opciones en persona, comuníquese con la Oficina de Información al Público del Distrito de Dallas de TxDOT, al (214) 320-4480 a no más tardar el martes 12 de marzo del 2024 a las 4:00 p.m. Tenga en cuenta que se requiere notificación previa ya que algunos servicios y acomodaciones pueden requerir tiempo para que TxDOT los organice.

Se solicitan los comentarios del público sobre el proyecto los cuales pueden ser enviados por correo a TxDOT Dallas District Office, atención: Grace Lo, P.E., 4777 E. Highway 80, Mesquite, TX 75150, o por correo electrónico a 345connects@txdot.gov; o verbalmente llamando al teléfono (903) 329-9307 y dejando correo de voz. **Todos los comentarios deben ser recibidos a no más tardar el viernes 5 de abril del 2024,** para ser incluidos en la documentación de la reunión pública**.** Las respuestas a los comentarios recibidos estarán disponibles en línea en www.345connects.com una vez que se hayan preparado.

Si tiene preguntas o inquietudes generales sobre el proyecto propuesto, comuníquese con Grace Lo, P.E., Gerente de Proyecto de TxDOT, por teléfono al (214) 320-6100 o por correo electrónico a 345connects@txdot.gov.

La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019 y ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

345 I-345 CONNECTS | FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366)
PUBLIC MEETINGS

SPRING 2024

IN-PERSON MEETING 1

Tuesday, March 19, 2024
5:30 p.m. to 7:30 p.m. (Open House) | Presentation at 6 p.m.

St. Philip's School and Community Center Gymnasium
1600 Pennsylvania Avenue, Dallas, Texas 75215
Served by DART bus routes: 001, 013 or the South Dallas GoLink
Please note, there is limited parking in front of the school.
Additional parking is available at the parking lots located across Pennsylvania Avenue.

IN-PERSON MEETING 2

Thursday, March 21, 2024
5:30 p.m. to 7:30 p.m. (Open House) | Presentation at 6 p.m.

Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor)
1819 N. Washington Avenue, Dallas, Texas 75204
Served by DART bus routes: 003, 023, 105, 207

VIRTUAL MEETING

***Tuesday, March 19, 2024**
at 5:30 p.m. through April 5, 2024, at 11:59 p.m.

www.345connects.com
**This is not a live event, presentation given at in-person meetings will be posted online.*

SCAN THE QR CODE TO VISIT THE PROJECT WEBSITE

Elected and Public Officials Mailing List (Checked on 2/2024)

GREETING	SALUTATION	FIRST	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
The Honorable	Mayor	Eric	Johnson	Mayor		City of Dallas	1500 Marilla St., Room 5EN	Dallas	TX	75201
Ms.	Ms.	Alheli	Garza	Chief of Staff		City of Dallas	1500 Marilla St., Room 5EN	Dallas	TX	75201
The Honorable	Councilmember	Chad	West	Councilmember	District 1	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Ever	Amaya	Council Liaison	District 1	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Jesse	Moreno	Councilmember	District 2	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Ms.	Ms.	Brenda	Martinez	Policy Analyst	District 2	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Mr.	Mr.	Devon	Skinner	Council Assistant	Distrcit 2	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
The Honorable	Councilmember	Zarin D.	Gracey	Councilmember	District 3	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Jackie	Robinson	Council Liaison	District 3	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Yolanda	Miller	Council Assistant	District 3	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Deputy Mayor Pro	Carolyn	King Arnold	Deputy Mayor Pro Tem	District 4	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Cindy	Hall	Council Liaison	District 4	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Phil	Foster	Council Assistant	District 4	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Dr.	Dr.	Tonya	Solis-Mosby	Policy Analyst	District 4	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Jaime	Resendez	Councilmember	District 5	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Ms.	Ms.	Penny	Anderly	Council Liaison	District 5	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Ms.	Ms.	Amber	Robles	Council Assistant	District 5	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
The Honorable	Councilmember	Omar	Narvaez	Councilmember	District 6	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Ms.	Ms.	Laura	Cadena	Council Liaison	District 6	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Mr.	Mr.	Marco	Saucedo	Analyst	District 6	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Mr.	Mr.	Roberto	Vega	Council Assistant	District 6	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
The Honorable	Councilmember	Adam	Bazaldua	Councilmember	District 7	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Natalie	Nieves-Guerrero	Council Liaison	District 7	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Ryan	Davis	Council Assistant	District 7	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Dezareigh	Walls	Analyst	District 7	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Mayor Pro Tem	Tennell	Atkins	Mayor Pro Tem	District 8	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Priscilla	Chambliss	Council Liaison	District 8	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Alexandra	Renteria	Policy Analyst	District 8	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Paula	Blackmon	Councilmember	District 9	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Connie	Avila	Council Liaison	District 9	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Luke	Tinker	Policy Analyst	District 9	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Kathy	Stewart	Councilmember	District 10	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Erika	Rodriguez	Council Liaison	District 10	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Aleksander	Pearlman	Policy Analyst	District 10	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Marcela	Soto	Council Assistant	District 10	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Jaynie	Schultz	Councilmember	District 11	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Sophia	Figueroa	Council Liaison	District 11	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Kimberly	Richards	Council Assistant	District 11	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Cara	Mendelsohn	Councilmember	District 12	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Madison	Johnson	Council Liaison	District 12	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Luis	Delgado	Council Assistant	District 12	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
		Jandis	Price	Policy Analyst	District 12	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Councilmember	Gay	Donnell Willis	Councilmember	District 13	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Mr.	Mr.	Michael	Williams	Council Liaison	District 13	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
Mr.	Mr.	Christopher	Murray	Council Assistant	District 13	City of Dallas	1500 Marilla St., Room 5FS	Dallas	TX	75201
The Honorable	Councilmember	Paul E.	Ridley	Councilmember	District 14	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Mr.	Mr.	Max	Sanchez	Council Liaison	District 14	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
Ms.	Ms.	Apryl	Davis	Council Assistant	District 14	City of Dallas	1500 Marilla St., Room 5FN	Dallas	TX	75201
The Honorable	Judge	Clay	Jenkins	County Judge		Dallas County	500 Elm St., Suite 7000	Dallas	TX	75202
Ms.	Ms.	Lauren	Trimble	Chief of Staff		Dallas County	500 Elm St., Suite 7000	Dallas	TX	75202
The Honorable	The Honorable	Dr. Theresa	Daniel	County Commissioner	District 1	Dallas County	500 Elm St., 7100	Dallas	TX	75202
Ms.	Ms.	Erin	Moore	Chief of Staff	District 1	Dallas County	411 Elm St., 2nd Floor	Dallas	TX	75202
The Honorable	The Honorable	Andy	Sommerman	County Commissioner	District 2	Dallas County	500 Elm St., Suite 7200	Dallas	TX	75202
Mr.	Mr.	Tom	Ervin	Chief of Staff	District 2	Dallas County	500 Elm St., Suite 7200	Dallas	TX	75202
The Honorable	The Honorable	John Wiley	Price	County Commissioner	District 3	Dallas County	500 Elm St., Suite 7300	Dallas	TX	75202

Elected and Public Officials Mailing List (Checked on 2/2024)

GREETING	SALUTATION	FIRST	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
Ms.	Ms.	L'Wanna	Osborne	Executive Assistant	District 3	Dallas County	500 Elm St., Suite 7300	Dallas	TX	75202
Ms.	Ms.	Dapheny	Fain	Chief of Staff	District 3	Dallas County	500 Elm St., Suite 7300	Dallas	TX	75202
The Honorable	The Honorable	Dr. Elba	Garcia	County Commissioner	District 4	Dallas County	500 Elm St., Suite 7400	Dallas	TX	75202
Mr.	Mr.	Brooks	Love	Chief of Staff	District 4	Dallas County	500 Elm St., Suite 7400	Dallas	TX	75202
The Honorable	Sheriff	Marian	Brown	Sheriff		Dallas County	133 N. Riverfront Blvd. LB-31	Dallas	TX	75207
Mr.	Mr.	Darryl	Martin	County Administrator		Dallas County	500 Elm St., Suite 7600	Dallas	TX	75202
Ms.		Opal	Mauldin-Jones	City Manager		City of Lancaster	211 N. Henry St.	Lancaster	TX	75146
Mr.	Mr.	Shane	Shepard	Director of Economic Development		City of Lancaster	211 N. Henry St.	Lancaster	TX	75146
Mr.	Mr.	Karl	Stundins	Research & Business Development Manager		City of Lancaster	211 N. Henry St.	Lancaster	TX	75146
Mr.		Charles	Fenner	City Manager		City of Balch Springs	13503 Alexander Rd.	Balch Springs	TX	75181
Ms.		Rona	Stringfellow	City Administrator		City of Wilmer	128 N Dallas Avenue	Wilmer	TX	75172
Mr.		Douglas E.	Finch	City Manager		City of Duncanville	203 E. Wheatland Rd.	Duncanville	TX	75116
Mr.		Agustin	Garcia	Managing Director of Development Services		City of Duncanville	203 E. Wheatland Rd.	Duncanville	TX	75116
Dr.		LaSheyla	Jones	City Planner		City of Glenn Heights	1938-C S Hampton Rd.	Glenn Heights	TX	75154
Mr.		Matt	Carlson	Executive Director		City of DeSoto Economic Development Corporation	211 E. Pleasant Run Rd.	DeSoto	TX	75115
The Honorable	Councilmember	Chad A.	McCurdy	Councilmember	Place 4	City of Cedar Hill	285 Uptown Boulevard	Cedar Hill	TX	75104
The Honorable	Representative	Morgan	Meyer	Representative	District 108	Texas House of Representatives	3131 McKinney Ave., Ste. 649	Dallas	TX	75204
The Honorable	Representative	Venton	Jones	Representative	District 100	Texas House of Representatives	3535 Grand Avenue	Dallas	TX	75210
The Honorable	Representative	Toni	Rose	Representative	District 110	Texas House of Representatives	3155 S. Lancaster Rd., Ste. 220	Dallas	TX	75216
The Honorable	Representative	Rhetta	Bowers	Representative	District 113	Texas House of Representatives	3200 Broadway Rd., Ste. 375	Garland	TX	75043
The Honorable	Representative	John	Bryant	Representative	District 114	Texas House of Representatives	P.O. Box 2910	Austin	TX	78768
The Honorable	Representative	Carl	Sherman, Sr.	Representative	District 109	Texas House of Representatives	103 N. Dallas Ave.	Lancaster	TX	75146
The Honorable	Senator	Royce	West	Senator	District 23	Texas State Senate	5787 S. Hampton Rd., Ste. 385	Dallas	TX	75232
The Honorable	Senator	Nathan	Johnson	Senator	District 16	Texas State Senate	12222 Merit Dr., Ste. 1010	Dallas	TX	75251
The Honorable	Congresswoman	Jasmine	Crockett	Representative	District 30	US House of Representatives	1825 Market Center Blvd., Ste. 440	Dallas	TX	75207
The Honorable	Congressman	Colin	Allred	Representative	District 32	US House of Representatives	100 N. Central Expy., Ste. 602	Richardson	TX	75080
The Honorable	Senator	John	Cornyn	Senator	Texas	US Senate	5001 Spring Valley Rd., Ste. 1125E	Dallas	TX	75244
The Honorable	Senator	Ted	Cruz	Senator	Texas	US Senate	Lee Park Tower II 3626 N. Hall St., Ste. 410	Dallas	TX	75219

Elected and Public Officials Mailing List (Checked on 2/2024)

GREETING	SALUTATION	FIRST	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
Mr.	Mr.	Majed	Al-Ghafry	Assistant City Manager	City of Dallas	1500 Marilla St., Room 4DN	Dallas	TX	75201
Ms.	Ms.	Liz	Cedillo-Pereira	Assistant City Manager	City of Dallas	1500 Marilla S.t, Room 4CN	Dallas	TX	75201
Mr.	Mr.	Carl	Simpson	Assistant City Manager	City of Dallas	1500 Marilla St., Room 4CN	Dallas	TX	75201
Ms.	Ms.	Kimberly	Bizor Tolbert	Deputy City Manager	City of Dallas	1500 Marilla St., Room 4DN	Dallas	TX	75201
Mr.	Mr.	Jon	Fortune	Deputy City Manager	City of Dallas	1500 Marilla St., Room 4DN	Dallas	TX	75201
Mr.	Mr.	T.C.	Broadnax	City Manager	City of Dallas	1500 Marilla St., Room 4EN	Dallas	TX	75201
Ms.	Ms.	Julia	Ryan	Director of Planning and Urban Design	City of Dallas	1500 Marilla, Room 1FN	Dallas	TX	75201
Mr.	Mr.	Robert	Perez	Assistant City Manager, Public Works and Transportation	City of Dallas	1500 Marilla St., Room 4DN	Dallas	TX	75201
Ms.	Ms.	Robin	Bentley	Director, Office of Economic Development	City of Dallas	1500 Marilla St., Room 5CS	Dallas	TX	75201
Ms.	Ms.	Lisa	Ferri	Director	Dallas Farmers Market	920 S. Harwood St.	Dallas	TX	75201
Chief	Chief	Eddie	Garcia	Chief of Police	City of Dallas	1400 Botham Jean Blvd.	Dallas	TX	75215
Mr.	Mr.	Anthony	Lopez	General Manager	Kay Bailey Hutchison Convention Center Dallas	650 S. Griffin St.	Dallas	TX	75202
Mr.	Mr.	Arturo	Del Castillo	Chief Planner, Planning & Urban Design	City of Dallas	1500 Marilla St., Room 1FN	Dallas	TX	75201
Mr.	Mr.	Don	Raines	Senior Planner, Planning & Urban Design	City of Dallas	1500 Marilla St., Room 1FN	Dallas	TX	75201
Ms.	Ms.	Jo	Giudice	Director, Dallas Public Library System	City of Dallas	1515 Young St.	Dallas	TX	75201
Chief	Chief	Dominique	Artis	Fire Chief	City of Dallas	1500 Marilla St., Room 7AS	Dallas	TX	75201
Executive Deputy Chief	Executive Deputy Chief	Charlie	Salazar	Executive Deputy Fire Chief	City of Dallas	1500 Marilla St., Room 7AS	Dallas	TX	75201
Assistant Chief	Assistant Chief	Justin	Ball	Assistant Chief, Emergency Operations	City of Dallas	1500 Marilla St., Room 7AS	Dallas	TX	75201
Ms.	Ms.	Rosa	Fleming	Director, Convention and Events Services	City of Dallas	650 S. Griffin St.	Dallas	TX	75202
Ms.	Ms.	Molly	Carroll	Executive Project Manager for High Speed Rail	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Mr.	Mr.	Gus	Khankarli	Director of Transportation	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Mr.	Mr.	Ali	Hatefi	Director, Public Works	City of Dallas	320 E. Jefferson Blvd.	Dallas	TX	75203
Mr.	Mr.	Haytham	Hassan	Assistant Director/City Engineer, Public Works	City of Dallas	320 E. Jefferson Blvd.	Dallas	TX	75203
Ms.	Ms.	Kate	Bower	Business Operations Manager, Department of Transportation	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Ms.	Ms.	Michael	Smith	Public Information Coordinator, Transportation Department	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Ms.	Ms.	Sandra	Bowie	Senior Planner, Planning and Urban Design	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Ms.	Ms.	Carrie	Rogers	Director, Legislative Affairs, Office of City Manager	City of Dallas	1500 Marilla St., Room L1BS	Dallas	TX	75201
Mr.	Mr.	Tushar	Solanki	Assistant Director, Transportation Planning, Public Works	Dallas County	500 Elm St., Suite 5300	Dallas	TX	75202
Ms.	Ms.	Minesha	Reese	Senior Transportation Planner, Public Works	Dallas County	500 Elm St., Suite 5300	Dallas	TX	75202
Mr.	Mr.	Jack	Tidwell	Procurement and Outreach Manager	Dallas County	500 Elm St., Suite 5300	Dallas	TX	75202
Ms.	Ms.	Alberta	Blair	Director of Public Works	Dallas County	500 Elm St., Suite 5300	Dallas	TX	75202
Mr.	Mr.	Gordon	Shattles	Director of External Relations	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Ms.	Ms.	Edie	Diaz	Vice President of Government and Community Relations	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Ms.	Ms.	Deanna	Leggett	Executive Vice President, Growth/Regional Development	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Ms.	Ms.	Nadine S.	Lee	President and CEO	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Ms.	Ms.	Kay	Shelton	Vice President of Capital Planning	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Mr.	Mr.	Lon	Nichols	Director of the Office of Board Support	Dallas Area Rapid Transit	P.O. Box 660163	Dallas	TX	75266
Mr.	Mr.	Brett	Jackson	Major Projects Coordinator	Federal Highway Administration	300 E. 8th St., Ste. 826	Austin	TX	78701
Mr.	Mr.	Ujval	Patel	Senior Area Engineer	Federal Highway Administration	300 E. 8th St., Ste. 826	Austin	TX	78701
Ms.	Ms.	Gail	Lyssy	Regional Administrator Region 6	Federal Transit Administration	819 Taylor St., Ste. 14A02	Fort Worth	TX	76102
Mr.	Mr.	Berrien	Barks	Program Manager	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Mr.	Dan	Lamers	Senior Program Manager, Transportation Planning	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Ms.	Ms.	Amy	Johnson	Principal Transportation Planner	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Mr.	Michael	Morris	Director of Transportation	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Mr.	Jeff	Neal	Senior Program Manager	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Ms.	Dan	Lamers	Senior Program Manager	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Mr.	Samuel	Simmons	Senior Transportation Planner	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005
Mr.	Mr.	Mike	Eastland	Executive Director	North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005

CSJ: 0092-14-094

Adjacent Property Owners List

(Property data pulled on February 2024 from DCAD)

I-345 from I-30 to Woodall Rodgers Freeway (Spur 366)

MAP ID	PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
1	131095000000	COMMERCIAL METALS CO	PO BOX 1046	DALLAS	TEXAS	752211046
2	000116000B0010000	DALLAS CITY OF	1500 MARILLA ST	DALLAS	TEXAS	752016318
4	130954000000	COMMERCIAL METALS	PO BOX 1046	DALLAS	TEXAS	752211046
6	130960000000	CHILDRESS FURNITURE &	2512 FERRIS ST	DALLAS	TEXAS	752262204
7	0004640B0002A0000	PRICE HARRY H & SON INC	1608 S HARWOOD ST	DALLAS	TEXAS	752151219
8	110404000000	PRICE HARRY H & SO INC	1608 S HARWOOD ST	DALLAS	TEXAS	752151219
10	131065000000	LARA MARIA	2022 BOURBON ST	DALLAS	TEXAS	752262250
11	130966000000	COMMERCIAL METALS COMPANY	PO BOX 1046	DALLAS	TEXAS	752211046
13	110371000000	KJM 5X5 PROPERTY HOLDINGS LLC	10111 DARIA DR	DALLAS	TEXAS	752296627
15	131062000000	DALLAS HOUSING ACQUISITION &	1500 MARILLA ST	DALLAS	TEXAS	752016318
16	110380000000	TAYLOR ALVIN O II &	11601 LAGO VIS W APT 1225	FARMERS BRANCH	TEXAS	752346810
17	131056000000	COOMBES ZACHARIAH ELLIS III &	554 LEE ST	NEW BRAUNFELS	TEXAS	781305646
19	000463000201A0000	TOMAINO PPTIES LP	2626 COLE AVE STE 606 LB8	DALLAS	TEXAS	752041083
20	130972000000	SMITH MIKE	2653 PERTH ST	DALLAS	TEXAS	752201317
21	131053000000	BLACKLAND LAND & PROPERTY	8919 EUSTIS AVE	DALLAS	TEXAS	752184207
22	131044000000	KUNOFSKY MORRIS &	7523 CURRIN DR	DALLAS	TEXAS	752303629
23	110377000000	PRICE HARRY & SONS INC	1608 S HARWOOD ST	DALLAS	TEXAS	752151219
24	131038000000	ARANDA JOSE JUAN LARA &	209 ALCALDE ST	DALLAS	TEXAS	752461350
26	131032000000	TORRES HILARIO	2416 SALERNO DR	DALLAS	TEXAS	752242722
27	130873000000	CHILDRESS FURNITURE &	2306 FYKE RD	CARROLLTON	TEXAS	750067705
28	131002000000	ESPINOZA RAFAELA	614 MONROE DR	DUNCANVILLE	TEXAS	751372539
29	130876000000	CHILDRESS FURNITURE &	2305 FYKE RD	CARROLLTON	TEXAS	750067705
30	131029000000	FEDERAL SERVICES	2310 N HENDERSON AVE # 740	DALLAS	TEXAS	752067304
31	131005000000	WAGLIARDO ERIC	2502 LIVE OAK ST	DALLAS	TEXAS	752045871
33	131008000000	ANGUIANO JOSE ESTATE OF	2612 FERRIS ST	DALLAS	TEXAS	752260000
34	000864000604A0000	HICKORY STREET PROP LLC	2516 HICKORY ST	DALLAS	TEXAS	752262222
36	131011000000	GILBERT & LISA P TORRES	2118 ELM FALLS PL	MESQUITE	TEXAS	751812141
37	131023000000	AGUINAGA JOHNNY & ADELA RENE	1619 MARSALIS RD	LANCASTER	TEXAS	751342633
38	131014000000	GSI PORTFOLIO LLC	13601 PRESTON RD #W-810	DALLAS	TEXAS	752405388
39	00DALAREARAPTDA00	DART	P O BOX 660163	DALLAS	TEXAS	752660163
40	130711000000	1808 PARTNERS LP	4220 GURLEY AVE	DALLAS	TEXAS	752232816
42	131017000000	LASHGARI SASAN &	1420 BERKLEY RD	ALLEN	TEXAS	750023643
45	110605000000	CEDAR EAST PHASE I LLC	1717 MAIN ST 56TH FL	DALLAS	TEXAS	752014612
46	130717000000	STEGER T P JR ETAL	2511 HICKORY ST	DALLAS	TEXAS	752262223
47	130927000000	ARMSTRONG BERGER	2611 STATE ST	DALLAS	TEXAS	752042601
49	130855000000	NBC FOODS INC	1057 GLENHAVEN DR	HUTCHINS	TEXAS	751414123
54	000179000A0010000	BRIDGFORD FOODS CORP	PO BOX 3773	ANAHEIM	CALIFORNIA	928033773
56	000862000612B0000	SCP &	2722 ROUTH ST	DALLAS	TEXAS	752011970
57	00TIFBASEROW0T961	DALLAS TIF#961 FARMERS MARKET SUBDISTRICT	1500 MARILLA ST	DALLAS	TEXAS	752016318
58	130723000000	PRENGLER HERSCHEL	3736 GRANADA AVE	DALLAS	TEXAS	752052088
59	130675000000	SCP OI GOOD LATIMER OZ OWNER	4550 TRAVIS ST STE 565	DALLAS	TEXAS	752054669
60	103591000000	1889 ACQUISITIONS LLC	908 ROBINS WAY	SAGINAW	TEXAS	761790993
65	130693000000	SCP &	4550 Travis St Ste 565	DALLAS	TEXAS	752054669
67	000133002501A0000	FM HARVEST LTD	2518 CONVERSE ST	DALLAS	TEXAS	752075904
69	000147001201A0000	FM FUTSAL LTD	1414 ELM ST 200	DALLAS	TEXAS	752022971
71	130543000000	BRIDGFORD DISTRIBUTING CO	1308 N PATT ST	ANAHEIM	CALIFORNIA	928012551
72	130792000000	NUNO SARA	4520 S PEACH TREE RD	BALCH SPRINGS	TEXAS	751803210
73	130672000000	TAXCO INVESTMENTS INC	1718 S GOOD LATIMER EXPY	DALLAS	TEXAS	752262210
75	130531000000	A LITTLE GOOD LLC	1526 S GOOD LATIMER EXPY	DALLAS	TEXAS	752262206
77	130663000000	ORCHARD JAMES W III	7324 GASTON AVE # 124-342	DALLAS	TEXAS	752146126
79	130651000000	ORCHARD JAMES WILLIAM	7324 GASTON AVE 124-342	DALLAS	TEXAS	752146126
80	000853000A0010100	DALLAS AREA RAPID TRANSIT	PO BOX 660163	DALLAS	TEXAS	752660163

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MAP ID	PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
82	000157000301A0000	SPI GOOD LATIMER 340 DE LLC &	8226 DOUGLAS AVE STE 455	DALLAS	TEXAS	752255902
83	130657000000	STEADHAM WANDA GAIL	390 S URSULA WAY	AURORA	COLORADO	800122475
84	130660000000	AMCHANCE LLC	16161 CLEAR VALLEY PL	ENCINO	CALIFORNIA	914363311
85	000862000203A0100	COTTAGES AT HICKORY CROSSING LLC	511 N AKARD STE 301	DALLAS	TEXAS	752016615
86	000862000203A0000	CITYSQUARE HOUSING	511 N AKARD ST STE 301	DALLAS	TEXAS	752016615
87	103381000000	PSTX 717 S GOOD LATIMER EXPY LLC	6890 S 2300 E	SALT LAKE CITY	UTAH	841716001
88	103570000000	RP WENTWORTH LLC	14160 DALLAS PKWY STE 800	DALLAS	TEXAS	752547304
89	000856000601A0000	CITYSQUARE	1601 S MALCOLM X BLVD	DALLAS	TEXAS	752260000
90	103561000000	RP WENTWORTH LLC	14160 DALLAS PKWY STE800	DALLAS	TEXAS	752547304
91	85200010000100	STANLEY BLANCHE M TRUST	801 E CAMPBELL RD STE 140	RICHARDSON	TEXAS	750811856
92	129580000000	1818 CHESTNUT LLC	1818 CHESTNUT ST STE 4	DALLAS	TEXAS	752262103
93	130399000000	SAFAVIMATIN PARVIN	3022 AURORA MIST DR	LITTLE ELM	TEXAS	750687861
95	130261000000	JEON TINA	2800 TWIN COVES DR	HIGHLAND VILLAGE	TEXAS	750771841
96	130258000000	BARTZ ARTHUR G SUPPLEMENTAL	2705 BERRYWOOD CT	RICHARDSON	TEXAS	750823803
98	130312000000	HENDERSON WADE	6527 GASTON AVE	DALLAS	TEXAS	752144025
100	130294000000	JAMAICA 2018 MGMT TRUST	113 N PRAIRIE AVE	DALLAS	TEXAS	752461225
103	129595000000	BAYLOR 59 LLC	4220 GURLEY AVE	DALLAS	TEXAS	752230000
105	130297000000	JAMAICA ROBERT & EVA	2921 DAWSON ST	DALLAS	TEXAS	752262111
106	130291000000	SMITH MARGUERITE M	2653 PERTH ST	DALLAS	TEXAS	752201317
107	000153000701A0000	2009 CPT COMMUNITY OWNER LLC	PO BOX 27329	HOUSTON	TEXAS	772277329
108	129613000000	MORALES ANDREW &	8490 BIRCHCROFT DR	DALLAS	TEXAS	752436502
111	129601000000	NATIONAL ADVERTISING CO	PO BOX 404	BROADWAY	NEW JERSEY	88080404
112	104305000000	PATRICK REALTY CORP	3700 E RANDOL MILL RD	ARLINGTON	TEXAS	760115435
113	103555000000	510 S GOOD LATIMER LLC	PO BOX 150276	DALLAS	TEXAS	753150276
114	104299000000	3800 COLONIAL BLVD LLC	45 MAIN ST STE 502	BROOKLYN	NEW YORK	112011093
115	104302000000	PETER NEELY COMPANY LLC	528 S HALL ST	DALLAS	TEXAS	752261903
117	129607000000	DALLAS CITY OF	320 E JEFFERSON BLVD	DALLAS	TEXAS	752032632
118	103549000000	B & G WAREHOUSE SERVICES INC	500 S GOOD LATIMER EXPY	DALLAS	TEXAS	752261810
121	000203000A01C0000	PS LPT PROPERTIES INVESTORS	PO BOX 25025	GLENDALE	CALIFORNIA	912215025
123	000193001108A0000	JMFR HOLDINGS LLC	6405 E GRAND AVE	DALLAS	TEXAS	752231361
125	129655000000	42 OPP ZONE LP	2030 MAIN ST STE 342	DALLAS	TEXAS	752014430
126	104152000000	SL4 DEEP ELLUM LP	100 CRESCENT CT STE 850	DALLAS	TEXAS	752016904
130	103930000000	WESTDALE PROPERTIES	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
131	103933500000	BA PROPERTIES	4220 GURLEY AVE	DALLAS	TEXAS	752232816
132	000203000A01B0000	NP CROSBY LLC	601 S FIGUEROA ST	LOS ANGELES	CALIFORNIA	900175787
133	104155000000	TRAVERTINE LLC	1325 E 35TH PL	TULSA	OKLAHOMA	741052614
135	103231000100	TOURMALINE PARTNERS PPTIES LLC	424 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015808
136	103993000000	SW TAYLOR STREET DEV LLC	4145 TRAVIS ST STE 300	DALLAS	TEXAS	752041830
138	CONDO00C2072CONDO	CHEN CHIALING	14 CYPRESS POINT CT	FRISCO	TEXAS	750346826
140	103921000000	WESTDALE ADAM HATS LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
143	103198000000	GHOST SIGN DEVELOPMENT LLC	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
144	000163004101B0000	SS CANTON STREE LP	4901 VINELAND RD STE 350	ORLANDO	FLORIDA	328117192
146	103879000000	DEEP ELLUM HOLDINGS LLC	2622 COMMERCE ST	DALLAS	TEXAS	752261402
148	103186400000	ISOSCELES DEVELOPMENT	400 N ERVAY STE 150	DALLAS	TEXAS	752013134
149	103903000000	BARNES & ROBERTS REAL ESTATE	2701 CANTON ST	DALLAS	TEXAS	752261806
152	103867000000	NOLA LTD	2616 COMMERCE ST	DALLAS	TEXAS	752261402
154	103126000000	2201 MAIN LLC	2201 MAIN ST	DALLAS	TEXAS	752014327
156	000183000A0020000	AP DEEP ELLUM LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
158	102787000000	OCONNOR J C ESTATE ET AL	430 AUSTRALIAN AVE APT 201	PALM BEACH	FLORIDA	334804579
161	103411000000	ELLER MEDIA COMPANY	3700 E RANDOL MILL RD	ARLINGTON	TEXAS	760115435
162	103414000000	WESTDALE MAIN LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
164	103081000000	PAN COASTAL LIMITED PS	605 E ROBINSON ST STE 400	ORLANDO	FLORIDA	328012044

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167	103432000000	LEVIN MARVIN	7509 INWOOD RD STE 300	DALLAS	TEXAS	752094058
170	103441000000	CITY HOTEL LTD	2917 ELM ST STE B	DALLAS	TEXAS	752263357
171	103447000000	CTC TEXAS ASSOCIATES LLC	2917 ELM ST STE B	DALLAS	TEXAS	752263357
172	103729000000	PARKIN ART JOINT VENTURE	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
175	000280000A0030000	WESTDALE HAMILTON LP	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
176	000280000A0010000	EPIC DALLAS PHASE 2 LP	P O BOX 131237	CARLSBAD	CALIFORNIA	920131237
182	000280000A02A0000	EPIC DALLAS OFFICE LP	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
186	105787100000	PSA INSTITUTIONAL PARTNERS LP	PO BOX 25025	GLENDALE	CALIFORNIA	912215025
190	105556000200	LANTOWER BRYAN ST DALLAS	2218 BRYAN ST #400	DALLAS	TEXAS	752012633
192	105556000100	DALLAS CITY OF HOUSING FINANCE CORP	1500 MARILLA ST	DALLAS	TEXAS	752016318
193	CONDO00C4352CONDO	MARSHALL ASHLEY K	2502 LIVE OAK ST APT 301	DALLAS	TEXAS	752045608
197	107287000000	TM DEVELOPMENT PARTNERS LTD	4143 MAPLE AVE	DALLAS	TEXAS	752193291
203	107302000000	CLEAR CHANNEL OUTDOOR INC	20550 STONE OAK PKWY	SAN ANTONIO	TEXAS	782580000
209	000262000209J0000	SPIRE DEVELOPMENT HOLDINGS LLC	2001 BRYAN ST STE 1550	DALLAS	TEXAS	752013011
211	000276000A01A0000	ELAN DALLAS CITY LIGHTS OWNER LP	750 BERING DR STE 200	HOUSTON	TEXAS	770572132
215	CONDO00C2300CONDO	GABRIELLA TOWER LLC	600 E LAS COLINAS BLVD STE 210	IRVING	TEXAS	750395616
226	106030000000	SWAIN BEVERLY TONEY GST	2607 SAN JACINTO ST	DALLAS	TEXAS	752012528
227	106312000000	TM DEVELOPMENT PTNRS LP	4143 MAPLE AVE	DALLAS	TEXAS	752193291
229	28300000010000	TM DEVELOPMENT PTNRS LP	3811 TURTLE CREEK BLVD	DALLAS	TEXAS	752194479
231	28800010010000	910 TX PARTNERS LLC	340 MADISON AVE SUITE 200	NEW YORK	NEW YORK	303260000
232	000306000001A0000	ARTS GFPG LLC	320 S TELLER ST STE 220	LAKEWOOD	COLORADO	802267392
233	000566000A0060000	DALLAS BLACK DANCE THEATRE	PO BOX 131290	DALLAS	TEXAS	753131290
234	000305000A01A0000	BILLINGSLEY ARTS PARTNERS LTD	1722 ROUTH STREET	DALLAS	TEXAS	752012535
235	28720000010000	SHERRELL RODNEY	2909 SAN JACINTO ST	DALLAS	TEXAS	752045740
236	000287000101H0000	DURON MARCUS S	1000 ALLEN ST	DALLAS	TEXAS	752045751
237	000287000101G0000	WALLER CLINTON DAVID	1002 ALLEN ST	DALLAS	TEXAS	752045751
239	000287000101F0000	NEAGLE TIMOTHY JOHN	1004 ALLEN ST	DALLAS	TEXAS	752045751
240	287000101	DESILVA SUZANNE	1006 ALLEN ST	DALLAS	TEXAS	752045751
241	000287000101D0000	JHS ALLEN INVESTMENTS	500 S TAYLOR STE 1100	AMARILLO	TEXAS	791012458
242	000287000101C0100	ALLEN STREET BROWNSTONE	1000 ALLEN ST	DALLAS	TEXAS	752045751
243	000566000A03A0000	FELLOWSHIP CHURCH	2450 N HIGHWAY 121	GRAPEVINE	TEXAS	760512002
244	CONDO00C0668CONDO	CANO AMADO BAUTISTA &	1010 ALLEN ST #211	DALLAS	TEXAS	752045753
246	106399000000	ROSS CENTRAL INVESTORS	2035 CULLEN AVE	DALLAS	TEXAS	752067127
247	000305000A0020000	CROW BILLINGSLEY 17	4100 INTERNATIONAL PKWY	CARROLLTON	TEXAS	750071973
248	106408000000	ADX REAL ESTATE LLC	4415 W LAWTHER DR	DALLAS	TEXAS	752142922
249	CONDO00C7913CONDO	CHIDESTER DAVID M	2402 BERRY GROVE CT	MELISSA	TEXAS	754543020
250	115177000000	DUCKINS PARTNERS LTD A TX	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
251	113788000000	CROW BILLINGSLEY #17 LTD	4100 INTERNATIONAL PKWY #1100	CARROLLTON	TEXAS	750071973
253	115192000000	3121 ROSS ROSE LLC	8600 PRESTON RD STE 208	DALLAS	TEXAS	752253530
255	000572000D01A0000	POST APARTMENT HOMES LP	6815 POPLAR AVE STE 500	GERMANTOWN	TENNESSEE	381380612
256	59400020220000	PATEL DARSHAN	3002 ZENIA DR	DALLAS	TEXAS	752043945
257	59400020230000	URIBE EDUARDO GAITAN	3004 ZENIA DR	DALLAS	TEXAS	752043945
258	59400020240000	WILLIAMS PRESTON N &	3006 ZENIA DR	DALLAS	TEXAS	752043945
259	59400020250000	LAPLANTE MARK	3008 ZENIA DR	DALLAS	TEXAS	752043945
260	59400020260000	GE TIFFANY	3010 ZENIA DR	DALLAS	TEXAS	752043945
261	59400020210000	BIRMINGHAM ANDREW	3001 ZENIA DR	DALLAS	TEXAS	752043900
262	59400020200000	SINGH AMRIK	1101 NORTHPARK DR	RICHARDSON	TEXAS	750815829
263	59400020060000	TWIN LAKES PLAZA LP	1800 VALLEY VIEW LN STE 300	FARMERS BRANCH	TEXAS	752348945
264	000593000C09A0000	SPEACP RC	2907 WOODALL RODGERS FWY	DALLAS	TEXAS	752042739
265	59400020050000	BERNHARDT CANDY & LEIGH R	3017 CLAMATH DR	DALLAS	TEXAS	752043909
267	59400020040100	MILLICAN ALEXANDER G	3023 CLAMATH DR	DALLAS	TEXAS	752043909
268	59400020030100	XIE YIN &	8120 ROSEMONT DR	PLANO	TEXAS	750252570

(Property data pulled on February 2024 from DCAD)

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269	000593000D0080000	CHEN ANDREW LI &	2111 CLARK ST #H	DALLAS	TEXAS	752043529
270	59400020020100	RANMAL DANIYAL & ZAHRA KABANI	3027 CLAMATH DR	DALLAS	TEXAS	752043909
271	59400020040000	TWIN LAKES PLAZA LP	1800 VALLEY VIEW LN STE 400	FARMERS BRANCH	TEXAS	752348923
272	000593000D0070000	KOONE WILLIAM D	2111 CLARK ST #G	DALLAS	TEXAS	752043529
276	000593000D0060000	STOUTJESDYK JAMES	2111 CLARK ST # F	DALLAS	TEXAS	752043529
277	000593000D0050000	QUIGLEY MICHAEL COLLIN	2111 CLARK ST UNIT E	DALLAS	TEXAS	752043529
279	000593000D0040000	PETERSON JEFFERY	2111 CLARK ST UNIT D	DALLAS	TEXAS	752043529
280	000593000D0030000	GRECO STEPHEN C	2111 CLARK ST APT C	DALLAS	TEXAS	752043529
281	000593000D0020000	GILBERT WILLIAM CAMERON &	2111 CLARK ST UNIT B	DALLAS	TEXAS	752043529
282	000593000D0010000	HOLT DAVID ERIC	2111 CLARK ST APT A	DALLAS	TEXAS	752043529
283	115147500000	TEXAS STATE OF	PO BOX 133067	DALLAS	TEXAS	753133067
284	115081000000	FLORA STREET CUTS LLC	3203 FLORA ST	DALLAS	TEXAS	752043913
285	115111000000	SUPER DBP 2 LLC	3757 N BELT LINE RD STE 147	IRVING	TEXAS	750385702
286	115069000000	TOWNSVILLE REALTY LLC	10700 RICHMOND AVE STE 231	HOUSTON	TEXAS	770424900
289	59400010010000	KROGER TEXAS LP	1014 VINE ST	CINCINNATI	OHIO	452021141
292	000594000V05A0000	RAIN SCOTT INVESTMENTS LLC	4514 COLE AVE STE 1100	DALLAS	TEXAS	752054197
293	116740000000	P&R TRUST &	1717 S SAM HOUSTON RD	MESQUITE	TEXAS	751495549
295	116737000000	GREENWAYHALL LP	2808 FAIRMOUNT ST STE 100	DALLAS	TEXAS	752017622
298	000629000A0010000	DALLAS HOUSING AUTHORITY	3939 N HAMPTON RD	DALLAS	TEXAS	752121630

(Property data pulled on April 2022 from DCAD)

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
CONDO00C0102CONDO	GAMINO REYES M	3110 THOMAS AVE # 105	DALLAS	TEXAS	752043975
CONDO00C0816CONDO	KAUFMAN KIMBERLEY H	2902 STATE ST APT 1	DALLAS	TEXAS	752042753
CONDO00C5715CONDO	CAPITAL ONE NA	600 N PEARL ST UNIT 2500	DALLAS	TEXAS	752012899
102877000000	FCG HOLDINGS LTD	PO BOX 369	CABIN JOHN	MARYLAND	208180369
CONDO00C2370CONDO	ABDULALEEM KHADIJAH	8312 ANGELS DR APT 1426	PLANO	TEXAS	750240325
CONDO0019O97CONDO	ABUSAAD MOHAMMAD	3105 SAN JACINTO ST UNIT 118	DALLAS	TEXAS	752045588
CONDO00C0669CONDO	EDTD BRYAN LLC	1914 SKILLMAN #110-151	DALLAS	TEXAS	752068559
CONDO00C1151CONDO	MCCLURE JASON S	3030 COMMERCE ST	DALLAS	TEXAS	752262581
CONDO00C5585CONDO	HURT EDWARD H &	817 PAVILLION ST APT 102	DALLAS	TEXAS	752045564
CONDO00C5563CONDO	JAUREGUI MICHAEL FRANCIA	2127 CLARK ST APT 102	DALLAS	TEXAS	752043087
CONDO00C0677CONDO	ABEYTA EDWARD IV &	1747 LEONARD ST UNIT 401	DALLAS	TEXAS	752012652
CONDO00C6246CONDO	PERINI BRANDON DAVIS &	3200 ROSS AVE APT 14	DALLAS	TEXAS	752045546
CONDO00C6248CONDO	WERKMEISTER ROBERT JOSEPH &	3200 ROSS AVE APT 41	DALLAS	TEXAS	752045624
CONDO00C5569CONDO	GUERRA LUIS RENE &	1813 PARK AVE UNIT #202	DALLAS	TEXAS	752151244
CONDO00C7394CONDO	PATEL SHAMA	1771 MCCOY ST STE 102	DALLAS	TEXAS	752044226
CONDO00C3380CONDO	CADG JACKSON PARKING A LLC	1800 VALLEY VIEW LN STE 300	FARMERS BRANCH	TEXAS	752348945
110668000000	EVELYN JO ANN GROUP LP	1811 S GOOD LATIMER EXPY	DALLAS	TEXAS	752262213
103606000000	NCWPCS MPL 28	1010 PINE ST RN 9E-L-01	ST LOUIS	MISSOURI	631010000
110650000000	CEDAR EAST PH I LLC	1717 MAIN ST STE 5360	DALLAS	TEXAS	752014612
103639000000	CEDAR EAST PHASE I LLC	1717 MAIN ST STE 5630	DALLAS	TEXAS	752017337
110455000000	CLAMS CASINO LLC	2614 BOLL ST	DALLAS	TEXAS	752041002
131712000000	COMMERCIAL METALS CO	PO BOX 151879	DALLAS	TEXAS	753151879
110044000000	DALLAS CITY OF	1500 MARILLA ST	DALLAS	TEXAS	752016318
131732000000	GILMORE PRODUCE LTD	2407 K ST	DALLAS	TEXAS	752151455
131719000100	TITA BECKY LLC	2410 LOGAN ST	MESQUITE	TEXAS	752151456
110578000000	KONEER1836 LLC	5327 MANETT ST	DALLAS	TEXAS	752066745
110257000000	KAOLIN RE HOLDINGS CORPORATION	320 PARK AVE 9TH FLR	NEW YORK	NEW YORK	100226815
131716000000	TITA BECKY LLC	801 E CAMPBELL RD STE 345	RICHARDSON	TEXAS	750811889
110647000000	GSI PORTFOLIO LLC	13601 PRESTON RD STE 810W	DALLAS	TEXAS	752405388
110629000000	WELLS B B	2401 HICKORY ST	DALLAS	TEXAS	752151236
46500010010000	1804 HARWOOD LLC	5706 E MOCKINGBIRD LN	DALLAS	TEXAS	752065460
131848000000	COMMERCIAL METALS CO	6565 N MACARTHUR BLVD STE 800	IRVING	TEXAS	750396283
00UNPACIFICRRDA00	UNION PACIFIC RR CO	1400 DOUGLAS ST STOP 1640	OMAHA	NEBRASKA	681791001
110692000000	ENNA JOELLA &	1244 BAR HARBOR DR	DALLAS	TEXAS	752322800
110674000000	EVELYN JO ANN GROUP LP &	1811 S GOOD LATIMER EXPY	DALLAS	TEXAS	752262213
131851000000	OLERIO INTERESTS LLC	6310 LEMMON AVE STE 202	DALLAS	TEXAS	752095849
86920000010000	COMMERCIAL METALS CO	PO BOX 1046	DALLAS	TEXAS	752211046
110665000000	GOODLATIMER CORNER LLC	1722 S HARWOOD ST	DALLAS	TEXAS	752151221
110521000000	OURCALLING INC	PO BOX 140428	DALLAS	TEXAS	752140428
110269000000	1621 ERVAY LTD	PO BOX 140526	DALLAS	TEXAS	752140526
131725000000	TITA BECKY LLC	2410 LOGAN ST	DALLAS	TEXAS	752151456
103603000000	NCWPCS MPL 28	1010 PINE ST RN 9E-L-01	SAINT LOUIS	MISSOURI	631010000
110515000000	HOPKINS CESAR CHAVEZ LTD	7995 LBJ FRWY STE 250	DALLAS	TEXAS	752511249
110266000000	TOMAINO PPTIES LP	2626 COLE AVE STE 606 LB8	DALLAS	TEXAS	752041083
110038000000	DALLAS ISD	9400 N CENTRAL EXPY STE 1520	DALLAS	TEXAS	752315027
114694000000	CLEAR CHANNEL OUTDOOR INC	20550 STONE OAK PKWY	SAN ANTONIO	TEXAS	782580000
000580000N06A0000	MOLAYEM ALEXANDER K	3009 STATE ST	DALLAS	TEXAS	752042725
000580000N04A0000	WANG ROBERT	3005 STATE ST	DALLAS	TEXAS	752042725
000580000N02A0000	KNEL WILLIAM & ASHLEY	12345 PHANTOM SPRINGS DR	FRISCO	TEXAS	750332111
000579000M09A0000	LEGRAND RYANNE & MARC	2927 STATE ST	DALLAS	TEXAS	752042723
000586000J01E0000	PALIOTTA JOSHUA A	6802 AVONDALE DR	NICHOLS HILLS	OKLAHOMA	731165218
000586000J03D0000	HEGEMAN CHRIS	2916 STATE ST	DALLAS	TEXAS	752042724
000586000J03A0000	PIGORS MICHAEL G	2910 STATE ST	DALLAS	TEXAS	752042724
000586000J01G0000	MIGNUCCI GUSTAVO LUIS	2820 PRESTONWOOD DR	PLANO	TEXAS	750938849
000586000J13G0000	SHARAF MOHAMED A	3412 OVILLA RD	OVILLA	TEXAS	751543302
000586000J13C0000	ALSAYEGH DALIA YOUSIF	2307 CLARK ST	DALLAS	TEXAS	752042826
000586000J13H0000	MCDERMOTT KIMBERLY A & PAUL E JR	1339 E ST SE APT 17	WASHINGTON	DISTRICT OF COLUMBIA	200034166
114826000000	HITE CURTIS	2420 HUGO ST 6	DALLAS	TEXAS	752042842
000592000I12C0000	KRAUS THEODORE E & MARY LYNN	2214 ALLEN ST UNIT B	DALLAS	TEXAS	752042608
000586000J02B0000	MARTIN CAL FERRARI	2924 STATE ST	DALLAS	TEXAS	752042830
000586000J02D0000	CONDE MANAGEMENT TRUST THE	13508 LONE RIDER TRL	AUSTIN	TEXAS	787386422
000586000J13E0000	FEINMAN NICHOLAS	2311 CLARK ST	DALLAS	TEXAS	752042826
000586000J13K0000	ALVARADE JOBEE T	2941 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J11F0000	FALB HARRIS B	3205 CORNELL AVE	DALLAS	TEXAS	752052933
000586000J12C0000	DANIELS GABRIELA MARIE	2931 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J11E0000	TRIBBLE MARC ALAN	2921 THOMAS AVE	DALLAS	TEXAS	752042731
114661000000	GWC TX INVESTMENTS LLC	500 N AKARD ST STE 3000	DALLAS	TEXAS	752016630
000586000J11B0000	GINIEWICZ ELIZABETH & WILLIAM &	4710 OWEN LN	TEMPLE	TEXAS	765026614
000592000I14A0000	AMARTEIFIO WALTER J &	2914 THOMAS AVE	DALLAS	TEXAS	752042732
000592000I15B0000	BRUNTON ROY W	2908 THOMAS AVE	DALLAS	TEXAS	752042732
000593000C01A0000	MEYERS S TRENT	2932 HALLSVILLE ST	DALLAS	TEXAS	752042718
000592000I09B0000	BALLARD FAMILY TRUST THE	2200 ALLEN ST	DALLAS	TEXAS	752042608
0005730H0005B0000	ONCOR ELECRTIC DELIVERY COMPANY	PO BOX 139100	DALLAS	TEXAS	753139100
000587000T07A0000	3010 STATE ST LP	200 CRESCENT CT STE 560	DALLAS	TEXAS	752012159
000586000J03C0000	CULLEN JAMES ROSS &	2914 STATE ST	DALLAS	TEXAS	752042724
000586000J02C0000	NORMAN TAYLOR RENE &	2928 STATE ST	DALLAS	TEXAS	752042830
000586000J13D0000	CURLETTI FAMILY TRUST	2309 CLARK ST	DALLAS	TEXAS	752042826
000586000J12D0000	2929 THOMAS AVENUE LLC	9439 MONTELEON CT	DALLAS	TEXAS	752205869
000586000J11A0000	FARDI HOSSEIN &	300 VICKERY WAY	DENTON	TEXAS	762105271
000592000I13C0000	JOSLIN TERRY &	2910 THOMAS AVE	DALLAS	TEXAS	752042732
000592000I12B0000	PILIPOVICH SANDRA S & STEVEN M	2214 ALLEN ST UNIT A	DALLAS	TEXAS	752042608
000593000C01B0000	CHILDRESS DAVID B	2928 HALLSVILLE ST	DALLAS	TEXAS	752042718
000592000I11C0000	ORNELAS VICTOR F & MARJORIE	2913 HALLSVILLE ST	DALLAS	TEXAS	752042717
000573000H01C0000	MOSELY ANDRE G &	2807 ALLEN ST PMB 413	DALLAS	TEXAS	752041031
113872000000	SANDERS RUTH MAE REVOCABLE	2820 THOMAS AVE	DALLAS	TEXAS	752042643
000593000C01D0000	RICE GARY R	2920 HALLSVILLE ST	DALLAS	TEXAS	752042718
113881000000	PEETERS TERRI J	5726 TREMONT ST	DALLAS	TEXAS	752144728
000573000H01D0000	VEILLEUX PAUL RICHARD &	2816 THOMAS AVE UNIT 3	DALLAS	TEXAS	752042832
000592000I09E0000	MURPHY DAWN	2929 HALLSVILLE ST	DALLAS	TEXAS	752042717
000573000H04A0000	NG BENJAMIN LIVING TRUST &	2306 WATERCREST DR	KELLER	TEXAS	762488343
000573000H04B0000	WISHNEW DAVID	2209 ALLEN ST	DALLAS	TEXAS	752042607
113884000000	HAZELTON GREGORY CHARLES &	2203 ALLEN ST	DALLAS	TEXAS	752042607
000580000N07A0000	POST APARTMENT HOMES LP	6815 POPLAR AVE STE 500	GERMANTOWN	TENNESSEE	381380612
000586000J02A0000	STAUFFER BRETT D	2920 STATE ST	DALLAS	TEXAS	752042830
000586000J01F0000	SEANEY RICHARD O JR & INEZ S	2319 CLARK ST	DALLAS	TEXAS	752042826
000586000J13F0000	PACKIEWALDO LIVING TRUST	2313 CLARK ST	DALLAS	TEXAS	752042826
000586000J11C0000	HANSEN BRETT A	2917 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J12A0000	SALAZAR JOHN D	2935 THOMAS AVE	DALLAS	TEXAS	752042731
000592000I15C0000	WILLIAMS JOANNA	2916 THOMAS AVE	DALLAS	TEXAS	752042732
000592000I12D0000	MUHLENPOH KEVIN	2212 ALLEN ST UNIT A	DALLAS	TEXAS	752042608
000592000I13A0000	DUPUY JOHN M &	2216 ALLEN ST	DALLAS	TEXAS	752042608
000573000H01B0000	ALLEY SAM K FAMILY TRUST	1 INFORMATION WAY STE 300	LITTLE ROCK	ARKANSAS	722022197
000592000I09D0000	GARCIA MARCO MORENO	2925 HALLSVILLE ST	DALLAS	TEXAS	752042717

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
000592000I10C0000	VANDIVER WILLIAM R &	6705 BOB O LINK DR	DALLAS	TEXAS	752143140
000593000C01E0000	GARLICK RYAN M	5104 ABBEY GLEN DR	FLOWER MOUND	TEXAS	750281622
000592000I09A0000	COWART RONALD ECKARD &	2903 HALLSVILLE ST	DALLAS	TEXAS	752042717
000587000T01A0000	THOMAS LP	319 S ROBERTSON BLVD	BEVERLY HILLS	CALIFORNIA	902113602
000586000J01C0000	KHANFER ALI & MINA PAKZAD	2331 CLARK ST	DALLAS	TEXAS	752042826
000586000J01D0000	HARTLEY ADRIAN	2327 CLARK ST	DALLAS	TEXAS	752042826
000586000J03B0000	TRAN PHONG	2912 STATE ST	DALLAS	TEXAS	752042724
000586000J02F0000	CAVANAUGH ROSS ONEIL	2940 STATE ST	DALLAS	TEXAS	752042830
000586000J13B0000	GRIGGS SCOTT A	2305 CLARK ST	DALLAS	TEXAS	752042826
000586000J12F0000	ANTHAMATTEN DUSTIN	2925 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J13L0000	GRAHSL MARGARET E &	2939 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J13M0000	SWIFT TIMOTHY J &	2937 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J12B0000	CRUZ LINO V LIVING TRUST THE	1009 FIRE FOX CT	ST CHARLES	ILLINOIS	601747846
000586000J11D0000	KARR JEFFREY	2919 THOMAS AVE	DALLAS	TEXAS	752042731
114658000000	2905 THOMAS AVENUE LLC	400 GERAULT RD	FLOWER MOUND	TEXAS	750284145
114655000000	G MARIE C LLC	7226 WAKE FORREST DR	DALLAS	TEXAS	752141747
000592000I13D0000	SARFATIS ROBERT & BRANDI	7708 MASON DELLS DR	DALLAS	TEXAS	752302416
000592000I13B0000	KIMBERLY ANN FITZAIMMONS	2218 ALLEN ST	DALLAS	TEXAS	752042608
000573000H01E0000	PHAM MY P	2816 THOMAS AVE #4	DALLAS	TEXAS	752042832
000593000C01C0000	DOTSON DANA MICHELLE	2924 HALLSVILLE ST	DALLAS	TEXAS	752042718
000592000I11B0000	EDMONSON ROBERT S &	6124 WINTON DR	DALLAS	TEXAS	752142636
000592000I09C0000	COTTAGE DOWN SOUTH III LLC	29755 BECK RD	WIXOM	MICHIGAN	483932834
000592000I10A0000	THOMPSON CHERYL D	2202 ALLEN ST	DALLAS	TEXAS	752042608
000573000H11K0000	KEMME SCOTT L & ELAINE	2804 THOMAS AVE UNIT 105	DALLAS	TEXAS	752043856
000580000N05A0000	MUNIZ JOSE RAFAEL	3007 STATE ST	DALLAS	TEXAS	752042725
000580000N03A0000	MISTRETTA MATTHEW M	303 STATE ST	DALLAS	TEXAS	752042725
000586000J01A0000	PATEL NIMESH	2339 CLARK ST	DALLAS	TEXAS	752042826
000586000J01B0000	GREEN SCOTT A & KIMBERLY A	9114 ADAMS AVE	HUNTINGTON BEACH	CALIFORNIA	926463405
000586000J02E0000	HARRIS ROBERT CHRISTIAN &	2936 STATE ST	DALLAS	TEXAS	752042830
000586000J02G0000	WILLIAMS REILEE	2944 STATE ST	DALLAS	TEXAS	752042830
000586000J13J0000	CHEN LI &	2943 THOMAS AVE	DALLAS	TEXAS	752042731
000586000J13A0000	FARR DEBORAH E	2303 CLARK ST	DALLAS	TEXAS	752042826
000586000J12E0000	LORENZO ARMANDO & LUCY LE	2927 THOMAS AVE	DALLAS	TEXAS	752042731
000592000I15D0000	WAGNER THOMAS J	2918 THOMAS AVE	DALLAS	TEXAS	752042732
000592000I15A0000	BARTEL BRADLEY D	2906 THOMAS AVE	DALLAS	TEXAS	752042732
114832000000	BEBOP LLC	7226 WAKE FORREST DR	DALLAS	TEXAS	752141747
000592000I11D0000	DILLON JONATHAN M &	2917 HALLSVILLE ST	DALLAS	TEXAS	752042717
000573000H01F0000	SMITH FAMILY LIVING TRUST	2816 THOMAS AVE UNIT 5	DALLAS	TEXAS	752042832
000592000I12A0000	MERAS SARO MARK &	2212 ALLEN ST UNIT B	DALLAS	TEXAS	752042608
000592000I11A0000	SODEN ERIC & ANGELA	2208 ALLEN ST	DALLAS	TEXAS	752042608
000592000I10B0000	108 TIPTON LLC	3130 N HARWOOD ST	DALLAS	TEXAS	752011114
000565000G07A0000	USCMF STELLA LLC	2300 N FIELD ST STE 1650	DALLAS	TEXAS	752012499
25200000120000	ERIUS ACQUISITION PROPCO 3 LLC	1111 BRICKELL AVE FL 10	MIAMI	FLORIDA	331313112
105534000000	HALL ARTS TOWER LLC	6801 GAYLORD PKWY STE 100	FRISCO	TEXAS	750348557
107332009900	DIGITAL-BRYAN STREET PARTNERSHIP	2323 BRYAN ST STE 1800	DALLAS	TEXAS	752012607
105433000000	ERIUS ACQUISITION PROPCO 3 LLC	1111 BRICKELL AVE FL 10	MIAMI	FLORIDA	331313112
105340000000	CHARTRES 400 LLC	50 CALIFORNIA ST STE 1500	SAN FRANCISCO	CALIFORNIA	941114612
102418000000	ROLLINS DAVID CORDELL &	3528 DREXEL DR	DALLAS	TEXAS	752052821
103168000000	GHOST SIGN DEVELOPMENT LLC	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
000141000A0230000	GREENSPAN KEVIN	2113 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0120000	LUM MICHAEL C	2129 CANTON ST	DALLAS	TEXAS	752015707
000141000A0070000	WEISSENBORN MATTHEW R &	2119 CANTON ST	DALLAS	TEXAS	752015707
000141000A0020000	HOLMES JESSE ERNEST & LAUREN G	2107 CANTON ST	DALLAS	TEXAS	752015707
000633000B01A0000	WAL MART STORES TEXAS LP	PO BOX 8050	BENTONVILLE	ARKANSAS	727128055
0002610A000010000	SOUTHWESTERN BELL	1010 PINES 9 E L 01	SAINT LOUIS	MISSOURI	631010000
107353000200	DIGITAL 717 LEONARD LP	2323 BRYAN ST STE 1800	DALLAS	TEXAS	752012607
000125003301A0000	1717 TOWER OWNER LLC	700 LOUISIANA ST STE 300	HOUSTON	TEXAS	770022813
102862000000	W&K REAL ESTATE LIMITED	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
102493000000	42 MASONIC LP	2030 MAIN ST STE 342	DALLAS	TEXAS	752014430
102637000000	MADJACKS HOLDINGS LTD	313 S PEARL EXPY	DALLAS	TEXAS	752015725
000141000A0280000	WASHINGTON PAULA JO &	2125 DIVERSEY ST	DALLAS	TEXAS	752015700
000141000A0270000	OTOOLE ANDREW &	2123 DIVERSEY ST	DALLAS	TEXAS	752015700
000141000A0220000	LAMBERTZ DIETMAR & DANIELLE H	2115 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0030000	ARIZOLA BEN &	2109 CANTON ST	DALLAS	TEXAS	752015707
000152000A0420000	GOMEZ MARY SHEREEN	2228 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0110000	HODGSON ROBERT	904 CITY SIDE LN	DALLAS	TEXAS	752018470
000152000A0330000	HIGGINBOTHAM TIMOTHY LEE &	2208 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0260000	LA CASA VILLA STR LLC	2796 COUNTRY ROAD 312	GLEN ROSE	TEXAS	760436061
105373000000	CHARTRES 400 LLC	50 CALIFORNIA ST STE 1500	SAN FRANCISCO	CALIFORNIA	941114612
103144800000	GHOST SIGN DEVELOPMENT LLC	400 N ERVAY ST STE 115	DALLAS	TEXAS	752013134
102889000000	42 EADO LP	2030 MAIN ST STE 342	DALLAS	TEXAS	752014430
000152000A0020000	SULLIVAN TIMOTHY	2236 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0010000	AYERS DENNIS M &	2234 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0040000	DULA BONITA M	803 FARMERS MARKET WAY	DALLAS	TEXAS	752018473
000152000A0400000	RUFFRIDGE KELLY R	2224 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0070000	CATES KIMBERLY FISCHER &	809 FARMERS MARKET WAY	DALLAS	TEXAS	752018473
000152000A0370000	MCCARTHY PAUL J &	2218 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0190000	LABBATE GIULIANO ROCCO &	904 MARILLA CT	DALLAS	TEXAS	752018471
000152000A0160000	WOODBURY ROBERT JR	909 CITY SIDE LANE	DALLAS	TEXAS	752018470
000152000A0280000	SMITH ARIANNA LEE &	906 CESAR CHAVEZ BLVD	DALLAS	TEXAS	752016001
102484000000	SOUTHERN METHODIST UNIVERSITY &	2030 MAIN ST	DALLAS	TEXAS	752014430
000141000A0160000	TERNOSKY MAXIM &	427 CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015818
000141000A0210000	2117 ALBANY LLC	4647 BAY SUMMIT PL	SAN DIEGO	CALIFORNIA	921176747
000141000A0090000	STALLION GROWTH FUND LLC	10119 LAKE CREEK PKWY	AUSTIN	TEXAS	787291785
000141000A0050000	EMERY JASON BRENT & ALLISON J	2113 CANTON ST	DALLAS	TEXAS	752015707
000152000A0050000	MATTHEWS RONALD TRAVIS &	805 FARMERS MARKET WAY	DALLAS	TEXAS	752018473
000152000A0060000	MILLER ERIN R	807 FARMERS MARKET WAY	DALLAS	TEXAS	752018473
000152000A0120000	ASMUSSEN CHRISTOPHER C	2230 CITY MARKET LN	DALLAS	TEXAS	752015907
000152000A0130000	WILKERSON MITCHELL I &	2226 CITY MARKET LN	DALLAS	TEXAS	752015907
000152000A0140000	STITSKY DAVID ANDREW	905 CITY SIDE LN	DALLAS	TEXAS	752018470
000152000A0350000	NAULT LISA	2212 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0200000	BAKARICH JOSHUA	2216 CITY MARKET LN	DALLAS	TEXAS	752015907
000152000A0310000	BOYER MACEE L	4210 ZACHS CT	MIDLOTHIAN	TEXAS	760653706
000152000A0210000	WINELAND CALVIN D & DESIREE C	2212 CITY MARKET LN	DALLAS	TEXAS	752015907
000152000A0220000	888 CAPITAL VENTURE LLC	2601 SIR GAWAIN LN	LEWISVILLE	TEXAS	750565719
000152000A0170000	SUNDERJI RIZWAN ARMIRALI	908 MARILLA CT	DALLAS	TEXAS	752018471
000152000A0290000	WOOD ELAINE F	904 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752016001
000152000A0230000	DUKARSKI REBECCA J &	907 MARILLA CT	DALLAS	TEXAS	752018471
000152000A0270000	SYED SANA	908 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752016001
000152000A0240000	WU PIN CHEN &	909 MARILLA CT	DALLAS	TEXAS	752018471
105391500000	WESTDALE 2020 LIVE OAK LP	3100 MONTICELLO AVE STE 600	DALLAS	TEXAS	752053439
102391000000	DENIUS FRANKLIN W & ET AL	PO BOX 26098	AUSTIN	TEXAS	787550098
102389000000	CAIN JOHN CHARLES	PO BOX 987	ATHENS	TEXAS	757510987

(Property data pulled on April 2022 from DCAD)

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
102880000000	42 DOWNTOWN DALLAS LP	2030 MAIN ST	DALLAS	TEXAS	752014430
102859000000	W&K REAL ESTATE LIMITED	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
102871000000	2105 COMMERCE LP	2030 MAIN ST	DALLAS	TEXAS	752014430
000141000A0180000	KIZZIA DON BRADLEY &	2123 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0170000	LANE CHAUNCEY MARCUS	425 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015818
000141000A0140000	WILLIAMS ERIC J	431 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015818
000141000A0130000	LOPATEGUI EDWARD M & OLGA B	105 CARRACK DR	ROUND ROCK	TEXAS	786812553
000141000A0040000	STALLION GROWTH FUND LLC	10119 LAKE CREEK PKWY STE 202PRWY	AUSTIN	TEXAS	787291757
000141000A0010000	GIBSON DANNY M	2101 CANTON ST	DALLAS	TEXAS	752015707
000152000A0030000	DBTH LIVING TRUST	2238 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0440000	MANZOURI SOUREN	5151 JOE WILSON RD	MIDLOTHIAN	TEXAS	760654517
000316000007A0000	DIGITAL BRYAN STREET PS	2323 BRYAN ST STE 1800	DALLAS	TEXAS	752012607
105316000000	BRYAN TOWER HOLDINGS LLC	1601 ELM ST STE 3110	DALLAS	TEXAS	752014737
102412000000	ROLLINS DAVID CORDELL &	2974 FRITCHIE DR	BATON ROUGE	LOUISIANA	708091501
12500000010100	OLYMBEC USA LLC	333 DECARIE BLVD 5TH FLR	MONTREAL H4N 3M9	QUEBEC	0
000141000A0190000	SAUNDERS NOLL EUGENE	2121 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0150000	HAVENS BRETT O &	429 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015818
000141000A0260000	SHANK BENJAMIN	2121 DIVERSEY ST	DALLAS	TEXAS	752015700
000141000A0110000	CHAMBERLIN BLAKE	2127 CANTON ST	DALLAS	TEXAS	752015707
000152000A0100000	CARTER WILLIAM W	906 CITY SIDE LANE	DALLAS	TEXAS	752018470
000152000A0300000	MILONE LUKE &	2202 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0250000	SNYDER WILLIAM H JR	912 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752016001
000152000A0380000	SARRO BRIAN A & ANDREA L	2220 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0080000	ZAFARMAND ATEF ALIREZA	811 FARMERS MARKET WAY	DALLAS	TEXAS	752018473
000152000A0360000	MCNABB ZACHARY TATE	7414 N TOMLINSON ST	HOBBS	NEW MEXICO	882420000
000152000A0340000	BIRD HOLLOW HOLDINGS LLC	10 EDGEWOOD DR	NEWPORT BEACH	CALIFORNIA	926604282
000152000A0150000	TINDELL MARISA &	907 CITY SIDE LN	DALLAS	TEXAS	752018470
000152000A0320000	COLLOM CHAD	2206 MARILLA ST	DALLAS	TEXAS	752015925
25600000010000	FPG CT OWNER LP	45 MAIN ST STE 800	BROOKLYN	NEW YORK	112011076
105379000000	HALEBIAN INVESTMENTS LTD	50 CALIFORNIA ST STE 1500	SAN FRANCISCO	CALIFORNIA	941114612
103144400000	GHOST SIGN DEVELOPMENT LLC	400 N ERVAY STE 150	DALLAS	TEXAS	752013134
103145000000	GHOST SIGN DEVELOPMENT LLC	400 N ERVAY STE 115	DALLAS	TEXAS	752013131
101944000000	BIJOY LLC	555 E CANAL ST	RICHMOND	VIRGINIA	232193837
000141000A0200000	FUNKHOUSER ERIK &	2119 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0250000	GINGRICH NATHANAEL	6861 CORONADO AVE	DALLAS	TEXAS	752144015
000141000A0100000	PILAVAKIS CHRIS ATHOS	2125 CANTON ST	DALLAS	TEXAS	752015707
000141000A0240000	KANTOR KATHERINE MORGAN	2111 ALBANY ST	DALLAS	TEXAS	752015706
000141000A0060000	CANNON JEFFREY M	2115 CANTON ST	DALLAS	TEXAS	752015707
000141000A0080000	LUU THANH Q	2121 CANTON ST	DALLAS	TEXAS	752015707
000167003701A0000	2009 CPT COMMUNITY OWNER LLC	PO BOX 27329	HOUSTON	TEXAS	772277329
000152000A0430000	PEDEN WILL A & WILLIAM SANDERS	2230 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0410000	BENN JUDY	2226 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0390000	MILLER JAY THOMAS	2222 MARILLA ST	DALLAS	TEXAS	752015925
000152000A0090000	YBARRA RACHEL C TRUSTEE	908 CITY SIDE LN	DALLAS	TEXAS	752018470
000152000A0180000	HENDERSON NICHOLAS	906 MARILLA CT	DALLAS	TEXAS	752018471
102352000000	30 HARDWOOD LP	1717 MAIN ST 56TH FLR	DALLAS	TEXAS	752014612
000624000B01A0000	BROADSTONE CITYPLACE OWNER LP	7135 E CAMELBACK STE 360	SCOTTSDALE	ARIZONA	852511289
114904000000	PILGRIM REST BAPTIST	1819 N WASHINGTON AVE	DALLAS	TEXAS	752044217
114874000000	PILGRIM REST VILLAGE	1819 N WASHINGTON AVE	DALLAS	TEXAS	752044217
114898000000	PILGRIM REST MISSIONARY BAPTIST CHURCH	1819 N WASHINGTON AVE	DALLAS	TEXAS	750244217
116758000000	H5C LLC	PO BOX 550386	DALLAS	TEXAS	753550386
115339000000	WOODARD JULIA J ET AL	3505 UNIVERSITY DR	GARLAND	TEXAS	750432222
000594000201K0000	ZHANG HUI	1255 NEW HAMPSHIRE AVE NW APT 115	WASHINGTON	DISTRICT OF COLUMBIA	200362367
000594000201F0000	SMITH HOLLY A	3106 SUNNY BRAE DR	DALLAS	TEXAS	752043944
59400020150000	STALLION GROWTH FUND LLC	10119 LAKE CREEK PKWY STE 202	AUSTIN	TEXAS	787291785
51200000060000	MAZZOLA RICHARD J	3323 SAN JACINTO ST	DALLAS	TEXAS	752045423
59400020170000	AKINLOLU SAULABIU	5848 E POST OAK LN	HOUSTON	TEXAS	770555054
59400020180000	CHRISTOPHER NITIN & RACHEL	6517 VILLAGE SPRINGS DR	PLANO	TEXAS	750247523
51200000050000	EVANS JENNIE M E	10294 VINEMONT ST	DALLAS	TEXAS	752182254
111895000000	CHEVY CHASE LLC	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
115189000000	CROW STUART	6310 MERCEDES AVE	DALLAS	TEXAS	752143006
000504000001A0000	3100 ROSS LLC	1700 PACIFIC AVE	DALLAS	TEXAS	752014863
000506000401D0000	GOHEEN JAMES T III &	3207 SAN JACINTO ST	DALLAS	TEXAS	752040000
107682200000	CHAMBERS DIANNA	3212 SAN JACINTO ST	DALLAS	TEXAS	752045527
000506000401F0000	DUNNINGTON NATE	3203 SAN JACINTO ST	DALLAS	TEXAS	752045575
116731000000	DALLAS HOUSING AUTHORITY	3939 N HAMPTON RD	DALLAS	TEXAS	752121630
116764000000	PREVEZ & ROSA TRUST LLC	1717 S SAM HOUSTON RD	MESQUITE	TEXAS	751495549
000594000201G0000	ALLRED KRISTEN & JORDAN	3108 SUNNY BRAE DR	DALLAS	TEXAS	752043944
000594000201B0000	KOCHHAR KAPIL	3111 PAVONIA DRIVE	DALLAS	TEXAS	752043919
59400020390000	BROWN STEWART	9029 SANTA CLARA DR	DALLAS	TEXAS	752184138
59400020380000	ALLEN ADRIAN	3110 PAVONIA DR	DALLAS	TEXAS	752043910
59400020120000	LEONARD KAITLAN & KEVIN	3027 ZENIA DR	DALLAS	TEXAS	752043900
59400020360000	JOHNSON AIDEN	3106 PAVONIA DR	DALLAS	TEXAS	752043910
59400020350000	TOWNSON WALTER K & DONNA S DIZON	10058 S STONEWALL CT	SANDY	UTAH	840926538
51200000030000	ONU ADISA	1200 MAIN ST APT 2606	DALLAS	TEXAS	752024318
111877000000	1609 NORTH HALL LLC	3310 LIVE OAK ST STE 201	DALLAS	TEXAS	752046119
000506000302C0000	GRAHAM RALPH E III &	3310 LIVE OAK ST STE 201	DALLAS	TEXAS	752046119
000506000401U0000	VAISMAN BORIS & JESSICA	1024 PAVILLION ST	DALLAS	TEXAS	752045500
0005060004015O000	HARKER DAVID B & JANINE	1020 PAVILLION ST	DALLAS	TEXAS	752045500
114877000100	PILGRIM REST BAPTIST CHURCH	1819 N WASHINGTON AVE	DALLAS	TEXAS	752044217
116767000000	P&R TRUST &	1717 S SAM HOUSTON RD	MESQUITE	TEXAS	751495549
115312000000	HOUSING AUTHORITY OF THE	3939 N HAMPTON RD	DALLAS	TEXAS	752121630
59400020110000	SCHNEIDER PENNY	3026 CLAMATH DR	DALLAS	TEXAS	752043907
000506000401P0000	WEST PATSY	9303 E ALTADENA AVE	SCOTTSDALE	ARIZONA	852605830
000506000401Q0000	BERNARDI JOSHUA	1014 PAVILLION ST	DALLAS	TEXAS	752045500
107682260000	GUTHRIE DARREN K & CAROL F A	3211 BASIL CT	DALLAS	TEXAS	752045542
107680100000	AURORA INTERNATIONAL	10647 CANOE DR	COPPELL	TEXAS	750195894
107680540000	DUMONT NICHOLAS RYAN &	924 PAVILLION ST	DALLAS	TEXAS	752045513
000503000103A0000	POPKESS ZETTERHOLM LIVING	3122 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005030B000110000	KURTZE WILLIAM L	919 LIBERTY CT	DALLAS	TEXAS	752045557
0005030B000090000	JALILVAND SHAHDI	3021 ADOLPH ST	DALLAS	TEXAS	752045508
0005030B000130000	MONROE STEPHEN F	909 LIBERTY CT	DALLAS	TEXAS	752045557
0005030B000140000	ELLISFUENTES LUIS	905 LIBERTY CT	DALLAS	TEXAS	752045557
0005020A000010000	JOHNSON MELBA &	3022 ADOLPH ST	DALLAS	TEXAS	752045509
28800020020000	DUERSTOCK JEFFREY &	943 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000070000	TADA MAKIKO	3010 ADOLPH ST	DALLAS	TEXAS	752045509
000288000213A0000	910 TX PARTNERS LLC	3424 PEACHTREE RD NE STE 300	ATLANTA	GEORGIA	303262818
0005020A000170000	RAMUSAT ANTOINE	3333 HARRY HINES BLVD	DALLAS	TEXAS	752016005
000500000B0190000	GUTIERREZ ALEJANDRO &	743 CANNEN JOHN LN	DALLAS	TEXAS	752046163
000500000B0100000	LEE CHARLES	717 COLTEN JAMES LN	DALLAS	TEXAS	752046160
0005030B000020000	VERRET EMILY E	919 PAVILLION ST	DALLAS	TEXAS	752045512
107680400000	TRUMBLE MICHAEL &	828 PAVILLION ST	DALLAS	TEXAS	752045511
000503000103C0000	TRUONG DIEP & TRINH	3126 SAN JACINTO ST	DALLAS	TEXAS	752045525

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
0005030B000180000	KOCIAN CHARLES JOSEPH &	3108 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005020A000030000	NJUGUNA BEATRICE	3018 ADOLPH ST	DALLAS	TEXAS	752045509
0005020A000060000	BROWN CHLOE A	3012 ADOLPH ST	DALLAS	TEXAS	752045509
0005020A000090000	COBALT PROPERTIES LLC	2107 MOUNTAIN LAKES DR	CEDAR HILL	TEXAS	751046419
28800020070000	KILA JULIAN &	923 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000100000	FOSTER GARY LEE	3004 ADOLPH ST	DALLAS	TEXAS	752045509
0005020A000140000	FISHMAN PAUL H ET AL	824 LIBERTY ST	DALLAS	TEXAS	752045502
0005020A000110000	LIM LEONG PIN	10276 LONGMONT DR	HOUSTON	TEXAS	770422040
28800020100000	BREEDEN DERREK ANTHONY	909 LIBERTY ST	DALLAS	TEXAS	752045503
000500000B0000100	3020 BRYAN LAND LP	5151 BELT LINE RD STE 420	DALLAS	TEXAS	752546506
000500000B0120000	BIJANNIA ALI	11426 GOODNIGHT LN	DALLAS	TEXAS	752292014
106513000000	910 TX PARTNERS LLC	711 3RD AVE STE 210	NEW YORK	NEW YORK	100174014
000496000103A0000	VOLUNTEER CTR OF DALLAS	2800 LIVE OAK ST	DALLAS	TEXAS	752045750
59400020090000	BAUER TANNER LYNN	3022 CLAMATH DR	DALLAS	TEXAS	752043907
59400020130000	SOSA RICARDO TREVINO &	3025 ZENIA DR	DALLAS	TEXAS	752043900
59400020140000	HENDRICKS EMMANUEL ELADIO	3023 ZENIA DR	DALLAS	TEXAS	752043900
112150000000	BSK SCHWARTZ LTD	600 N SHEPHERD DR STE 200	HOUSTON	TEXAS	770071326
59400020160000	LASKIS EVA	401 E 60TH ST APT 108	NEW YORK	NEW YORK	100221555
59400020320000	PERRY THEODORE	3022 ZENIA DR	DALLAS	TEXAS	752043945
59400020190000	TWIN LAKES PLAZA LP	1800 VALLEY VIEW LN STE 300	FARMERS BRANCH	TEXAS	752348945
000506000302D0000	SMITH SHARON	3239 SAN JACINTO ST	DALLAS	TEXAS	752045526
000506000303D0000	MARTIN SOOZY RENEE	3231 SAN JACINTO ST	DALLAS	TEXAS	752045526
000506000401X0000	FOSTER TRAVIS O &	1032 PAVILLION ST	DALLAS	TEXAS	752045500
107682180000	MAPLES CLAUDE O &	3216 SAN JACINTO ST	DALLAS	TEXAS	752045527
000506000401K0000	HEDKE REASHA	4114 WELLINGTON DR	COLLEYVILLE	TEXAS	760343754
107682240000	DIXON AUDREY	3207 BASIL CT	DALLAS	TEXAS	752045542
000506000401H0000	HEISEY TREVIN &	1002 PAVILLION ST	DALLAS	TEXAS	752045500
107680120000	WASSEL MICHAEL &	1519 MARSEILLE PL	DALLAS	TEXAS	752045534
107680180000	MARSELLE PLACE 1507 LLC	5980 CANVAS BACK DR	FRISCO	TEXAS	750344823
107680240000	HENDRICKSON DONALD E & WANNAJIT	1419 MARSEILLE PL	DALLAS	TEXAS	752045532
000503000103B0000	BERRY TOM & SUSAN D	3124 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005030B000050000	HOLDRIETH PATRICK J	3037 ADOLPH ST	DALLAS	TEXAS	752045508
107680380000	CLAWSON CHRISTOPHER J	824 PAVILLION ST	DALLAS	TEXAS	752045511
0005030B000190000	MASELLI MARIO	3112 SAN JACINTO ST	DALLAS	TEXAS	752045525
111712000000	BRYAN PLACE SWIMMING POOL	PO BOX 203310	AUSTIN	TEXAS	787203310
50300010020000	CROOK JEFFREY G &	931 LIBERTY CT	DALLAS	TEXAS	752045557
0005020A000040000	ROBB DALENA J	3016 ADOLPH ST	DALLAS	TEXAS	752045509
28800020040000	CHIRCA KAI	935 LIBERTY ST	DALLAS	TEXAS	752045503
28800020060000	LOYD TAYLOR N &	927 LIBERTY ST	DALLAS	TEXAS	752045503
28800020110000	WHITINGTON FRANK L	905 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000190000	DAEM NIUSHA	7706 BELCREST DR	FRISCO	TEXAS	750345452
000500000B0110000	DEGONIA LESLIE FUHLER	715 COLTEN JAMES LN	DALLAS	TEXAS	752046160
107488000000	DALLAS 2700 CRE 058 LLC	13190 SW 68TH PARKWAY	TIGARD	OREGON	972238368
32500020050000	DALLAS 612 CRE 059 LLC	13190 SW 68TH PKWY STE 110	TIGARD	OREGON	972238368
127622000000	PAYNE OUIDA M	5929 FOX HILL LN	DALLAS	TEXAS	752322519
130300000000	MORENO AUGUSTINE M	2913 DAWSON ST	DALLAS	TEXAS	752262111
127662000000	ASH & THIRD LLC	5707 EVERGLADE RD	DALLAS	TEXAS	752272824
127696000000	MURPHY RANDALL	825 S TRUNK AVE	DALLAS	TEXAS	752102342
127693000000	VILLANUEVA OMAR	10413 N FISK AVE	KANSAS CITY	MISSOURI	641541701
000861000301A0100	AUSTIN STREET CENTER	PO BOX 151085	DALLAS	TEXAS	753151085
130513000000	2908 HICKORY LLC	2908 HICKORY ST	DALLAS	TEXAS	752260000
127582000000	PATRICK MEDIA GROUP INC	3700 E RANDOL MILL RD	ARLINGTON	TEXAS	760115435
127591000000	FAIR PARK HOLDINGS LP	1722 ROUTH ST STE 650	DALLAS	TEXAS	752012535
127645000000	THIRD AND ASH LLC	5707 EVERGLADE RD	DALLAS	TEXAS	752272824
127528000000	MINNICK GREGORY J &	8923 SANTA CLARA DR	DALLAS	TEXAS	752184136
127657000000	GRUBBS DAVID K	1409 LIVY LN	LEWISVILLE	TEXAS	750566598
127702000000	MARMOLEJO JOSE D	214 N NACHITA DR	DALLAS	TEXAS	752177229
130393000000	SERRANO ROSEMARY RODRIGUEZ	801 NATCHEZ AVE	BEDFORD	TEXAS	760227635
130306000000	MUHAMED MULAT	449 TABLEROCK DR	MURPHY	TEXAS	750944319
130327000000	TOVAR DOMINGA &	4410 COBBLERS LN	DALLAS	TEXAS	752876732
130606000000	AMCHANCE LLC	16161 CLEAR VALLEY PL	ENCINO	CALIFORNIA	914363311
130624000000	JONES BERNICE	1475 AUTUMN LEAVES TRL	DALLAS	TEXAS	752411214
130633000000	2713 DAWSON ST	PO BOX 151243	DALLAS	TEXAS	753151243
130801000000	FJV FOUNDATION	1601 OSPREY DR # 206	DESOTO	TEXAS	751158819
130810000000	MULAT AHEMMED M	449 TABLEROCK DR	MURPHY	TEXAS	750944319
129850500000	EJIGU ENANU	3825 MANCHESTER CIR	PLANO	TEXAS	750235914
129742000000	MARTIN SPROCKET GEAR INC	3100 SPROCKET DR	ARLINGTON	TEXAS	760152828
130903000000	JOCA PROPERTIES LLC	2704 HICKORY ST	DALLAS	TEXAS	752262118
131077000000	GALLARDO ANDRES AVILA	2731 ROCHESTER ST	DALLAS	TEXAS	752155312
130165000000	DALLAS HOUSING FOUNDATION	2413 MARTIN LUTHER KING JR BLVD	DALLAS	TEXAS	752152304
131068000000	FONDO LLC	1900 N PEARL ST STE 1500	DALLAS	TEXAS	752012452
130204000000	DALLAS HOUSING FOUNDATION	2413 MARTIN LUTHER KING JR BLVD	DALLAS	TEXAS	752152304
130195000000	J ROSE INVESTMENTS & COMPANY	2310 N HENDERSON AVE	DALLAS	TEXAS	752067387
131119000000	ENSERCH CORP	PO BOX 650205	DALLAS	TEXAS	752650205
131134000000	EVANS GARY & REBECCA	2585 ROLLING MEADOWS DR	ROCKWALL	TEXAS	750876893
131374000000	MANICCHIA CHARLES P	1515 WATERSIDE CT	DALLAS	TEXAS	752184486
131143000000	BGT PPTIES LLC	2310 BRYSON LN	MIDLOTHIAN	TEXAS	760656116
131338000000	COLD CHAIN TEXAS INVESTMENTS	10137 COMANCHE	QUINLAN	TEXAS	754745562
127588000000	FAIR PARK HOLDINGS LP	1722 ROUTH ST STE 830	DALLAS	TEXAS	752012502
127609000000	FAIR PARK HOLDINGS LP	1722 ROUTH ST STE 830	DALLAS	TEXAS	752012502
130309000000	HENDERSON WADE	6527 GASTON AVE	DALLAS	TEXAS	752144025
127705000000	VILLANUEVA ALFREDO	3203 ASH LN	DALLAS	TEXAS	752262027
130321000000	DALLAS HOUSING ACQUISITION &	1500 MARILLA ST	DALLAS	TEXAS	752016318
130816000000	NERIA CARLOS RUBEN EST OF	2712 DAWSON ST	DALLAS	TEXAS	752262107
130807000000	MULAT AHEMMED M	449 TABLEROCK DR	MURPHY	TEXAS	750944319
130915000000	CANO JOSE	1917 S MALCOLM X BLVD	DALLAS	TEXAS	752262141
130918000000	JAMAICA RICARDO & LUZ M	1506 SEEGAR ST	DALLAS	TEXAS	752152049
130189000000	MURPHY RANDALL E	825 S TRUNK AVE	DALLAS	TEXAS	752102342
131131000000	LOGAN ST LLC	2917 ELM ST STE B	DALLAS	TEXAS	752263357
131140500000	AGUILAR ALVARO	11229 COTILLION DR	DALLAS	TEXAS	752281959
112147000000	HERNANDEZ JULIO	4615 CAPITOL AVE	DALLAS	TEXAS	752043426
000594000201A0000	HASSLACHER RACHEL ALYSS	3113 PAVONIA DR	DALLAS	TEXAS	752043919
59400020370000	KHATTAK ASIF	1 LOCHLEVEN	RICHARDSON	TEXAS	750822671
59400020070000	GREEN JAMES AARON	3018 CLAMATH DR	DALLAS	TEXAS	752043907
59400020330000	MCDONALD ROBERT JAMES	3024 ZENIA DR	DALLAS	TEXAS	752043945
59400020310000	RASCHUBER JENNIFER &	3020 ZENIA DR	DALLAS	TEXAS	752043945
115168000000	3121 ROSS ROSE LLC	8600 PRESTON RD APT 208	DALLAS	TEXAS	752253530
000506000301C0000	YOUNG LEE &	1740 FLOWERS DR	CARROLLTON	TEXAS	750071480
115216000000	IVEY HOLDINGS LLC	4000 BRIAR TREE LN	FRISCO	TEXAS	750343868
000506000303C0000	STEVENS COURTNEY R &	3235 SAN JACINTO ST	DALLAS	TEXAS	752045526
000506000401B0000	HREBEC LINDA Q	3211 SAN JACINTO ST	DALLAS	TEXAS	752045575
000506000401J0000	YANG PUWEI	1004 PAVILLION ST	DALLAS	TEXAS	752045500
506000401	MILLSAPS LISA A	3205 SAN JACINTO ST	DALLAS	TEXAS	752045575

(Property data pulled on April 2022 from DCAD)

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
107682220000	GURMENDI ZOILA RODRIGUEZ REVOCABLE	3203 BASIL CT	DALLAS	TEXAS	752045542
000506000401G0000	DELONG CHRISTOPHER	3201 SAN JACINTO ST	DALLAS	TEXAS	752045575
107680560000	PATNAIK ASHIS & SONALI	2901 SNOWMASS CT	RICHARDSON	TEXAS	750823839
107680500000	RUSSELL KEVAN K	916 PAVILLION ST	DALLAS	TEXAS	752045513
107680480000	D&D CAPITAL LLC	912 PAVILLION ST	DALLAS	TEXAS	752045513
107680460000	MITCHELL JAMES GARY &	908 PAVILLION ST	DALLAS	TEXAS	752045513
000503000104A0000	WOOLEY RANDALL S	3132 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005030B000030000	TAYLOR MARLON R &	915 PAVILLION ST	DALLAS	TEXAS	752045512
107680420000	MENDENHALL COTTON DAVID	832 PAVILLION ST	DALLAS	TEXAS	752045511
000503000104C0000	ORTIZ MIGUEL A &	3128 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005030B000060000	LANGLEYLARSON NOAH A	3033 ADOLPH ST	DALLAS	TEXAS	752045508
0005030B000080000	RUSSELL CHARLENE P	3025 ADOLPH ST	DALLAS	TEXAS	752045508
0005020A000300000	RUSSELL CHARLENE	3028 ADOLPH ST	DALLAS	TEXAS	752045562
0005020A000050000	GRANDCHAMPT ROGER	3014 ADOLPH ST	DALLAS	TEXAS	752045509
28800020050000	SRIVASTAVA ARJUN &	931 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000160000	HASSAM SHAHNAWAZ	820 LIBERTY ST	DALLAS	TEXAS	752045502
0005020A000130000	MANZAY JENNIFER E	826 LIBERTY ST	DALLAS	TEXAS	752045502
28800020120000	LECROY NANCY A	841 LIBERTY ST	DALLAS	TEXAS	752045501
0005020A000180000	DEGARMO SHARON LYNNE	816 LIBERTY ST	DALLAS	TEXAS	752045502
000500000B0180000	KONGER CHAD A	1470 WHITE SAND DR	ROCKWALL	TEXAS	750872438
000500000B0080000	OROGUN ATUYOTO L	721 COLTEN JAMES LN	DALLAS	TEXAS	752046160
000500000B0090000	THOMPSON CANDACE	719 COLTEN JAMES LN	DALLAS	TEXAS	752046160
000500000B0130000	SALLIS MARCUS D	8381 SAN CRISTOBAL DR	DALLAS	TEXAS	752184337
106609000000	NER O W LLC	2626 COLE ST STE 606	DALLAS	TEXAS	752040825
106648000000	2817 LIVE OAK LLC	4403 N CENTRAL EXPY STE 300	DALLAS	TEXAS	752054255
32500020040000	ZAG IRREVOCABLE TRUST	2711 FLORENCE ST APT C	DALLAS	TEXAS	752045930
32500020020000	PACHECO LEONARD JOSHUA	CMR 169 BOX 1129	APO	AE	92270012
106378000000	GREENWAY-CP 2601 LP	2808 FAIRMOUNT ST STE 100	DALLAS	TEXAS	752017622
106171000000	BB PHASE II LLC	505 N GOOD LATIMER EXPY	DALLAS	TEXAS	752045807
00DART00000000000	DALLAS AREA RAPID TRANSIT	PO BOX 660163	DALLAS	TEXAS	752660163
106153000000	ALFRALYN LLC	18610 TURNBRIDGE DR	DALLAS	TEXAS	752525023
000624000A01A0000	PS LPT PROPERTIES INVESTORS	PO BOX 25025	GLENDALE	CALIFORNIA	912215025
000594000201L0000	FREEBURG CONNOR PATRICK	3103 SUNNY BRAE DR	DALLAS	TEXAS	752040000
594000201	ALANIZ LAURA M &	8502 RICHARDSON BRANCH TRL	DALLAS	TEXAS	752437438
59400020080000	MABERRY DONNIE R & MELISSA	12593 W IRVING ST	BOISE	IDAHO	837132203
59400020340000	PEKAR CASSANDRA	3026 ZENIA DR	DALLAS	TEXAS	752043945
59400020300000	PHILLIPS CARA D	3018 ZENIA DR	DALLAS	TEXAS	752043945
59400020270000	ROGERS SCOTT &	3012 ZENIA DR	DALLAS	TEXAS	752043945
111889000000	LURIN REAL ESTATE HOLDINGS	4550 TRAVIS ST STE 401	DALLAS	TEXAS	752054666
000506000401W0000	STROUD JAMES	1034 PAVILLION ST	DALLAS	TEXAS	752045500
107682120000	ZARET TREVOR &	3228 SAN JACINTO ST	DALLAS	TEXAS	752045527
000506000401V0000	MCLEAN EMILY	1026 PAVILLION ST	DALLAS	TEXAS	752045500
000506000401T0000	KASSEM ALICASEY &	1022 PAVILLION ST	DALLAS	TEXAS	752045500
000506000401N0000	SCHNUPP WILLIAM A	1018 PAVILLION ST	DALLAS	TEXAS	752045500
000506000401L0000	FIELDS ERNEST G & ROBBIE O	2419 BRIARWOOD CV	CEDAR HILL	TEXAS	751044536
000506000401R0000	RABIEE MAZI & ALI R	1012 PAVILLION ST	DALLAS	TEXAS	752045500
107680520000	CARPENTER MICHAEL S	920 PAVILLION ST	DALLAS	TEXAS	752045513
0005030B000010000	JACOBS JERRY	3136 SAN JACINTO ST	DALLAS	TEXAS	752045525
000503000104B0000	LOWRY SUSAN H	3130 SAN JACINTO ST	DALLAS	TEXAS	752045525
107509000000	UNION ALLEY I LTD PS	8431 FOREST HILLS BLVD	DALLAS	TEXAS	752184339
000487000A0010000	DEEP ELLUM MARQUIS LP	14 CORPORATE PLAZA DR STE 210	NEWPORT BEACH	CALIFORNIA	926607928
105922000000	MARTINEZ FERNANDO	501 S ROSEMONT AVE	DALLAS	TEXAS	752085841
106144000000	PACIFICO PARTNERS LTD	18610 TURNBRIDGE DR	DALLAS	TEXAS	752525023
111007000000	2723 ELM STREET JV	306 W 7TH ST STE 306	FORT WORTH	TEXAS	761024906
111013000000	ELM STREET REALTY LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
111034000000	BELMOR CORP	5118 STANFORD AVE	DALLAS	TEXAS	752093322
000286000001A0000	ELM STREET LOFTS LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
111004000000	2723 ELM STREET JV	306 W 7TH ST STE 306	FORT WORTH	TEXAS	761024906
110890000000	WESTDALE PROPERTIES AMERICA I LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
103747000000	AP DEEP ELLUM LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
103699000000	MGP HOLDINGS LLC	7015 LEAMEADOW DR	DALLAS	TEXAS	752485501
103675000000	SEJ ASSET MGMT & INVESTMENT CO	1722 ROUTH ST STE#1000	DALLAS	TEXAS	752012504
104047000000	WARZONE PROPERTIES LLC	16000 VENTURA BLVD STE 600	ENCINO	CALIFORNIA	914362753
129469000000	WEINBERG ROBERT	17 GLENMEADOW CT	DALLAS	TEXAS	752252042
110854000000	BLADE PROPERTIES LLC	270 PADDOCK TRL	FAIRVIEW	TEXAS	750691532
104203000000	AP 3004 COMMERCE ST LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
110872000000	WESTDALE PPTIES AMERICA I	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
000813000603A0000	SJB DEVELOPMENT LLC	1900 PRESTON RD 267-242	PLANO	TEXAS	750935175
32400020010000	26 LIVE OAK OWNER LLC	4480 PACIFIC BLVD	VERNON	CALIFORNIA	900582206
32500020030000	CILLESSEN CRAIG & KATE	2711 FLORENCE ST #B	DALLAS	TEXAS	752045930
106337000000	GREENWAYCP 2601 LP	2808 FAIRMOUNT ST STE 100	DALLAS	TEXAS	752017622
106381000000	GASTON2633 AMG LLC	2633 GASTON AVE	DALLAS	TEXAS	752261302
106393000000	WESTDALE PPTIES AMERICA I LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
103741000000	LALCO INC	PO BOX 152170	IRVING	TEXAS	750152170
128278000000	BOUCHER DANIEL D	2101 S ERVAY ST	DALLAS	TEXAS	752152120
104194000000	190 E MAIN STREET LLC	6336 GREENVILLE AVE STE C	DALLAS	TEXAS	752061303
110887000000	AN JADHAVJI INVESTMENTS LLC	2015 ROYAL LN SUITE 470	DALLAS	TEXAS	752293297
128233000000	EXPO PROPERTIES LLC	401 EXPOSITION AVE	DALLAS	TEXAS	752261735
110881000000	2815-2819 COMMERCE STREET VENTURES LLC	6969 LAKEWOOD BLVD	DALLAS	TEXAS	752143557
104185000000	3035 CANTON TEXAS LLC	45 MAIN ST STE 502	BROOKLYN	NEW YORK	112011093
128221000000	621 CARROLL LLC	507 EXPOSITION AVE	DALLAS	TEXAS	752261737
00DALAREARAPTT140	DART	P O BOX 660163	DALLAS	TEXAS	752660163
129028000000	MCGREGOR AUTOMOTIVE INC	417 1ST AVE	DALLAS	TEXAS	752261919
128242000000	621 CARROLL LLC	621 EXPOSITION AVE	DALLAS	TEXAS	752260000
103960000000	2825 CANTON LLC	2825 CANTON ST	DALLAS	TEXAS	752261602
103990000000	DEEP ELLUM CHURCH	2803 TAYLOR ST	DALLAS	TEXAS	752261907
110944000000	CASS DON E TR	2917 ELM ST STE B	DALLAS	TEXAS	752263357
110905000000	MAIN PROPERTIES LLC	2917 ELM ST STE B	DALLAS	TEXAS	752263357
110908000000	AP 2707 MAIN ST LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
104191000000	DIXIE RESORTS INC	6828 RAVENDALE LN	DALLAS	TEXAS	752142513
103453000000	CTC TEXAS ASSOCIATES LLC	2917 ELM ST STE B	DALLAS	TEXAS	752263357
103840000000	MEADOWCREST LLC	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
104224000000	UPPERCASE COMMERCIAL LLC	3013 CANTON ST	DALLAS	TEXAS	752261662
000813000602A0000	5001 1ST AVE	2303 RANCH ROAD 620 S STE 160118	LAKEWAY	TEXAS	787346219
000813000602B0000	WING MICHAEL JOHN	502 1ST AVE	DALLAS	TEXAS	752262002
000813000602D0000	ROSENFELD MORGAN	506 1ST AVE	DALLAS	TEXAS	752262002
104218000000	ANDERSON DEAN BELL	3520 ANTILLES DR	MESQUITE	TEXAS	751501712
103888000000	MADISON PACIFIC DEV CO	2622 COMMERCE ST # 300	DALLAS	TEXAS	752261402
129031000000	PETO HOLDINGS LLC	3130 N HARWOOD ST	DALLAS	TEXAS	752011114
104125000000	RADICAL COMPUTING INC	1229 SLOCUM ST #A	DALLAS	TEXAS	752074015
103978000000	WARREN PROPERTY HOLDINGS LLC	2810 CANTON ST	DALLAS	TEXAS	752261601
104122000000	RADICAL COMPUTING INC	1229 SLOCUM ST #A	DALLAS	TEXAS	752074015
104119000000	RADICAL COMPUTING INC	1229 SLOCUM ST #A	DALLAS	TEXAS	752074015

(Property data pulled on April 2022 from DCAD)

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
0005030B000040000	LUMKES FAMILY TRUST	911 PAVILLION ST	DALLAS	TEXAS	752045512
0005030B000210000	KRONER GAVIN THOMAS	312 ISLAND DR	RICHARDSON	TEXAS	750813626
0005030B000200000	MEDINA MELISSA & EDWARD GRANADO	3116 SAN JACINTO ST	DALLAS	TEXAS	752045525
0005030B000100000	VO TRINH & DIEP TRUONG	3126 SAN JACINTO	DALLAS	TEXAS	752045525
0005030B000120000	CYCKOWSKI DAVID M &	915 LIBERTY CT	DALLAS	TEXAS	752045557
0005030B000170000	MORELAND JOAN REED	11941 TRAVEL CIR	DALLAS	TEXAS	752302231
50300010010000	HEFNER ANGELA JO	927 LIBERTY CT	DALLAS	TEXAS	752045557
0005030B000160000	WILTZ LEILANI &	3102 SAN JACINTO ST	DALLAS	TEXAS	752045525
28800020010000	WALSH PROPERTIES LTD	401 N CARROLL AVE #186	SOUTHLAKE	TEXAS	760926407
111739000000	HILL THOMAS	3024 ADOLPH ST	DALLAS	TEXAS	752045562
0005030B000150000	PARKHURST ADAM &	901 LIBERTY CT	DALLAS	TEXAS	752045557
0005020A000080000	CABRERO STEPHEN C & SARA	3008 ADOLPH ST	DALLAS	TEXAS	752045509
000500000B0200000	LISCH DAVID &	741 CANNEN JOHN LN	DALLAS	TEXAS	752046163
28900010010000	CWS TEXAS ST LP &	9606 N MOPAC EXPY STE 500	AUSTIN	TEXAS	787595960
106343000000	GREENWAY-CP 2601 LP	2808 FAIRMOUNT ST STE100	DALLAS	TEXAS	752017622
106156000000	NOLIMITER LLC	18610 TURNBRIDGE DRIVE	DALLAS	TEXAS	752525023
111010000000	WESTDALE PPTIES AMERICA LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
103687000000	ONE MAN PARADE LLC	PO BOX 180404	DALLAS	TEXAS	752180404
103714000000	2634 ELM ST LLC	6425 BLANCH CIR	DALLAS	TEXAS	752143448
104020000000	SDL PARTNERS LTD &	2622 COMMERCE ST	DALLAS	TEXAS	752261402
128281000000	MEYER FRED & MICHELLE	1244 S SELVA DR	DALLAS	TEXAS	752183263
104200000000	CURRY VENTURES LLC	240 RIDGE RD UNIT B	LAFAYETTE	LOUISIANA	705067202
104206000000	3000 BLOCK COMMERCE INVESTORS LLC	2622 COMMERCE ST	DALLAS	TEXAS	752261402
103849000000	ABBOTT LLC	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
000813000602C0000	JOHNSON OWEN JOE	504 1ST AVE	DALLAS	TEXAS	752262002
103786000000	DEEP ELLUM HOLDINGS LLC	2622 COMMERCE ST	DALLAS	TEXAS	752261402
104098000000	CERVIN BENNETT W	2 VENTANA WAY S APT 811	DALLAS	TEXAS	752254580
104254000000	3008 CANTON STREET VENTURE LLC	PO BOX 1191	GRAPEVINE	TEXAS	760991191
103951000000	2800 COMMERCE INVESTORS	2622 COMMERCE ST	DALLAS	TEXAS	752261402
103864000000	SDL PARTNERS LTD	2622 COMMERCE ST	DALLAS	TEXAS	752261402
103972000000	HORTON T L DESIGN INC	2824 CANTON ST	DALLAS	TEXAS	752261601
103975000000	FITZGERALD KAREN K & SEAN	2814 CANTON ST	DALLAS	TEXAS	752261601
104134000000	TRW REALTY HOLDING LLC	334 EAST LAKE RD PALM HARBOR	PALM HARBOR	FLORIDA	346850000
103414000200	WESTDALE MAIN LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
129472000000	222 SOUTH HALL INVESTORS LLC	2622 COMMERCE ST	DALLAS	TEXAS	752261402
104215000000	RDS HOLDINGS INC	3889 MAPLE AVE STE 300	DALLAS	TEXAS	752193922
104092000000	JPCANTON STREET LLC	450 NEWPORT CENTER DR STE 405	NEWPORT BEACH	CALIFORNIA	926607660
103891000000	SDL PARTNERS INC	2622 COMMERCE ST	DALLAS	TEXAS	752261402
129037000000	KAELSON COMPANY	501 S 2ND AVE STE B101	DALLAS	TEXAS	752263209
107548000000	SHAMBU NATH LLC	202 W 5TH ST	TULSA	OKLAHOMA	741034216
105937000000	MEADOWS FOUNDATION INC	3003 SWISS AVE	DALLAS	TEXAS	752046049
106135000000	FRANCOR LLC	18610 TURNBRIDGE DR	DALLAS	TEXAS	752525023
106390000000	UPLIFT EDUCATION	606 E ROYAL LN	IRVING	TEXAS	750393503
103651000000	ROSE BARSHOP RESIDUARY TR	600 N SHEPHERD DR 200	HOUSTON	TEXAS	770071326
129466000000	PROVINCE LANE LC	3106 COMMERCE ST	DALLAS	TEXAS	752261628
128284000000	WHITE PANTS HOLDINGS LLC	2707 GASTON AVE	DALLAS	TEXAS	752261304
103462000000	BEVERLY ANN FONBERG TRUST	2544 ELM ST	DALLAS	TEXAS	752261420
110866000000	AP 2800 MAIN ST LLC	802 GERVAIS ST STE 200	COLUMBIA	SOUTH CAROLINA	292013168
104231000000	3021 CANTON TEXAS LLC	45 MAIN ST STE 502	BROOKLYN	NEW YORK	112011093
104221000000	3009 CANTON TEXAS LLC	45 MAIN ST STE 502	BROOKLYN	NEW YORK	112011093
104212000000	GRETNA PROPERTIES LLC	3601 ROSEDALE	DALLAS	TEXAS	752051227
104089000000	MORRISON ROBERT C &	232 N TRUNK AVE	DALLAS	TEXAS	752261526
104086000000	DUET COMMERCIAL LLC	2913 CANTON ST	DALLAS	TEXAS	752261604
129025000000	BILLBOARD LOTS LLC	8604 TURTLE CREEK BLVD 12408	DALLAS	TEXAS	752254737
104137000000	TRW REALTY HOLDING LLC	PMB 176 334 E LAKE RD	PALM HARBOR	FLORIDA	346852427
130639000000	DUARTE & MENDOZA INVESTMENTS INC	1718 S GOOD LATIMER EXPY	DALLAS	TEXAS	752262210
130813000000	NERIA IRENE JENETTE	2815 LAMBERT DR	MESQUITE	TEXAS	751502547
131092000000	FEDERAL SERVICES	2310 N HENDERSON AVE # 740	DALLAS	TEXAS	752067304
131086000000	COSTILLA FEDERICO & MARIA R	2716 FERRIS ST	DALLAS	TEXAS	752262114
130171000000	COLLAZO RAFAEL	1805 MORRIS ST	DALLAS	TEXAS	752122524
131524000000	DJD OPERATING LLC	2428 HARRISON AVE	DALLAS	TEXAS	752151438
130384000000	RAMIREZ HERMAN	2808 DAWSON ST	DALLAS	TEXAS	752262109
130366000000	AUSTIN STREET CENTER	PO BOX 710729	DALLAS	TEXAS	753710729
130645000000	AMCHANCE LLC	16161 CLEAR VALLEY PL	ENCINO	CALIFORNIA	914363311
130912000000	BLACKLAND LAND & PPTY MGMT LLC	8919 EUSTIS AVE	DALLAS	TEXAS	752184207
131074000000	SUAREZ LEONARDO	1057 GLENHAVEN DR	HUTCHINS	TEXAS	751414123
130168000000	DARBY ELSON JR	2919 E ATOLL DR	DALLAS	TEXAS	752163210
130174000000	PHOENICIAN DEVELOPMENT GROUP LLC	1702 MARTIN LUTHER KING JR BLVD	DALLAS	TEXAS	752153211
130192000000	J ROSE INVESTMENTS & COMPANY LLC	2310 N HENDERSON AVE #1263	HUMBLE	TEXAS	752067387
131380000000	KUNOFSKY WILLIAM TRUST ASSETS &	5924 PRESTON HAVEN DR	DALLAS	TEXAS	752302951
131332000000	CANYON O C & DELMA	1311 BAR HARBOR DR	DALLAS	TEXAS	752323011
131767000000	SOUPMOBILE INC	2423 S GOOD LATIMER EXPY	DALLAS	TEXAS	752151400
130324000000	ALLIED ROOFING OF TEX INC	PO BOX 560422	DALLAS	TEXAS	753560422
000861000302A0000	GTP ACQUISITION PARTNERS	PO BOX 723597	ATLANTA	GEORGIA	311390597
130489000000	FEDERAL SERVICES	2310 N HENDERSON AV # 740	DALLAS	TEXAS	752067304
130387000000	GARCIA FRED	931 W RED OAK RD	RED OAK	TEXAS	751543909
129737000000	PAMACO REALTY LLC	PO BOX 150218	DALLAS	TEXAS	753150218
130492000000	HOPPER KIRK A	PO BOX 191614	DALLAS	TEXAS	752198503
130390000000	CITY SQUARE	1610 S MALCOM X BLVD STE 201	DALLAS	TEXAS	752262105
130636000000	DUARTE & MENDOZA INVESTMENTS INC	4255 BRYANT IRVIN STE 114	FORTWORTH	TEXAS	761094237
130909000000	PEREZ BLAS	10332 SHILOH RD	DALLAS	TEXAS	752282756
130906000000	AMERICAN TOWER ASSET SUB II LLC	PO BOX 723597	ATLANTA	GEORGIA	311390597
131083000000	GARCIA JUAN JOSE &	2712 FERRIS ST	DALLAS	TEXAS	752262114
130180000000	LARA PEDRO	3626 DOROTHY AVE	DALLAS	TEXAS	752096204
131524000100	BUDS SALADS INC	PO BOX 150341	DALLAS	TEXAS	753150341
0008680B0001A0000	ACADIAN AMBULANCE SERVICE INC	130 E KALISTE SALOOM RD	LAFAYETTE	LOUISIANA	705088308
115099000000	FLORA STREET CUTS LLC	3203 FLORA ST	DALLAS	TEXAS	752043913
59400010020000	FLORA STREET PROP INC	3203 FLORA ST	DALLAS	TEXAS	752043913
000594000201J0000	NELSON BLAKE	3112 SUNNY BRAE DRIVE	DALLAS	TEXAS	752043944
000594000201C0000	SHRAIM ADAM	3325 HIGH SHOALS DR	FRISCO	TEXAS	750344557
000594000201D0000	MULVIHILL MICHAEL C & BREANNE	3107 PAVONIA DR	DALLAS	TEXAS	752043919
59400020100000	VALDIVIA ANDREA GRACIA	3904 RIDGE ROCK DR	PLANO	TEXAS	750744039
59400020290000	RUSSELL SAMMY L	3016 ZENIA DR	DALLAS	TEXAS	752043945
59400020280000	GRONK PROPERTIES LLC	2113 COUNTRY RUN LN	ARGYLE	TEXAS	762263365
51200000040000	SINGER FLORIZA FLORES &	11 AVENUE DE MADRID	92200 NEUILLY SUR SEINE	QQ-INTERNATIONAL	0
115228000000	3121 ROSS ROSE LLC	8600 PRESTON RD STE 208	DALLAS	TEXAS	752253530
000506000301D0000	GRAHAM RALPH E III &	3247 SAN JANCINTO ST	DALLAS	TEXAS	752045526
000506000401Y0000	WILLIAMS SHAUNTE	1030 PAVILLION ST	DALLAS	TEXAS	752045500
107682140000	FOLSE STEPHEN J &	3224 SAN JACINTO ST	DALLAS	TEXAS	752045527
000506000401Z0000	SANAVONG KEOOURA &	1916 CARMEL DR	PLANO	TEXAS	750757307
107682160000	WESTER MELAINE	3220 SAN JACINTO ST	DALLAS	TEXAS	752045527
000506000401M0000	CIRIC FILIP &	1010 PAVILLION ST	DALLAS	TEXAS	752045500
000506000401C0000	LAFLEUR DOUG	3209 SAN JACINTO ST	DALLAS	TEXAS	752045575

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
107680140000	DRELINGER JAYDEN	1515 MARSEILLE PL	DALLAS	TEXAS	752045534
107680160000	PHAN SUNNY	1511 MARSEILLE PLACE	DALLAS	TEXAS	752045534
107686100000	WHITEHEAD GLORIA L &	3204 BASIL CT	DALLAS	TEXAS	752045543
107680200000	PIPKIN TRACY	1503 MARSEILLE PL	DALLAS	TEXAS	752045534
107680220000	RICHARDSON WAYNE &	1423 MARSEILLE PL	DALLAS	TEXAS	752045532
107680440000	YOUNG DEIDRA D	904 PAVILLION ST	DALLAS	TEXAS	752045513
0005030B000070000	DAVIS TUYET N	3029 ADOLPH ST	DALLAS	TEXAS	752045508
0005020A000020000	DEHORNEY COLIN ALLEN	3020 ADOLPH ST	DALLAS	TEXAS	752045509
28800020030000	ENGLISH W ALLAN &	939 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000150000	HASSAM MUNASALI &	822 LIBERTY ST	DALLAS	TEXAS	752045502
28800020080000	BOGAERTS CATHERINE J	330 41ST ST UNIT B	MANHATTAN BEACH	CALIFORNIA	902663196
28800020150100	THREE THOUSAND SJ LLC	5706 E MOCKINGBIRD LN#115-214	DALLAS	TEXAS	752065460
28800020090000	DUONG ANDY	915 LIBERTY ST	DALLAS	TEXAS	752045503
0005020A000120000	BALIS MICHELLE	828 LIBERTY ST	DALLAS	TEXAS	752045502
000500000B0070000	CAICEDO CHRISTIAN &	723 COLTEN JAMES LN	DALLAS	TEXAS	752046160
106627000000	YEUNG SHIU F	330 CRESTOVER DR	RICHARDSON	TEXAS	750802513
107503000000	CANTEGRAL LP	18610 TURNBRIDGE DR	DALLAS	TEXAS	752525023
127525000000	GRTP LTD	5220 MCKINNEY AVE STE 300	DALLAS	TEXAS	752053356
130303000000	LOBO DISTRIBUTION LLC	6354 N MESA ST	EL PASO	TEXAS	799124562
130468000000	KHOURY ELIAS	1805 CHESTNUT ST	DALLAS	TEXAS	752262104
130630000000	PEREZ BLAS & ASUNCION	10332 SHILOH RD	DALLAS	TEXAS	752282756
130804000000	AVILA RIGO	2731 ROCHESTER ST	DALLAS	TEXAS	752155312
131080000000	COSTILLA FEDERICO &	2716 FERRIS ST	DALLAS	TEXAS	752262114
130177000000	ORCHARD J W III DBA	7324 GASTON AVE 124-342	DALLAS	TEXAS	752146126
131110000000	DFW LAND HOLDINGS LLC	708 BLAYLOCK DR	DALLAS	TEXAS	752030000
131317000000	2700 LOGAN ST MCW LLC	5634 WORTH ST	DALLAS	TEXAS	752144609
131362000000	COLD CHAIN TEXAS	10137 COMANCHE	QUINLAN	TEXAS	754745562
107512000000	CARTUSCIELLO CODY A	6413 LAKEWOOD BLVD	DALLAS	TEXAS	752143716
107515000000	AZ CATALYST LLC	600 CANTEGRAL ST	DALLAS	TEXAS	752045806
105931000000	BONNESS PROPERTY COMPANY	4334 ECHO GLEN DR	DALLAS	TEXAS	752447421
0008180000401A0000	333 1ST LLC	3612 AMHERST AVE	DALLAS	TEXAS	752257421
103744000000	ELM ELM LLC	PO BOX 835684	RICHARDSON	TEXAS	750835684
103654000000	ROSE BARSHOP RESIDUARY TR	600 N SHEPHERD DR STE 200	HOUSTON	TEXAS	770071326
104182000000	KMA CAPITAL LLC	3315 ELLINGTON DR	SACHSE	TEXAS	750484109
110863000000	640 LAND LLC	2814 MAIN ST	DALLAS	TEXAS	752261553
104197000000	AP 3012 COMMERCE ST LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
103456000000	FRIEDMAN LAWRENCE J TR	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
103450000000	JEANETTE INV II LTD	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
128266000000	500 EXPOSITION LTD	820 EXPOSITION AVE #1	DALLAS	TEXAS	752261744
103828000000	DEEP ELM III LLC	2917 ELM ST STE B	DALLAS	TEXAS	752263357
129475000000	3111 CANTON HOLDINGS LLC	3111 CANTON ST	DALLAS	TEXAS	752261619
103822000000	LATCH KEY KIDS LP	6518 NORTHWOOD RD	DALLAS	TEXAS	752252611
104083000000	MOHLER MMA DALLAS LLC	2000 E LAMAR BLVD #250	ARLINGTON	TEXAS	760067358
104248000000	LONE STAR CLAIM CARE LLC	5736 SWISS AVE	DALLAS	TEXAS	752144637
103957000000	2809 CANTON LLC	6405 E GRAND AVE	DALLAS	TEXAS	752231361
103954000000	SMFB LLC	2817 CANTON ST	DALLAS	TEXAS	752261602
000186000410A0000	2713 CANTON LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
103981000000	AP BLANTON DEEP ELLUM LLC	1616 CAMDEN RD STE 210	CHARLOTTE	NORTH CAROLINA	282034925
102817000000	PAN COASTAL LIMITED PS	605 E ROBINSON ST STE 400	ORLANDO	FLORIDA	328012044
000316000A01A0000	SPIRE DEVELOPMENT HOLDINGS LLC	2001 BRYAN ST STE 1550	DALLAS	TEXAS	752013011
102544000000	PEOPLES DICK	2024 COMMERCE ST	DALLAS	TEXAS	752014423
102547000000	CADG 2026 COMMERCE LLC	1800 VALLEY VIEW LN STE 300	FARMERS BRANCH	TEXAS	752348945
102829000000	42 EADO LP	2030 MAIN ST	DALLAS	TEXAS	752014430
102541000000	2008 COMMERCE LLC	6336 GREENVILLE AVE STE C	DALLAS	TEXAS	752061303
102838000000	DPC CEDARS LLC	2030 MAIN ST STE 342	DALLAS	TEXAS	752014430
102824000000	42 DOWNTOWN DALLAS LP	2030 MAIN ST STE 342	DALLAS	TEXAS	752014430
110398000000	PRICE HARRY H & SON INC	1608 S HARWOOD ST	DALLAS	TEXAS	752151219
110416000000	ROSIE APARTMENTS LTD	1722 S. HARWOOD ST	DALLAS	TEXAS	752151221
133591000000	HICKORY CDR LLC	2310 N HENDERSON AVE #538	DALLAS	TEXAS	752067304
000583000S01B0100	RAR2-3209 THOMAS AVE LLC	222 S RIVERSIDE PLZ 26TH FL	CHICAGO	ILLINOIS	606065808
115327000000	DONLIN PATRICK	6253 PROSPECT AVE	DALLAS	TEXAS	752143935
103927000000	WESTDALE PROPERTIES	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
85300000010000	ROGERS JAMES F	3208 TREVOLLE PL	DALLAS	TEXAS	752045539
59600000150000	HALL STREET YANKEE LLC	1722 N HALL ST	DALLAS	TEXAS	752044176
130396000100	SMITH KEITH	2900 DAWSON ST	DALLAS	TEXAS	752262110
129043000000	SECOND HICKORY LTD	8604 TURTLE CREEK BLVD 12408	DALLAS	TEXAS	752254737
000201008A0000000	ROGERS JAMES F &	3208 TREVOLLE PL	DALLAS	TEXAS	752045539
106366000000	GREENWAY CP 2601 LP	2808 FAIRMOUNT ST SUITE 100	DALLAS	TEXAS	752017622
110413000000	ECHOLS CAROL	814 HOLDEN CT	GARLAND	TEXAS	750445212
85100010010000	DEEP ELLUM SELF STO 1 LLC	3215 HICKORY ST	DALLAS	TEXAS	752262136
110407000000	HARRY H PRICE & SON INC	1608 S HARWOOD ST	DALLAS	TEXAS	752151219
110164000000	CAMPFIRE SHOPS LLC	16475 DALLAS PKWY STE 400	ADDISON	TEXAS	750016837
129683000000	ROGERS MARGARET	1622 PEARLSTONE ST	DALLAS	TEXAS	752261901
110449000100	SOGOOD MULTIFAMILY I LP	3400 N CENTRAL EXPWAY	RICHARDSON	TEXAS	750800039
102886000000	W&K REAL ESTATE LIMITED	400 N ERVAY STE 150	DALLAS	TEXAS	752013134
106027000000	SWAIN BEVERLY TONEY GST	2607 SAN JACINTO ST	DALLAS	TEXAS	752012528
000326000003A0000	DALLAS CASA	2815 GASTON AVE	DALLAS	TEXAS	752261306
102559000000	COLAB LLC	262 CARROLL ST	FORT WORTH	TEXAS	761071907
102562000000	2038 COMMERCE LLC	4011 COMMERCE ST	DALLAS	TEXAS	752261712
000596000A0020000	3405 DHG LLC	5629 SMU BLVD	DALLAS	TEXAS	752065017
130396000000	LANCASTER ROBERT P &	3030 BRYAN ST STE 202	DALLAS	TEXAS	752046167
130336000000	AUSTIN STREET REAL ESTATE	P O BOX 710729	DALLAS	TEXAS	753710729
102805000000	GREY JAMES C	430 AUSTRALIAN AVE APT 201	PALM BEACH	FLORIDA	334804579
102796000000	OCONNOR J C ESTATE ET AL	430 AUSTRALIAN AVE APT 201	PALM BEACH	FLORIDA	334804579
102799000000	GREY JAMES C &	430 AUSTRALIAN AVE APT 201	PALM BEACH	FLORIDA	334804579
129013000000	333 1ST LLC	3612 AMHEARST AVE	DALLAS	TEXAS	752257421
103042000000	1100 PEARL STREET LLC	2518 CONVERSE	DALLAS	TEXAS	752075904
130369000000	AUSTIN STREET REAL ESTATE	500 N AKARD STE 3800	DALLAS	TEXAS	752016659
000196001704A0000	CITY PARK A LOT LP	4220 GURLEY AVE	DALLAS	TEXAS	752230000
104062000000	STAHLMORR PROPERTIES LTD	232 N TRUNK AVE	DALLAS	TEXAS	752261526
102361000000	30 HARWOOD LTD	1717 MAIN ST 56TH FLOOR	DALLAS	TEXAS	752014612
59600000120000	WOODARD JOHN O JR	3505 UNIVERSITY DR	GARLAND	TEXAS	750432222
102766000000	GREY JAMES	430 AUSTRALIAN AVE APT 201	PALM BEACH	FLORIDA	334804579
107068000000	ST PAUL METHODIST CHURCH	1816 ROUTH ST	DALLAS	TEXAS	752012516
101536000000	KEVIN KRISTIAN 2612 LLC	2614 MAIN ST	DALLAS	TEXAS	752261410
105925000000	BEITLER TEXAS ENTERPRISES LLC	825 SOUTH BARRINGTON AVE	LOS ANGELES	CALIFORNIA	900494707
000633000B11D0000	ANALEYA LLC	730 CAMERON CT	COPPELL	TEXAS	750194749
000140001901A0200	LOCO MELETIO DEVELOPMENT LLC	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
000140001901A0100	LOCO MELETIO DEVELOPMENT LLC	400 N ERVAY ST STE 150	DALLAS	TEXAS	752013134
000279000A0010000	BB DALLAS LLC &	7340 E INDIAN PLZ	SCOTTSDALE	ARIZONA	852513544
81300060000000	621CARROLL LLC	507 EXPOSITION AVE	DALLAS	TEXAS	752261737
000597000A01A0000	MACALLAN ON ROSS LP	4890 W KENNEDY BLVD STE 240	TAMPA	FLORIDA	336092587
000870000208A0000	SOUPMOBILE	2423 S GOOD LATIMER EXPY	DALLAS	TEXAS	752151400

(Property data pulled on April 2022 from DCAD)

PARCEL ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
000261000A02D0000	2500 ROSS DEVELOPMENT LP	303 PEACHTREE CENTER AVE	ATLANTA	GEORGIA	303031216
000485000E08B0000	301 N CROWDUS LP	333 N GREEN ST STE 1100	CHICAGO	ILLINOIS	606070044
107473000000	GREENWAY GOOD LATIMER LP	2808 FAIRMOUNT ST STE 100	DALLAS	TEXAS	752017622
000284000712A0000	CAMPBELL J W &	2616 SWISS AVE	DALLAS	TEXAS	752045838
104260000000	GAETA FLP I LTD PS	4333 GLENWOOD AVE	DALLAS	TEXAS	752054320
000595000A0010100	ONAY INVESTMENTS LLC	4565 SOUTHGATE DR	PLANO	TEXAS	750242140
000595000A0010000	SMITH STANFORD D	3108 FLORA ST UNIT A	DALLAS	TEXAS	752043912
000595000A0010200	FARAHMAND IRADJ II	3108 FLORA ST UNIT 8	DALLAS	TEXAS	752043912
131134000100	TXU GAS CO	PO BOX 650205	DALLAS	TEXAS	752650205
000596000A0010000	SCHWARTZ JEANNETTE ESTATE OF	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
000186000403A0000	HW COMMERCE OFFICE LP	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
000459000A10A0000	HICKORY WEST LLC	2310 N HENDERSON AVE #538	DALLAS	TEXAS	752067304
000595000A0020000	SHF I ICON LLC	1100 ABERNATHY RD NE	ATLANTA	GEORGIA	303285620
000632000A0010000	ABINGTON DALLAS HALL STREET LLC	500 EAST BLVD STE 1130	FT LAUDERDALE	FLORIDA	333940000
000114001001A0000	DALLAS CITY OF	320 E JEFFERSON BLVD	DALLAS	TEXAS	752032632
000633000B11E0000	WALMART REAL ESTATE	PO BOX 8050	BENTONVILLE	ARKANSAS	727128055
0006330B000100000	SWAIN BEVERLY TONEY GST NONEXEMPT TRUST	2607 SAN JACINTO ST	DALLAS	TEXAS	752012528
82800060010000	SPANKY BRANCH LLC	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
104247000000	DEEP CANTON 3030 LLC	215 HENRY ST	DALLAS	TEXAS	752261800
000142000A0140000	QUINN ANDREW M &	2134 CANTON ST	DALLAS	TEXAS	752016302
000142000A0220000	ADDUCCHIO ERIC MICHAEL	523 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
82800060010200	SCHWARTZ JEANETTE TRUST THE &	5452 GLEN LAKES DR STE 203	DALLAS	TEXAS	752310942
000593000C09A0100	NOTRE DAME OF DALLAS SCHOOL	2018 ALLEN DR	DALLAS	TEXAS	752042604
000142000A0180000	CLARK CHALON N	5001 PURDUE AVE	DALLAS	TEXAS	752093315
000142000A0300000	GRANT STEPHEN D	840 W BLACKHAWK ST APT 2002	CHICAGO	ILLINOIS	606422587
000142000A0280000	HOUGHTON CONRAD E &	585 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
000142000A0330000	GALL KATHERINE	675 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015820
000142000A0150000	DOTSON RONALD C & PATRICIA	2101 CHESTNUT AVE	AUSTIN	TEXAS	787222123
000142000A0230000	LONGFORD NICOLA J &	535 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
000142000A0250000	STREET MEGAN	555 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
102523000000	2038 COMMERCE LLC	4220 GURLEY AVE	DALLAS	TEXAS	752230000
0005030A000030000	EASTON ELIZABETH	902 LIBERTY ST	DALLAS	TEXAS	752045504
0005030A000020000	KINCAID DREW ANTHONY	928 LIBERTY CT	DALLAS	TEXAS	752045545
0005030A000010000	JACKSON MARK J	924 LIBERTY CT	DALLAS	TEXAS	752045545
130747000000	VISHNUKRIPA LLC	2711 HICKORY ST	DALLAS	TEXAS	752262119
000813000602H0000	MAHER JOSEPH B	471 EXPOSITION AVE	DALLAS	TEXAS	752261735
813000602	DANSBY BENJAMIIN PRICE &	411 EXPOSITION AVE	DALLAS	TEXAS	752261735
130843000000	LARA RAFAEL JAMAICA	8511 RYLIE RD	DALLAS	TEXAS	752178849
000142000A0710000	HAHN JORDAN &	2165 MINEHAMPTON LN	DALLAS	TEXAS	752016305
000142000A0700000	GASTON JOEL G & VICKI S	2183 MINEHAMPTON LN	DALLAS	TEXAS	752016305
000142000A0670000	ROSSI RICARDO	PO BOX 3575	MCALLEN	TEXAS	785023575
000142000A0830000	LEE EDWARD HOON	10710 CENTRE FOREST DR	HOUSTON	TEXAS	770434331
000142000A0690000	SWACKHAMER ALLEN & ERICA	2195 MINEHAMPTON LN	DALLAS	TEXAS	752016305
000142000A0840000	GEE ADRIAN	2190 HELSMINSTER DR	DALLAS	TEXAS	752016303
000156000401A0000	STAR FARMERS MARKET LLC	PO BOX 530292	BIRMINGHAM	ALABAMA	352530292
32500020010000	HOPE COTTAGE INC	PO BOX 140459	DALLAS	TEXAS	752140459
0005030A000040000	DALY CHRISTOPHER &	904 LIBERTY ST	DALLAS	TEXAS	752045504
000813000602F0000	BERGOLD WILLIAM	431 EXPOSITION AVE	DALLAS	TEXAS	752261735
000813000602G0000	ORR MICHAEL SHANE	451 EXPOSITION AVE	DALLAS	TEXAS	752261735
000142000A0170000	RABELER BRANDON	2160 CANTON ST	DALLAS	TEXAS	752016302
000142000A0190000	WALKER NOELLE K	2180 CANTON ST	DALLAS	TEXAS	752016302
000142000A0820000	MOORE DANIEL	2181 HELSMINSTER DR	DALLAS	TEXAS	752016304
000142000A0160000	IDEHEN COLLINS	2150 CANTON ST	DALLAS	TEXAS	752016302
000142000A0290000	NICEWANDER DAVID ALAN &	611 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015820
000142000A0260000	MINIERI JAMIE	561 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
000142000A0270000	MARCH JONATHAN D	573 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
000142000A0680000	PLEITZ JOSHUA D	2166 TETLEY DR	DALLAS	TEXAS	752016306
000142000A0000B00	FARMERS MARKET SQUARE	PO BOX 702348	DALLAS	TEXAS	753702348
000142000A0310000	FLORES ALDO R JR	3314 WATERFORD DR	ROWLETT	TEXAS	750886713
000120000A0020000	HARWOOD TX PARTNERS LLC	3424 PEACHTREE ROAD NE STE 300	ATLANTA	GEORGIA	303262818
130408000000	BOHEMIAN COLOR WARS LLC	1715 CHESTNUTST	DALLAS	TEXAS	752010000
131722000000	TITA BECKY LLC	801 E CAMPBELL RD STE 345	RICHARDSON	TEXAS	750811889
102394000000	2210 PACIFIC PROPERTY LLC	7324 SOUTHWEST FWY STE 1900	HOUSTON	TEXAS	770740000
104269000300	TILLERY BRYCE	3027 TAYLOR ST	DALLAS	TEXAS	752261911
104269000200					0
128227000000	PANTHER CITY PROPERTY	1700 PACIFIC AVE STE 3750	DALLAS	TEXAS	752014872
104146000000	MEGHANI PARTNERSHIP INC	5329 NORTHMOOR DR	DALLAS	TEXAS	752293037
104140000000	TRW REALTY HOLDINGS LLC	UNIT 176 334 EAST LAKE RD	PALM HARBOR	FLORIDA	346850000
115186000000	3125 ROSS AVE LLC	5949 SHERRY LN STE 900	DALLAS	TEXAS	752250016
104269000000	SINNETT IAN C	335 S HALL ST	DALLAS	TEXAS	752261943
104269000100	NEWTON JEFFREY PAUL	3025 TAYLOR ST	DALLAS	TEXAS	752261911
000849000601A0000	75 RAINEY LLC	2028 E CESAR CHAVES	AUSTIN	TEXAS	787024564
000285000002A0000	GREENWAY CP 2601 LP	2808 FAIRMOUNT ST STE 100	DALLAS	TEXAS	752017622
129463000000	SAN MEDINA LC	3106 COMMERCE ST	DALLAS	TEXAS	752261628
000197001601A0000	EQR DEEP ELLUM LP	PO BOX 87407	CHICAGO	ILLINOIS	606800407
131974000000	FARMERS MARKET PLACE LLC	2410 LOGAN ST	DALLAS	TEXAS	752151456
86200040040000	TEOF	2712 LOUISE AVE	DALLAS	TEXAS	752260000
117001000000	CALVARY HILL CEMETERY	PO BOX 190507	DALLAS	TEXAS	752190507
000849000602A0000	WESTDALE FUTURA LOFTS LTD	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495
000201002111A0000	RADICAL COMPUTING, INC.	1229 SLOCUM ST #A	DALLAS	TEXAS	752070000
86200040050000	TEOF	1701 S MALCOLM X BLVD	DALLAS	TEXAS	752260000
000132002601A0000	DF MARKET 2 LLC	2518 CONVERSE ST	DALLAS	TEXAS	752075904
000144001501A0000	TAYLOR STREET 2111 LP	2518 CONVERSE ST	DALLAS	TEXAS	752075904
105556000000	HR CROZIER TECH DALLAS LP	3625 DUFFERIN ST STE 500	TORONTO M3K 1N4	ONTARIO	0
000142000A0200000	WENDLAND ROBERT C &	2190 CANTON ST	DALLAS	TEXAS	752016302
000142000A0210000	PURI PAVAN KUMAR & VANDANA	9448 MONTELEON CT	DALLAS	TEXAS	752200000
000142000A0240000	COLQUITT KEVIN	547 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015819
106345000000	RESURRECTION LLC	3130 HARWOOD ST #2307	DALLAS	TEXAS	752011139
000864000401A0000	JOCA PROPERTIES LLC	PO BOX 398427	DALLAS	TEXAS	753398427
000270000M01A0000	DALLAS CITY OF	2600 LIVE OAK ST	DALLAS	TEXAS	752045757
000142000A0320000	DEGEN ALLISON KYLE &	659 S CESAR CHAVEZ BLVD	DALLAS	TEXAS	752015820
129052000100	TS HOLDINGS LLC	8604 TURTLE CREEK BLVD 12408	DALLAS	TEXAS	752254737
127510000000	COMMERCE NASH LTD &	4011 COMMERCE ST	DALLAS	TEXAS	752261712
110638000000	CEDAR EAST PHASE I LLC	717 MAIN ST 56TH FL	DALLAS	TEXAS	752010000
000280000A02A0100	EPIC DALLAS HOTEL LP	2550 PACIFIC AVE STE 1600	DALLAS	TEXAS	752261495

FIRST NAME	LAST NAME	TITLE	ADDRESS	CITY	STATE	ZIP CODE
Orlando	Alameda	Dallas ISD	3701 S. Lamar St.	Dallas	TX	75215
Randy	L.		3843 Belton Dr.	Dallas	TX	75287
Linda	Hajek		3017 Mallory Dr.	Dallas	TX	75216
Shimon	Cooper		8601 Trinity Vista Trail	Hurst	TX	76052
Mark	Palmer		8422 Forest Hills Blvd.	Dallas	TX	75218
K.	Nedderman		3905A Rawlins St.	Dallas	TX	75219
Monica	Radrel		San Jacinto St.	Dallas	TX	75204
Demetria	McCain		2450 El Cerrito Dr.	Dallas	TX	75228
Michael	Friebele		1914 S. Akard St. Unit 100	Dallas	TX	75215
Andrew	Barnes		1111 S. Akard St. Unit 409	Dallas	TX	75215
Nicolas	Carmona		5602 Maple Ave.	Dallas	TX	75235
Jeff	Mason		517 Palo Duro Cir.	DeSoto	TX	75115
Danielle	Blankenship		2528 Hondo Ave.	Dallas	TX	75219
Matt	Tranchin	Coalition for a New Dallas	6118 Ellsworth Ave.	Dallas	TX	75214
Kirm	Talluri		5411 Rusk Ave.	Dallas	TX	75204
George	Battle III		5710 E. R.L. Thornton Fwy.	Dallas	TX	75223
Cornell	Lacy		604 Fort Worth Ave. Apt. 30	Dallas	TX	75208
Carlton	Walker		3607 Hamburg Ct.	Dallas	TX	75215
Jim and Joleen	Joleen		1717 Arts Plaza	Dallas	TX	75201
Bill	Arnquist		4701 Sycamore St.	Dallas	TX	75204
Ashton	Tassin		4814 Sycamore St.	Dallas	TX	75204
Chartle	Burns		3730 Spence St.	Dallas	TX	75215
Patricia	Ridgley		3017 Mallory Dr.	Dallas	TX	75216
Tim	Gollez		2926 E. Ledbetter Dr.	Dallas	TX	75216
Cozy	Palmer		8422 Forest Hills Blvd.	Dallas	TX	75218
Prime	Blankenship		2528 Hondo Ave.	Dallas	TX	75219
Matt	Craig	Halff Associates, Inc.	515 Bent Trail	Red Oak	TX	75154
Tom	Shelton	HDR	9221 Moss Trail	Dallas	TX	75231
Hasani	Burton		5334 Bexar St.	Dallas	TX	75215
Keshia	Barnes		604 Fort Worth Ave.	Dallas	TX	75208
Temple	Anderson		P. O. Box 133188	Dallas	TX	75313
Eric	Wagliardo		1524 Gated Ave.	Brooklyn	NY	11237
Robin L.	O'Neal		2500 Peabody Ave.	Dallas	TX	75215
Terry	Smith		1246 Essex Dr.	Desoto	TX	75115
Erni	Fitzgerald		2502 Live Oak St. Unit 329	Dallas	TX	75204
Ametria	Maryland		3311 Agate Trail	Heartland	TX	75126
Dominique	Torres		4824 Derby Ln.	Dallas	TX	75227
Baranda	Fermin		111 W. Davis St. #2221	Dallas	TX	75208
Luiaine	Raggie		1717 Arts Plaza	Dallas	TX	75201
Michael	Mendoza		520 E. 5th St.	Dallas	TX	75203
Amber	Sims		2700 Live Oak St.	Dallas	TX	75204
Monica R.	Alonzo		P. O. Box 4126	Dallas	TX	75208
Tushar	Solanski		411 Elm St.	Dallas	TX	75202
Paul	Carden		2007 Harlandale Ave.	Dallas	TX	75216
Danny	Chandler		3003 Swiss Ave.	Dallas	TX	75204
Adam	Socky		196 W. Davis Apt. 541	Dallas	TX	75208
John	Botefolis		9041 Garland Rd.	Dallas	TX	75218
Stephen	Lowe		3231 Basil Ct.	Dallas	TX	75204
Kellee	Murrell		6532 Kenwell St.	Dallas	TX	75209
Grady	Browning		2825 Casey St.	Dallas	TX	75215
Brian	King		1707 N. Hall St.	Dallas	TX	75204
LaJuana	Barton	Senator Royce West	608 Sapling Way	DeSoto	TX	75115
Robbie	Esteban		3431 Poinsettia Dr.	Dallas	TX	75211
Mike	King		2839 Coteau Way	Dallas	TX	75227
Jannina	Johnson		1643 Bonnie View Rd.	Dallas	TX	75203
Jacob	Browning		901 Main St. #9100	Dallas	TX	75202
William	Baker		1922 S. Akard St.	Dallas	TX	75215
Kathryn	Gillessen		2711 Florence St. Apt. B	Dallas	TX	75204
Jacqueline	Lowe		3231 Basil Ct.	Dallas	TX	75204

Jerry	Hawkins		5500 Caruth Ln.	Dallas	TX	75225
Alexis	Puentes		2787 N. Houston St.	Dallas	TX	75219
Erik	Wilson		7942 Jubilant Dr.	Dallas	TX	75237
Ken	Smith		4615 Bradshaw St.	Dallas	TX	75215
John	Clark		4311 Pomona Rd.	Dallas	TX	75209
Eve	Williams		1420 W. Mockingbird Ste. 6(	Dallas	TX	75247
Michael	Thomas		3535 Routh St. Unit A	Dallas	TX	75219
Grayson	Graham		5211 Milam St.	Dallas	TX	75206
Craig	Gillessen		2711 Florence St. Apt. B	Dallas	TX	75204
Rene	Barrem		11016 Ridgemeadow Dr.	Dallas	TX	75218
Jarren	Mack		1938 Timber Oaks Dr.	Garland	TX	75040
Cliff	Barnes		7751 Hillard Dr.	Dallas	TX	75217
Fred	Welsh		2706 Lawtherwood Ct.	Dallas	TX	75214
Jeff	Neal		616 Six Flags Dr.	Arlington	TX	76005
Willie	Smith		2500 Peabody Ave.	Dallas	TX	75215
Daya	Rader		9703 Champa	Dallas	TX	75218
Mary	Hodges		1811 South Blvd.	Dallas	TX	75215
E.	Sadler		1811 South Blvd.	Dallas	TX	75215
Bob	Cretney		428 McDavid Rd.	Ferris	TX	75125
Terry	Flowers	St. Philip's School and Community Center	1600 Pennsylvania Ave.	Dallas	TX	75215
Jon	Anderson		6335 W. Northwest Hwy.	Dallas	TX	75225
Andy	Oberlander		706 Melrose Dr.	Richardson	TX	75080
Damarcus	Offord		2601 Busor St.	Dallas	TX	75210
Jon	Mlimar		7545 E. Northwest Hwy. #35	Dallas	TX	75238
Carnell	Brame		2805 Reagan St.	Dallas	TX	75219
Ruth	Torres		1180 N. Masters Dr.	Dallas	TX	75217
Chase	Roberts		618 N. Windomere Ave.	Dallas	TX	75208
Larry and Regina			2826 Marder St.	Dallas	TX	75215
Sam	Gillespie		6211 Vanderbilt Ave.	Dallas	TX	75214
Scott	Harris		4319 Quiet Ln.	Dallas	TX	75211
Howard	Sanders		730 Thedford Rd.	Seagoville	TX	75159
Dan	Stansbury		3504 McFarlin Blvd.	Dallas	TX	75205
David	Cowling		8527 Lakehurst Ave.	Dallas	TX	75230
Hector	Martinez		2507 Locust Ave.	Dallas	TX	75210
Brian	Chapman		2824 South Blvd.	Dallas	TX	75215
Marian	Williams		6950 Hunnicutt Plc.	Dallas	TX	75227
James	Ray		6324 McCommas Blvd.	Dallas	TX	75214
Tom	Shafer		219 Sunrise Ct.	Palmer	TX	75152
Chris	Walker		3819 Evensheen	Irving	TX	75061
Hayley	Dyer		7190 Gaston Ave. #141	Dallas	TX	75214
Angela	Harmon		819 Westport Ave.	Dallas	TX	75203
Ryan	Wall		2828 Ripplewood Dr.	Dallas	TX	75228
Kenneth	Govan		1220 E. Pleasant Run Rd.	DeSoto	TX	75115
Lettie	Clark		1811 S. Blvd. #304	Dallas	TX	75215
Mildred	Woodson		1425 Cooper St. #4B	Dallas	TX	75215
Jacovie	Burns		428 Raintree Cir.	DeSoto	TX	75115
James	McGrafz		2215 Chutney Sq.	Dallas	TX	73227
LaSheryl	Walker	St. Philip's School and Community Center	3607 Hamburg Ct.	Dallas	TX	75215
Bill	Betzer		8717 Cliffwood Dr.	Dallas	TX	75237
Bart	Wade		3131 Maple Ave. #3B	Dallas	TX	75201
Bernard	Shaw		3102 Maple Ave. Ste. 350	Dallas	TX	75201
Justina	Walford		4508 Vandervort Dr.	Dallas	TX	75216
Miguel	Solis	Coalition for a New Dallas	2215 Eriksson Ln.	Dallas	TX	75204
Gina	Norris		4240 Prescott #7C	Dallas	TX	75219
Taylor	Henry		1623 Main St. #406	Dallas	TX	75201
Herlinda	Resendez		3102 Dusty Oak Dr.	Dallas	TX	75227
Ed	Bailey	St. Paul Baptist Church	1600 Pear St.	Dallas	TX	75216
Cece	More		4411 Rusk Ave.	Dallas	TX	75204
Arnufo	Garza		5930 Birchbrook Dr.	Dallas	TX	75206

Asa	Woodberry		353 Woodacre Cir.	Dallas	TX	75241
Mark	Brim		302 Nichols Dr.	Hutchins	TX	75141
Jim	Rogers		1622 Pearlstone St.	Dallas	TX	75226
Tiffany	Calhoun		5006 South Hampton Rd. 32	Dallas	TX	75232
Tamara	Martin		917 Twin Creek Dr.	Desoto	TX	75115
Jason	Bradberry		1121 First Ave.	Dallas	TX	75210
Ernie G.	Martinez	DART	1401 Pacific Ave.	Dallas	TX	75202
Ralph and Sandra			825 E. Laramie Ln.	Dallas	TX	75217
Kelsey	Park		4209 Junius St.	Dallas	TX	75246
Jon	Edmonds		750 Fort Worth Ave., Apt. 23	Dallas	TX	75208
Parsa	Tahamzadeh		4300 Congress Ave., Apt. 20	Dallas	TX	75219
Vincent T.	Parker		1101 Reverend CBT Smith	Dallas	TX	75203
Alex	More		4411 Rusk Ave.	Dallas	TX	75204
Greg	Patterson		8610 San Fernando Way	Dallas	TX	75218
Willie Mae	Coleman	Bertrand Neighborhood Association	3802 York St.	Dallas	TX	75210
Sanan	Davis		3301 S. Lamar St.	Dallas	TX	75215
Colby	Walker		812 N. Winnetka Ave.	Dallas	TX	75208
Margaret	Rogers		3100 Commerce St. #15	Dallas	TX	75226
David	Kasper		4214 Main St.	Dallas	TX	75226
Cinthia	Wheel		2529 Park Row Ave.	Dallas	TX	75215
Vince	Tam		4402 Deere St.	Dallas	TX	75204
Gillen	Allisa		6324 McCommas Blvd.	Dallas	TX	75214
Benton	Payne		5738 Vanderbilt Ave.	Dallas	TX	75206
Noa	Dows		1312 Winding Brook Ln. #21	Dallas	TX	75208
Martin	Wiggins		P. O. Box 742784	Dallas	TX	75374
Kevin	Rachel		3502 San Jacinto St.	Dallas	TX	75204
Nicolle	DiVito		3105 San Jacinto St.	Dallas	TX	75204
Hillyer	Smith		13933 Tristan Ln. Apt. 623	Euless	TX	76040
Mrs. Rohed	Green		2943 Bardwell Ave.	Dallas	TX	75216
Denise	Manoy		2627 South Blvd.	Dallas	TX	75215
Stephen	McKeown		10433 Marsh Ln.	Dallas	TX	75229
Keith	Manoy		2627 South Blvd.	Dallas	TX	75208
Terry	Williams		3619 Hamburg Ct.	Dallas	TX	75215
Jenna	Socki		195 W. Davis St.	Dallas	TX	75208
Hansel	von Quenzer		1815 Richardson Ave.	Dallas	TX	75215
Charles	Dicks		2110 Helsminster Dr.	Dallas	TX	75201
Penny	Anderly		9718 Carnegie Dr.	Dallas	TX	75228
Andrea	Payne		5738 Vanderbilt Ave.	Dallas	TX	75206
Chuck	Hixson		2550 Pacific Ave. #1600	Dallas	TX	75226
Skip	Simpson		1024 Pavilion St.	Dallas	TX	75204
Priscilla	Camiero		P.O. Box 131339	Dallas	TX	75313
George	Duncan		9224 Sweetwater Dr.	Dallas	TX	75228
Will	Johnston		3131 Turtle Creek Blvd. Ste.	Dallas	TX	75219
Josh	LeComte		2975 Blackburn Ave.	Dallas	TX	75204
Ian	Sinnett		335 S. Hall St.	Dallas	TX	75226
Lane	Davis		1102 Cameron Ave.	Dallas	TX	75223
Wayne	Starks		2502 Live Oak St.	Dallas	TX	75204
Tyler	Pharr		6031 Mercedes Ave.	Dallas	TX	75206
Charles	Quade		840 Evergreen Hills Rd.	Dallas	TX	75208
Janay	Winston		3100 Carlisle St. Apt. 101	Dallas	TX	75204
Ken	Hughes		1717 McKinney Ave. #1400	Dallas	TX	75202
Yeontae	Jeong		2777 N. Stemmons Fwy.	Dallas	TX	75207
Gilda	Hernandez		2915 Alpine St.	Dallas	TX	75223
Antonio	Hernandez		2915 Alpine St.	Dallas	TX	75223
Sam	Gillespie		6211 Vanderbilt Ave.	Dallas	TX	75214
Christian	Young		6902 E. Mockingbird Ln.	Dallas	TX	75214
Simbarashi	Masarurwa		1501 Beaumont St.	Dallas	TX	75215
Marla	Brandt		5331 Tremont St.	Dallas	TX	75214
Lynn	McBee		1722 Routh St. #720	Dallas	TX	75201

Lanra	Villagomez		5611 Emrose Cir.	Dallas	TX	75227
Diana	Gorman		5826 Melshire Dr.	Dallas	TX	75241
Peggy	Thom		3235 Lakenheath Pl.	Dallas	TX	75204
Hasen	Hadley		5609 SMU Blvd.	Dallas	TX	75206
James	Garrett		4211 Holland Ave. #210	Dallas	TX	75219
Christopher	Ross		6406 Rhapsody Ln.	Dallas	TX	75241
Hallie	Schwalm		2225 N. Harwood St. #710	Dallas	TX	75207
Daniel	Herrig		7410 E. Northwest Hwy.	Dallas	TX	75231
Cassandra	Phillips		P. O. Box 382953	Duncanville	TX	75138
Tara	Phillips		P. O. Box 382953	Duncanville	TX	75138
Dave	Rendon		1920 McKinney Ave., 7th Fl	Dallas	TX	75201
Celia	Eberle		385 Krajca Rd.	Ennis	TX	75119
Storrow	Gordon		3401 Lee Pkwy. #704	Dallas	TX	75219
Matt	Miller		2320 Canton St. #1331	Dallas	TX	75204
Cheri	Hadley		7434 La Sobrina Dr.	Dallas	TX	75248
Matt	Stubbs		902 Oak Dr.	Ennis	TX	75119
Barbara	Durso		5100 Junius St.	Dallas	TX	75214
Zac	Schmitz		2285 N. Harwood St.	Dallas	TX	75201
Gary	Kaelson		501 2nd Ave. B-101	Dallas	TX	75226
Mathias	Preisz		3018 Zenia Dr.	Dallas	TX	75204
Frank	Eberle		385 Krajca Rd.	Ennis	TX	75120
Murray	Gordon		3401 Lee Pkwy.	Dallas	TX	75219
Tony	Saidid		6208 Copperhill Dr.	Dallas	TX	75248
Lizzie	MacWillie		2547 Alden Ave.	Dallas	TX	75211
Kathy	Stewart		3600 McKinney Ave.	Dallas	TX	75204
Monica	Pinon		6124 Victor St.	Dallas	TX	75214
Justina	Walford		4508 Vandervort Dr.	Dallas	TX	75216
Hilari	Jones		350 N. Saint Paul St.	Dallas	TX	75201
Evita	Montes		5327 Tremont St.	Dallas	TX	75214
Sandip	Faldu		2627 Fountain Dr.	Irving	TX	75063
John	Hartley		1430 Pecos St.	Dallas	TX	75204
Elizabeth	Walley		1112 Siebold Ct.	Mesquite	TX	75150
Mark and Deb	Bennett		2120 Olive St.	Dallas	TX	75204
Nick	Thorn, AIA		6927 San Mateo Blvd.	Dallas	TX	75223
Ian	Blair		6107 Martel Ave.	Dallas	TX	75214
John	Williams		720 W. Wintergreen Rd.	Hutchins	TX	75141
Stuart	van Nus		5425 Parry Ave.	Dallas	TX	75223
Dharmesh	Patel		3225 Turtle Creek Blvd.	Dallas	TX	75219
Cruz	Gomez		5611 Emrose Cir.	Dallas	TX	75227
Chris	Cyrek		602 W. Ridge Dr.	Duncanville	TX	75116
Will	Samples		3303 Wendy Ln.	Dallas	TX	75214
Melissa	Kenfield		716 Meadow Ln.	Wylie	TX	75078
Sergio	Cadenas		5817 La Vista Ct.	Dallas	TX	75206
Megan	Bryant		1010 Allen St.	Dallas	TX	75204
Matt	Tranchin		6118 Ellsworth Ave.	Dallas	TX	75214
Arthur	Santa-Maria		1200 Main St. #1211	Dallas	TX	75202
Alton	Nixon		2719 Marburg St.	Dallas	TX	75215
Allan	Brown		3883 Turtle Creek Blvd. #21	Dallas	TX	75219
Chris	Paris		100 Parkhorse St.	Dallas	TX	75207
James	Ray		6324 McCommas Blvd.	Dallas	TX	75214
Kevin	Buchanan		6011 Ellsworth Ave.	Dallas	TX	75206
Lisa	Horne		824 Exposition Ave., Ste. 5	Dallas	TX	75226
Billy	Lane		1218 Caldwell St.	Dallas	TX	75223
Leslie	Read		2731 San Paula Ave.	Dallas	TX	75228
Richard	Schumacher		P. O. Box 835526	Richardson	TX	75083
William	Desmond		5100 Junius St.	Dallas	TX	75214
Kevin Lee	Hitchings		909 1/2 Sunset Ave.	Dallas	TX	75208
Set	Okoth		1500 Marilla St.	Dallas	TX	75201
Ewing	Moseley		9450 Royal Ln.	Dallas	TX	75243

Leo	Minnion		1430 Pecos St.	Dallas	TX	75204
Adam	Kraus		350 N. Ervay St. #1102	Dallas	TX	75201
Justin	Dumlao		716 Meadow Ln.	Wylie	TX	75098
Thomas	Simpson		1222 Commerce St.	Dallas	TX	75202
Gary	Lawler		5620 Live Oak #202	Dallas	TX	75206
Andrea	Masamba		111 W. Davis St.	Dallas	TX	75208
Steven	Deering		2401 South Blvd.	Dallas	TX	75215
Cotton	Mendenhall		832 Pavilion St.	Dallas	TX	75204
Bobby	Williams		350 N. St. Paul St.	Dallas	TX	75201
Greg	Tapp		8214 Greenspoint Dr.	Rowlett	TX	75088
Alex	O'Donnell		5652 Amesbury Dr., Apt. 14(	Dallas	TX	75206
Andrew	Juarez		9630 Tamalpais Dr.	Dallas	TX	75217
Doug	Brunker		2502 Live Oak St., #329	Dallas	TX	75204
Beckie	Wilson		4611 Travis St., #1400	Dallas	TX	75205
Lee	Wilson		4611 Travis St., #1400	Dallas	TX	75205
Warren	Peña		1400 Chicora Dr.	Plano	TX	75023
Ed	Zahra		1003 Valencia St.	Dallas	TX	75223
Nick	Galen		6846 Lorna Ln.	Dallas	TX	75214
Don	Raines, Jr.		413 Trinity River Cir.	Dallas	TX	75203
Katharine	Legrow		6347 Anita St.	Dallas	TX	75214
Art	Whitmeyer		1506 Pecos St.	Dallas	TX	75204
Jared	Hudler		1609 Jensen Ct.	Dallas	TX	75204
Benton	Pope		5738 Vanderbilt Ave.	Dallas	TX	75206
Will	L. Kurtz		919 Liberty Ct.	Dallas	TX	75204
Walter	Skipwith		1201 N. Bowser Rd.	Richardson	TX	75081
Namoo	Han		615 Prestonwood Dr.	Richardson	TX	75081
John	Shelton		416 Lowell Ln.	Richardson	TX	75080
Anna	Shumakevich		5521 Richmond Ave.	Dallas	TX	75206
Britton	McIntyre		5552 Miller Ave.	Dallas	TX	75206
Chack	Opita		8850 Ferguson Rd.	Dallas	TX	75227
C.	Russell		4203 Holland Ave.	Dallas	TX	75219
Joseph	Lewis		1210 Wagon Wheels Trl.	Dallas	TX	75241
David	Ramirez		3230 N. Hall St., #328	Dallas	TX	75204
Andrew	Bennett		317 N. Windomere Ave.	Dallas	TX	75208
Pam	Gerber		4435 Holland Ave.	Dallas	TX	75219
Wendell	Ross		2023 Berwick Ave.	Dallas	TX	75203
Liz	Alexander		11412 Park Central Pl. A	Dallas	TX	75230
Jeff	Gorman		5826 Melshire Dr.	Dallas	TX	75230
Zachary	Hogan		1707 N. Hall St., Apt. 348	Dallas	TX	75204
Steve	Smith		2614 Hibernia St.	Dallas	TX	75204
Shauna	Batteferd		1707 N. Hall St., Apt. 348	Dallas	TX	75204
Connor	Troy		2728 McKinnon St.	Dallas	TX	75201
Ian	Dowl		1700 Pacific Ave.	Dallas	TX	75201
Shawn	Talucci		3200 Ross Ave., #10	Dallas	TX	75204
Yvette	Hernandez		3302 Lariat Ct.	Garland	TX	75042
Scott	Beatty		3131 Turtle Creek Blvd.	Dallas	TX	75219
David G.	Luther, Jr.		619 Kessler Springs Ave.	Dallas	TX	75208
Andrew	Wallace		1011 N. Madison Ave.	Dallas	TX	75208
Maggie	Parker		1101 S. Lamar St.	Dallas	TX	75201
Dennis	Barnes		4306 Middleton Rd.	Dallas	TX	75229
Ann	Podeszwa		5331 Emerson Ave.	Dallas	TX	75209
Matt	MacConnell		4143 Maple Ave., Ste. 325	Dallas	TX	75219
Gloria	Salinas		500 N. Akard, Ste. 2600	Dallas	TX	75201
John	Strasins		2218 Bryan St., #200	Dallas	TX	75201
A.	Del Castillo		1500 Marilla St.	Dallas	TX	75201
Jim	Pike		5644 Winton St.	Dallas	TX	75206
Greg	Trimarchi		2167 Marilla St.	Dallas	TX	75201
Jesse	Smith		2303 Cambria Blvd.	Dallas	TX	75214
Katie	O'Brien		7205 Edgerton Dr.		TX	75231

Andrew	Harper		392 Redstone Dr.	Sunnyvale	TX	75182
Marcus	Wood		5335 Ridgelawn Dr.	Dallas	TX	75214
Joe	Tave		3330 Shady Hollow Ct.	Dallas	TX	75233
Vladimir	Camacho		1777 N. Record St. Apt. 141	Dallas	TX	75202
Steve	Gregory		4143 Maple Ave. #325	Dallas	TX	75219
John	Nguyen		2350 Valley View Ln.	Dallas	TX	75234
Susan	Morgan		9227 Dove Meadow Dr.	Dallas	TX	75243
Kyle	Riley		5806 Birchbrook Dr. #209	Dallas	TX	75206
Kyle	Rains		6350 Woodcrest Ln.	Dallas	TX	75214
Jack	O'Neal		2001 Irving Blvd. #157	Dallas	TX	75207
Mert	Kurtums		2777 N. Stemmons Fwy.	Dallas	TX	75207
Jim	Mabile		1909 Midcrest Dr.	Plano	TX	75075
Don	Scarborough		1200 Main St. #1006	Dallas	TX	75202
Mansoor	Attsan		2350 Valley View Ln.	Dallas	TX	75234
Azad	Shahriak		2350 Valley View Ln.	Dallas	TX	75234
Nicole	Carrillo		6034 Revere Pl.	Dallas	TX	75206
Zane	Busbee		9625 Lanward Dr.	Dallas	TX	75238
Tony	Sosebee		1717 McKinney Ave. #1400	Dallas	TX	75202
Elizabeth P.	Robinson		2111 Marilla St.	Dallas	TX	75201
Allen Bud	Beene		1301 President George Busl	Richardson	TX	75080
Bill	Mackey		616 Spence Farm Ct.	Virginia Beach	VA	23457
Dorothy	Blome		2241 Freeland Wy.	Dallas	TX	75228
John	Cordova		2187 Mack Cir.	Dallas	TX	75227
Stacey	Moore		2147 Minehampton Ln.	Dallas	TX	75201
Nick	DiCarlo		6904 Bob O'Link Dr.	Dallas	TX	75214
Nathaniel	Barrett		4526 Reiger Ave.	Dallas	TX	75216
Kelly	Dlabaj		2502 Live Oak St.	Dallas	TX	75204
Conrad	Houghton		585 S. Cesar Chavez Blvd.	Dallas	TX	75201
Will	Barresi		1999 Bryan St.	Dallas	TX	75201
Laurel	Levin		2526 Elm St.	Dallas	TX	75226
Don	Nicolini		1311 Palm Canyon Dr.	Dallas	TX	75204
John P.	Wangermann		1717 Arts Plaza, Ste. 2104	Dallas	TX	75201
Robert	Baker		906 Green Briar Ln.	Duncanville	TX	75137
Lynn	Derman		1717 Arts Plaza, Ste. 2308	Dallas	TX	75201
Lance	Manning		5747 Sadler Cir.	Dallas	TX	75235
Carl	Edlund		3606 Convent St.	Dallas	TX	75204
Nickolas	Proterre		2502 Live Oak St., #124	Dallas	TX	75204
Speuta	Irani		1999 Bryan St.	Dallas	TX	75201
Farzine	Hakimi		13455 Noel Rd.	Dallas	TX	75240
Abe	Bekele		8350 N. Central Expy.	Dallas	TX	75206
Jordan	Michel		5917 Reiger Ave.	Dallas	TX	75214
Brandi	Crawford		8008 Forest Trl.	Dallas	TX	75238
Charles	Shelborne		2001 Bryan St.	Dallas	TX	75206
Georges	Badoux		2225 Canton St. #127	Dallas	TX	75201
Keven	Willey		2225 Canton St. #127	Dallas	TX	75201
Becky	Fur		6E Tierra Buena Ln.	Phoenix	AZ	85022
Justin	Bauer		4645 Rochelle Dr.	Dallas	TX	75220
George	Robinson		2111 Marilla St.	Dallas	TX	75201
Dhurva	Lahon		13455 Noel Rd.	Dallas	TX	75214
Diana	Kingston		6466 Lake Circle Dr.	Dallas	TX	75214
Ryan	Lagsding		2001 Bryan St.	Dallas	TX	75201
Greg	Kuhn		6435 Park Ln.	Dallas	TX	75225
Zac	Miller		5509 Bonita Ave.	Dallas	TX	75206
Martin	Dondra		2975 Blackburn St.	Dallas	TX	75204
Karen	Jacobs		3200 McKinney Ave., Apt. 1	Dallas	TX	75204
Bill	Kitchens		6011 La Vista Dr.	Dallas	TX	75206
Meaghan Kroer	Janson		2723 Welborn St.	Dallas	TX	75219
Meredith	Comley		5723 Llano Ave.	Dallas	TX	75206
Nancy	Wilson		6739 Avalon Ave.	Dallas	TX	75214

Austin	Hicks		830 Exposition Ave. #209	Dallas	TX	75226
James	Distin		3302 Springwell Pkwy.	Wylie	TX	75098
Richard	Audio		13517 Vaigon St.	Dallas	TX	75243
Michael	Donnino		2845 Hood St.	Dallas	TX	75219
Nick	Mencia		4043 Throckmorton St.	Dallas	TX	75219
Nikki	Williams		1311 Toltec Dr.	Dallas	TX	75232
Connie	Chautils		8722 Daytonia Ave.	Dallas	TX	75218
Traemon	Bobillo		350 N. Ervay St.	Dallas	TX	75201
Matt	Keeton		6301 Gaston Ave. #125	Dallas	TX	75214
David	Gan		8413 Americas Cup	Rowlett	TX	75089
Matthew	Otte		10130 Estate Ln.	Dallas	TX	75238
Trey	Carmidiad		101 S. Walton St.	Dallas	TX	75226
Sarah	Hughes		901 Main St., Ste. 609	Dallas	TX	75202
Karen	Muncy		2614 Lakeforest Ct.	Dallas	TX	75214
Larry	Buermeyer		719 Olive St.	Dallas	TX	75201
Peer	Chacko		1500 Marilla St.	Dallas	TX	75201
Jody	Pelf		2808 Fairmount #100	Dallas	TX	75201
Kimberly	Booker		2305 Worthington St. #122	Dallas	TX	75204
Jim	Rain		6154 Marquita Ave.	Dallas	TX	75214
Patricio	Gallo		1401 Pacific Ave.	Dallas	TX	75202
Brian	Baker		7310 Craigshire Ave.	Dallas	TX	75231
Wesley	Jeanes		6103 Stefani Dr.	Dallas	TX	75225
Constance	White		301 S. Harwood St. #201	Dallas	TX	75201
Rhonda	Dunbardo		1999 Bryan St., Ste. 1200	Dallas	TX	75201
Frank	Rana		609 Badeaux Dr.	Southlake	TX	76092
Blake	Thrower		2110 N. Peak St.	Dallas	TX	75204
Debbie	Neubert		3721 Juniper Cir.	The Colony	TX	75056
Million	Weldemariam		1999 Bryan St.	Dallas	TX	75201
Paul	Clark		1848 Euclid Ave. #104	Dallas	TX	75206
Allyn	Coleman		6525 Atha Dr.	Dallas	TX	75217
L.	Beatty		5002 S. Central Expy.	Dallas	TX	75213
Sina	Iman		1999 Bryan St.	Dallas	TX	75201
John	Mullen		5365 Montrose Dr.	Dallas	TX	75209
Philip Hiatt	Haigh		1910 Lansford Ave.	Dallas	TX	75224
Arun	Clarnrat		938 Pheasant Dr.	Allen	TX	75013
Bryan	Copeland		1999 Bryan St.	Dallas	TX	75201
Greg	Glennon		6114 Hillside Ln.	Garland	TX	75043
Rubian	Bowen		3745 Towne Crossing Blvd.	Mesquite	TX	75150
Jamshid	Jahangiri		12222 Merit Dr. #400	Dallas	TX	75231
Cliff	Hall		12222 Merit Dr. #400	Dallas	TX	75231
Gary C.	Coffman		3024 Clay Mathis Rd.	Mesquite	TX	75181
Israel	Crowe		6060 N. Central Expy.	Dallas	TX	75206
Charles	Fortenberry		2 Commons Lobby, PMB 53	College Station	TX	77840
Brenda	Yarborough		400 S. Hall St., Apt 209	Dallas	TX	75226
Tim	Mohel		4039 Goodfellow Dr.	Dallas	TX	75229
Elaine	Chambers		3706 Wendelkin St.	Dallas	TX	75215
Kirk	Housen		405 Lafayette St.	Dallas	TX	75204
Doug	Bowen		1999 Bryan St., Ste. 1200	Dallas	TX	75201
Sanford	Holmes		1610 Jensen Ct.	Dallas	TX	75204
Jessie W.	Mills		3014 Silver Springs Ln.	Richardson	TX	75082
Charles W.	Cargill		6622 Vada Dr.	Dallas	TX	75214
Ryan	Petty		2808 Fairmount	Dallas	TX	75201
Jason	Castre		1006 Clermont St.	Dallas	TX	75223
Elena	Andro		2210 Stone Hollow Dr.	Rowlett	TX	75088
Kimberly	Shaw		2627 Martin Luther King Jr.	Dallas	TX	75215
Dustin	Bullard		901 Main St. #7100	Dallas	TX	75202
John	Padilla		1999 Bryan St., Ste. 1200	Dallas	TX	75201
Nancy	Cline		3036 Silverado Dr.	Carrollton	TX	75007
William	Koone		2111 Clark St.	Dallas	TX	75204

Daniel	Church		1500 Marilla St.	Dallas	TX	75201
Charisse	Beaupré		4206 Newton Ave. #204	Dallas	TX	75219
Josephine	Rosenthal		5201 Amesbury Dr.	Dallas	TX	75206
Mike	Cayce		6060 N. Central Expy.	Dallas	TX	75206
Gail	Johnson		P.O. Box 180804	Dallas	TX	75218
Ruben	Landa		2777 N. Stemmons Fwy. #1	Dallas	TX	75207
Laura	Garcia		1727 Ridgedorf Dr.	Dallas	TX	75217
Elizabeth	DiMarco		211 N. Windomere Ave.	Dallas	TX	75208
Daniel	DiJoseph		1701 Payne St.	Dallas	TX	75201
John	Devine		7145 Bennington Dr.	Dallas	TX	75214
Luida	Duieth		4211 Holland Ave. #203	Dallas	TX	75219
Andrew	Hooker		411 Elm St., 4th floor	Dallas	TX	75201
Will	Cave		10910 Scotsmeadow Dr.	Dallas	TX	75218
Nathanie	Hutten		4242 N. Capistrance Dr., Ap	Dallas	TX	75787
Omar	Jimenez		1634 Cedar Bluff Ln.	Dallas	TX	75253
Madison	Morine		2038 Commerce St.	Dallas	TX	75201
Anna	Holmes		703 Lipscomb Ave.	Dallas	TX	75214
Tom	Warson		1808 Good Latimer Expy.	Dallas	TX	75226
Minesha	Reece		411 Elm St.	Dallas	TX	75202
Augustine	Jalamo		607 W. Canty St.	Dallas	TX	75208
Mark A.	Hawthorne		6616 Erikaglen Dr.	Dallas	TX	75241
Jennifer	Wimbish		1715 Windmill Hill Ln.	DeSoto	TX	75115
Chas	Foreman		2405 Pinehurst Ct.	Highland Village	TX	75077
Carole	Mayo		5836 McShann Rd.	Dallas	TX	75230
Chelsey	Smith		6805 Windhaven Pkwy. #22	The Colony	TX	75056
Thor	Erikson		4930 Urban Ave.	Dallas	TX	75227
Tim	Dalbey		2719 Santa Cruz Dr.	Dallas	TX	75227
Calvert	Collins-Bratton		4618 Heatherbrook	Dallas	TX	75244
Grant M.	English		1906 S. Harwood St.	Dallas	TX	75215
Kevin	Felder		8404 Capriola Ln.	Dallas	TX	75228
Taylor	Boyd		10210 N. Central Expy., Ste	Dallas	TX	75231
Aaryaman	Singal		4019 Soloman Dr.	Dallas	TX	75212
Marty and Suzy	Hotchkiss		5411 Anita St.	Dallas	TX	75206
Grey	Carrasco		506 Jim St.	Dallas	TX	75206
Christopher	Clayton		4103 1/2 Herschel Ave.	Dallas	TX	75219
Chris			5590 Farquhar Ln.	Dallas	TX	75209
Doug	Jacobson		P. O. Box 196007	Dallas	TX	75219
Allan	Zreet		9617 Windy Ter.	Dallas	TX	75231
Robert	Miller		8235 Douglas Ave.	Dallas	TX	75225
Suzanne	De Silva		1006 Allen St.	Dallas	TX	75204
Steve	Horuith		1120 Stone Gate Dr.	Irving	TX	75063
Crispin	Lawson		800 Ross Ave. #5109	Dallas	TX	75202
Ian	Penn		1500 Jackson St., Apt. 1717	Dallas	TX	75201
Teresa	Patoine		1200 Main St. #809	Dallas	TX	75202
Amy	Meadows		901 Main St.	Dallas	TX	75202
Ken	Travis		8838 Farquhar Cir.	Dallas	TX	75209
Matt	Ornstein		1717 Main St.	Dallas	TX	75201
Ewan	Sheeb		901 Main St. #7100	Dallas	TX	75202
Brittany	Wesley		5617 Twineing St.	Dallas	TX	75227
Greg	Franklin		314 N. Winnetka Ave.	Dallas	TX	75208
Stephanie	Herold		400 W. Ervay, Ste. 150	Dallas	TX	75201
Kaiah	Sigala		2704 Lynnwood Dr.	Arlington	TX	76013
Cecily	Peters		5142 Lahoma St.	Dallas	TX	75235
Tom	Bamonte		604 Fort Worth Ave.	Dallas	TX	75208
Michael Eric	Williamson		3507 Bryan St.	Dallas	TX	75204
James	Frye		8956 Aldwick Cir.	Dallas	TX	75238
Brenda	Kronenberg		3321 Cole Ave. #112	Dallas	TX	75204
Frank	Turner		2428 Beaver Bend	Plano	TX	75025
Molly	Carroll		8606 Groveland Dr.	Dallas	TX	75218

Tara	Howard		2225 Canton St. #129	Dallas	TX	75201
Bryan	Tony		1500 Pecos St., Unit 4	Dallas	TX	75204
Tess	Haverstick		1500 Jackson St., Apt. 205	Dallas	TX	75201
Dorothy	Pearot		P. O. Box 196007	Dallas	TX	75219
Barbie	Viole		3209 Cole Ave.	Dallas	TX	75204
John	Novely		3030 Bryan St., Ste. 204	Dallas	TX	75204
Jack	Bigbie		4612 Junius St., Unit 4	Dallas	TX	75246
Dick and Lisa	Mitchell		3030 Bryan St. #412	Dallas	TX	75204
Zen	Head		2901 Indiana St. #216	Dallas	TX	75226
David A.	Hines		5415 Morningside Ave.	Dallas	TX	75206
Clayton	Miller		1777 N. Record St.	Dallas	TX	75202
John	Audricopedos		2502 Live Oak St. #205	Dallas	TX	75204
Andrew	Mitchell		5055 Keller Springs, Ste. 55	Addison	TX	75001
Anthony	Stonebarger		730 Lacey Oaks Pl.	Dallas	TX	75204
Ryan	Deitch		3504 Princeton Ave.	Dallas	TX	75205
Mia Vincent and Sean Davis			305 W. Commerce St.	Dallas	TX	75208
Shannon	Collins		3131 Maple Ave. 7A	Dallas	TX	75201
Ron	Shipp		1200 Main St. #2311	Dallas	TX	75202
Mark W.	Roberts		12322 Moret Dr. #700	Dallas	TX	75257
Giazi	Nauli		3030 Bryan St. #204	Dallas	TX	75204
Jason	Sekiton		2502 Live Oak St., Apt. 211	Dallas	TX	75204
Dietrich	Bailey		2512 Live Oak St. #317	Dallas	TX	75204
Jeffrey W.	Mina		1405 McCoy St., Unit 7	Dallas	TX	75204
Maxim	Ternosky		4275 Cesar Chavez Blvd.	Dallas	TX	75201
Kelly	Mullane		1200 Main St. #2311	Dallas	TX	75202
Ashley	Horrath		1120 Stone Gate Dr.	Irving	TX	75063
Nicholas	Wood		904 S. Cesar Chavez Blvd.	Dallas	TX	75201
Public Meeting Attendee			2007 Moser Ave.	Dallas	TX	75206
Paul and Paula	Day		5011 Reiger Ave.	Dallas	TX	75214
Taylor	Cell		350 N. Ervay St.	Dallas	TX	75201
John	Carrow		2644 Blossom Dr.	Dallas	TX	75227
Ben	Rosenthal		912 Moreland Ave.	Dallas	TX	75204
Tom	Shafer		219 Sunrise Ct.	Palmer	TX	75152
Stephen	Tordella		1222 Commerce St. #202	Dallas	TX	75208
Curtisha	McGowan		1810 Commerce St. #218	Dallas	TX	75201
Billy	Belton		4845 Hatcher St., Apt. 101	Dallas	TX	75210
Taliyah	Clark		6005 Andover Dr., Apt. 36	The Colony	TX	75056
Drew	McGill		2363 Reagan St.	Dallas	TX	75219
David	Retisd		5913 Malmesbury Rd.	Dallas	TX	75252
Armando	Garcia		17612 Midway Rd.	Dallas	TX	75287
Valerie	Vargas		17612 Midway Rd.	Dallas	TX	75287
Resident			11016 Ridgemeadow Dr.	Dallas	TX	75218
Resident			1219 S. Riverfront Blvd.	Dallas	TX	75207
Resident			2502 Live Oak St., Unit 309	Dallas	TX	75204
Resident			2728 McKinnon St., Ste. 120	Dallas	TX	75201
Resident			2901 Indiana St. #473	Dallas	TX	75226
Resident			2990 Blackburn St. #3154	Dallas	TX	75204
Resident			3131 Maple Ave. #3B	Dallas	TX	75201
Resident			4712 Manett St.	Dallas	TX	75204
Resident			4712 Manett St.	Dallas	TX	75204
Chris	Brune		833 S. Belt Line Rd.	Dallas	TX	75253
Chris	Joe		10510 Marsh Ln.	Dallas	TX	75229
Chris	Walker		3819 Evergreen St.	Irving	TX	75061
Gregory	Patterson		8600 San Fernando Way	Dallas	TX	75218
John	Novelli		3030 Bryan St., Ste. 204	Dallas	TX	75204
Joseph	Lewis		1210 Wagon Wheels Trail	Dallas	TX	75241
Ken	Smith		4615 Bradshaw St.	Dallas	TX	75215
Nancy	Caporal		916 Carom Way	Dallas	TX	75217

Paul and Paula	Day		5011 Reiger Ave.	Dallas	TX	75214
Smith			P.O. Box 600835	Dallas	TX	75360
T. Gollob			2916 E. Ledbetter Dr.	Dallas	TX	75216
Tim	Barber		4012 Medford Rd.	Fort Worth	TX	76103
Trenton	Patterson		2523 Calvin St.	Dallas	TX	75204
William	Baker		1922 S. Akard St.	Dallas	TX	75215
John	McCalid		1344 Armstrong Dr.	Desoto	TX	75155
John			6411 Richmond Ave.	Dallas	TX	75214
George	Martin		3213 Blair Oak Dr.	Rowlett	TX	75089
Christian	Young		10150 San Lorenzo Dr.	Dallas	TX	75228
Adam	Evans		7144 Westlake Ave.	Dallas	TX	75214
Marcus	Wood		5335 Ridgelawn Dr.	Dallas	TX	75214
Anu	Kancherca		7351 Paldao Dr.	Dallas	TX	75240
Keith	Manoy		2627 South Blvd.	Dallas	TX	75215
Temple	Anderson		638 Turner Ave.	Dallas	TX	75208
Alyssa	Arnold		3535 Grand Ave.	Dallas	TX	75210
Jim	Anderson		4706 Swiss Ave.	Dallas	TX	75204
Regina	Walton		2826 Marder St.	Dallas	TX	75215
Grady	Browning		2025 Casey St.	Dallas	TX	75215
Mauriece	Wert		3837 Simpson-Stuart Rd.	Dallas	TX	75241
Jim	Reiser		18383 Preston Rd.	Dallas	TX	76097
Bryan	Tony		1500 Pecos St. # 4	Dallas	TX	75204
Alice	Campbell		1383 Cy Blackbrun Cir.	Dallas	TX	75217
Latosha	Thompson		3735 Malcolm X Blvd.	Dallas	TX	75215
Atlanta	Robbins		1514 Finley St.	Cedar Hill	TX	75104
Chris	McFadden		2847 Metropolitan Ave.	Dallas	TX	75215
Luther	Harris		7319 Lizshire Ave.	Dallas	TX	75231
Theresa	Daniel		2228 Springhill Dr.	Dallas	TX	75228
Diane	Ragsdale		4907 Spring Ave.	Dallas	TX	75201
John	Milford		550 Palmetto Dr.	Dallas	TX	75217
Karen	Jacobs		1800 N Field St. #3510	Dallas	TX	75202
Robert	Prejean		3310 Fairmountst #67	Dallas	TX	75201
Adam	Keitiy		4115 Cove Ave. Suite 815	Dallas	TX	75230
Fernando	Cruz		1012 Old Mill Cir.	Irving	TX	75061
Sarah	Hughes		910 Main St.	Dallas	TX	75202
Travis	Reynolds		3100 McKinnon St.	Dallas	TX	75201
Adam	Lamont		9432 Amberton Parkway	Dallas	TX	75243
Dustin	Bullerd		1401 Elm St. Suite 500	Dallas	TX	75243
Tim	Dalbey		2719 Santa Cruz Dr.	Dallas	TX	75227
Roddrick	West		1512 Commerce St, 712	Dallas	TX	75207
David	Boss		10925 Scotsmeadow Dr.	Dallas	TX	75218
Al	Daniels		All Shady Bend Dr.	Dallas	TX	75244
Connie	Kuaar		151 W. Vista Ridge	Lewisville	TX	75028
Lisa	Ricci		616 South Harwood St.	Dallas	TX	75201
Hansel	von Gvenzer		2623 Santa Fe Ave.	Dallas	TX	75226
Joshua	Blubaugh		5926 Oram St.	Dallas	TX	75206
Susan	Ernst		2200 Canton #402	Dallas	TX	75201
Mark	Hawthorne		6616 Erikaglen Dr.	Dallas	TX	75241
Terry	Watson		4717 Ravendale Dr.	Richardson	TX	75801
John	Knabel		1405 McCoy St.	Dallas	TX	75204
Evan			1401 Elm St.	Dallas	TX	75202
John	Cordova		2187 Mack Circle	Dallas	TX	75227
Lucy	Burns		4412 Lakeside Dr.	Dallas	TX	75205
Ryan	Lagoding		2001 Bryan St.	Dallas	TX	75201
Juan	Galvem		1800 Main St.	Dallas	TX	75201
Bill	Cargill		6622 Vada Dr.	Dallas	TX	75214
Christine	Ballagua		8455 Grace St, #2058	Frisco	TX	75034
Sean	Buckley		560 S. Pearl Expy	Dallas	TX	75201

Michael	Pene		1900 Pacific Ave.	Dallas	TX	75201
Fred	Welsh		2760 Lawtherwood Ct.	Dallas	TX	75214
Ronald	Mottoiler		4721 Las Lomas Dr.	Mesquite	TX	75150
Nic	Formar		2000 McKinney Ave.	Dallas	TX	75201
Hexel	Colorado		2116 N. Garrett Ave., #125	Dallas	TX	75206
Jacob	Browning		1401 Elm St. #500	Dallas	TX	75202
Richard	Schumarcher		PO Box 835526	Richardson	TX	75083
Cory	Banacka		1800 Main St.	Dallas	TX	75201
Zen	Head		2502 Live Oak St. #102	Dallas	TX	75204
Daniel	Church		5207 Victor St.	Dallas	TX	75214
Steve	Gregory		4143 Maple St. #325	Dallas	TX	75214
Jennifer	Scripps		1401 Elm St., Suite 501	Dallas	TX	75202
Byron	Bishop		5421 Hampshire Dr.	McKinney	TX	75070
Chad	Humphrey		737 Wilford Way	Heath	TX	75032
Linda	Downey		8181 Hunnicut Rd.	Dallas	TX	75228
Matthew	Havener		1352 Fitts Pl.	Dallas	TX	75215
Gary	Kaelson		501 2nd Ave.	Dallas	TX	75001
Joseph	Chakkalakal		3916 Amberwood Dr.	Addison	TX	75001
Paul	Corden		2007 Harlondale Ave.	Dallas	TX	75216
Alex	Perez		1800 Main St., #808	Dallas	TX	75201
David	Hardin	Tom Thumb Stores	2401 E Randol Mill Rd., 400	Arlington	TX	75201
Anna Lisa	deBoisblanc		400 N. Eruay St. #518	Arlington	TX	76011
Quanita	Overton		1623 Garden Dr.	Dallas	TX	75215
Connor	Hurra		3551 Wilshire Way	Richardson	TX	75082
Ross	Allen		2700 Knight St.	Dallas	TX	75219
Kevin	Williams		1307 Cedar Oaks	Dallas	TX	75216
Caleb	Jiang		5959 E NW Hwy Apt 1003	Dallas	TX	75231

FIRST NAME	LAST NAME	EMAIL
S.	Crenshaw	[redacted]
Kevin	St. Jacques	
David	Dunnigan	
Chris	Heinbaugh	
Yeydon	Sage	
Mike	Grace	
Deborah	Carpenter	
Joe	Askew	
Ken	Dublé	
Eph	Michael	
Garrett	Hall	
Allin Coleman	6525 Atha Dr.	
Andrew Juarez		
Constance White		
Avril Westerman		

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		[redacted]
Brad Bosher		
Charles	Shelburne	

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Cotton	Mendhall	
Cozy	Palmer	
Craig	Smith	
Curt	Riffel	
DeWit		

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Drew Crownover		[redacted]
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Heather McNair		
Jackson Hurst		
Jamie Josserand-Miller		
Jason Bradberry		
Jennifer Gansert		
Jim Hambleton		

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Judy	Sambol	
Kelly	Dlabaj	
Kennedy		
Kevin	Gilhooly	

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Louis	Tiseo	[redacted]
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Matt	Keeton	[redacted]
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Matthew	Burns	[redacted]
Mattia	Flabiano, AIA	[redacted]
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Monica	Pinon	
Nancy	Wilson	
Nathaniel	Barrett	
Nick	Thorn	
Norwood	Andrews	

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Orlando	Alameda	
Parsa	Tahamzadeh	
Patricia Ridgley		
Paul Carden		
Penny Anderly		
Robin Hahn		

FIRST NAME	LAST NAME	EMAIL
		[redacted]
Shelbie McDiffett		
Stevan		
Steve Hiegel		

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Tim McCuiston		
Vladimir Camacho		
Nancy	Cline	

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Jon	Hubach	
Sandip	Faldu	
Marcus	Wood	
Omar	Jimenez	
Stephen	McKeown	
Stephen	Monroe	
Matthew	Jacobs	
Kathy	Ortiz	
Sandra A.M.	Bowie	
Bryan	Tony, MPA	
Will	Blasingame	
Barbara P.	Dalbey	
A	D	
Aaron	Abelson	
Adam	B	
Adam	Scheblein	
Adrian	Brewster	
Adriana	Bate	
Alan	Rister	
Alana	Sutton Watkins	
Alastair	Lyon	
Alex	Cornillie	
Alexander	Enriquez	
Alfred	Nunez	
Amber	Puga	
Amy	Clark	
Amy	Richmond	
Andreea	Udrea	
Angela	Grayson	
Anne	E Lincoln	

FIRST NAME	LAST NAME	EMAIL
Anthony	Page	[redacted]
Antoinette	Mims	
Ashley	Murray	
Aurora	Madrigal	
Barbra	DeCapua	
Basheer	Ghorayeb	
Ben	Penley	
Benjamin	Setnick	
Bob	Bellendovich	
Bonnie	Mathias	
Bradley	null	
Brenda	Shaddox	
Brent	Hawthorne	
brett	ward	
Brian	Fitzgerald	
Brian	Searles	
Brian	Smith	
Brian	Zelis	
Bridgett	Branch	
Brita	Bishop	
Bruce	Kile	
C.J.	Meyer	
Carl	Aronson	
Carolyn	Mulligan	
Casey	Agold	
Cash	Harbaugh	
Chad	Davis	
Charles	Cargill	
Charles	Weis	
Chelsea	Willis	
chris	davis	
Chris	Hamilton	
Chris	Schrag	
Chris	Stephens	
Chris	Zmuida	
Christopher	Clark	
Christopher	Kelsey	
Christopher	Tharp	
Claudia	Sanchez	
Cole	Bakley	
Colleen	Dunkel	
Connor	VanSteenberg	
Corey	Lipschutz	

FIRST NAME	LAST NAME	EMAIL
Cory	Dear	[redacted]
Cosmin	Keeling	
Cynthia	Michaels	
D	H	
Dale	Hogue	
Daniel		
Daniel	Forman	
Daniel	Mendenhall	
David	Benners	
David	Booty	
David	busch	
David	Gates	
David	Johnson	
David	Richland	
David	Shackelford	
David	Smith	
David	Wiley	
Deborah	Hawk	
Delia	Schmidt	
Derek	Klein	
Dianne	Irizarry	
Don	Dowdle	
Don	Hatfield	
Don	Scarborough	
Donald	Senter	
Donna	Egbert	
Donna	Lane	
Donna	Orn	
douglas	smith	
Drew	Campbell	
Dustin	Good	
Dylan	Blackshear	
Eddie	Hernandez	
Eddie	Jenkins	
Elizabeth	Elam	
Elizabeth	Richardson	
Elizabeth	Sieve	
Elizabeth	Welch	
EMILY	ABERG	
Eric	Dailey	
Eric	Duwe	
Eric	Folkerth	
Eric	Haney	

FIRST NAME	LAST NAME	EMAIL
Eric	Hines	[redacted]
Eric	Laudermilk	
Eric	Tuzin	
Erica	Williams	
Erik	Ward	
Erin	Daniel	
Evan	Beattie	
Frank	Cooney	
Frank	Meneghetti	
frank	timmins	
Fred	Jones	
Gabe	Edgar	
Gabriel	Ortiz	
Gale	Lewis	
Gary	Garcia	
Gary	Maclin	
Gary	Smith	
Gary	Smith	
george	marks	
Gilbert	Altom	
Glorias	Dixon	
Grady	McGahan	
Grantland	Rice	
Greg	Hettrick	
Hamilton	Wolf	
Hampton	Burwick	
Hannah	Chupp	
Heather	Truitt	
Henry	Crosby	
Henry	Ondrusek	
Hooman	Shamsa	
J. Damany	null	
jack	thomas	
Jacob	Williams	
Jake	Fisher	
James	Eiting	
James	Flood	
James	Rollins	
James	Walsh	
Jay	Savage	
Jay	Wright	
Jeff	Criswell	
Jeff	Duerstock	

FIRST NAME	LAST NAME	EMAIL
Jeff	Green	[redacted]
Jeff	Mitchell	
Jeff	Wendel	
Jeffrey	Bayer	
Jennifer	Grantham	
Jerry	Sanders	
Jerry	Williams	
Jesse	Smith	
Jessica	Wilson	
Jessie	States	
Jesus	Salinas	
Jesus	Valadez	
Joe	Calvillo	
John	Cavallo	
John	Highland	
JOHN	HUNT	
John	Karnowski	
John	Maline	
John Michael	Mullen	
John	Milford	
Jonathan	Aldrich	
Jonathan	Oliver	
Jonathan	Stephens	
Jose	V	
Josef	Baker	
Joseph	Chakkalakal	
Joseph	Clemens	
Joseph	Johnson, IOM	
Joseph	Thompson	
Joshua	Watts	
JP	Castella	
Judy	Mendoza	
Justin	Warren	
Karen	Rogers	
Katherine	Smnith	
Katie	O'Brien	
Katy	Evans	
Keith	Bradshaw	
Keith	Petersen	
Kelsey	Mastin	
Kenneth	Bennett	
Kenneth	Bernstein	
Kenneth	Loewe	

FIRST NAME	LAST NAME	EMAIL
Kerri	Russ	[redacted]
Kevin	Colquitt	
Kevin	Davidson	
Kevin	Trinkle	
Kilian	Bennett	
Kwame	Watkins	
Kyle	Francis	
Kymberlaine	Banks	
Lanis	Robins	
Lara	Smith	
Laura	Ford	
Lauren	Hasson	
Lesli	Gray	
Leslie	Lenser	
Linda	Mitchell	
Lowell	McCoy	
Luis	Molina	
Lukas	Mace	
Luke	Milone	
Luther	Harris	
Lyn	Wilkerson	
Maranda	Diener	
Marc	Fuentes	
Marjorie	Ornelas	
Mark	Cates	
Mark	Dufilho	
Mark	Kim	
Marshall	H	
Martha	Thomas	
Mary Beth	McKenney	
Mary	Eason	
Mary	Garcia	
Mary	Howell	
Mary	null	
Mary	Shiroma	
Mason	McIntire	
Matt		
Matt	Baker	
Matt	Hinterlong	
Matt	Templeton	
Matthew	Stubbs	
MEGAN	MARTINEK	
Melanie	Pugmire	

FIRST NAME	LAST NAME	EMAIL
Micah	Moore	[redacted]
Michael	Conrady	
Michael	Emerson	
Michael	Gongre	
Michael	Grable	
Michael	Hainline	
Michael	null	
Michael	Pepe	
Michael	Reilly	
Michael	Schwerin	
Michele	Hille	
MIREYA	MEDRANO	
Misty	Maberry	
Mitchell	Willmarth	
Monya	Logan	
Nadia	Gonzalez	
Natalie	Matous	
Neil	Strickland	
Nicholas	Alekhine	
Nicholas	Becerra	
Nick	Brooks	
Nick	Mogensen	
Nicole	R	
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Orlando	Rivera	
Patrick	Boyd	
Patti	Littrell	
Patty	Frederick	
Paul	Brantley	
Paul	Hille	
Paul	Langdale	
PAUL	SOKAL	
Pedro	Casas Jr	
Pete	Hanley	
Peter	Cioe	
Peter	Saxe	
Peter	Wenzel	
Priscilla	Gonzalez	
R. Chris	Klein	
Randi	Murphy	
RANELL	FOSTER	
Raphael	Parry	
Raul	Vega	
Ray	Feagins	
RAYMOND	KANE	
Reid	Harmon	
Richard	Halleck	
Rickey	Thomas	
Rob	Brown	
Robert	Boyer	
Robert	Goad	
Roberto	Anderson	
Roger	Durham	
Roger	Huffman	
Ronald	Smith	
Ross	Vick	
Ruby	Hunt	

FIRST NAME	LAST NAME	EMAIL
RuChrista	French	[redacted]
Ryan	Boyd	
Ryan	D'Ambrogi	
Ryan	Holloway	
Ryan	Lagsding	
Ryan	Tharp	
Sam	Stribling	
Sara	Ahr	
Sara	Ventrca	
Scott	Cook	
Sergio	Velasco	
Sherri	Urquhart	
Silvia	Ochoa	
Simon	Lee	
Spencer	Perry	
Stan	Aten	
Stan	Lewis	
Stephen	Arnold	
Stephen	McKeown	
Steve	Barron	
Steve	Holton	
Steven	Below	
Steven	Walston	
Susan	Rader	
Susie	McGee	
Suzanne	Cranford	
Tanner	Nickell	
T'Aundra	Harlin	
Temple	Anderson	
Tena	Callahan	
Teresa	Rogers	
Terri	McCoy	
Terri	Raith	
Thomas	Allen	
Thomas	Brecht	
Tiffany	Rabe	
Tim	Hamick	
Timothy	Emsley	
Tina	Nohinek	
Todd	Plesko	
Tomas	Stephens	
Tony	Arredondo	
Tony	Pham	

FIRST NAME	LAST NAME	EMAIL
TRACE	ORDIWAY	[redacted]
Travis	Kern	
Travis	null	
Tricia	Hambrick	
Tyler	Lea	
Tyler	Miller	
Valerie	Maniscalco	
Verlon	Cross	
Victor	Oke	
Vince	Tam	
Vincent	Sikora	
Walter	Lusk	
Will	Davis	
william	grunnah	
William	McManemin	
Zach	Ballenger	
zachary	ford	
Adam Ennis		
James Adams		
Adam Lamont		
Amy Martin		
Audrey Koehler		
Andy Field		
Jonah Bennett		
Betsy Morton		
Betzabe Hurst		
Robert Rooke		
Chad West		
Charles E. Jackson		
Clayton Collie		
Charles R Lathem		
Curtis Way		
Danielle Tarver		
Dan Miga		
Darcy Zarubiak		
Dsvid Bargas		
Deborah Walker		
Dan Geppert		
Donald Payton		
Emilio Barron		
Brad Smith		
Garion Frankel		
Stacey Moore		

FIRST NAME	LAST NAME	EMAIL
Brandon Hagey		[redacted]
Holmes Brannon		
Quinton T. Monroe		
David Parsons		
Hon. Rickey D.Callahan		
Jack Hayes		
John Jackson		
Jacob Guajardo		
Janis May		
Jason H.		
Jefferson B. Hahn		
Joseph Shirey		
Jonathan Soukup		
JEFFREY SHELTON		
Joshua Moser		
Karen jacobs		
Katherine Thomason		
Thomas Bamonte		
Kelley Schneider		
Kelley Smith		
Kevin Euteneier		
Lauren		
Doyle Rader		
Lee Daugherty		
Steve Springfield		
Jerry Mandel		
Mark Moore		
Mary Fehler		
Matthew Spence		
Matt M		
Marianne Piepenburg		
Nick Thorn, AIA		
Nick Wood		
Philip		
Varun Harchekar		
Campbell		
Dr. Roger Alexander		
Ricardo Moreno		
Robert Taylor		
Robin Waggoner		
Dallas		
Robert Thompson		
sarah		

FIRST NAME	LAST NAME	EMAIL
Gwendolyn Satterthwaite		[redacted]
Scott Burford		
Richard Schumacher		
Scott Parks		
Sean Buckley		
Shea Livingston		
Shelby Melton		
Sherrie Timmins		
Stanley DeMille		
Steve Kluth		
Howard Swanfeldt		
Alex Rodriguez		
Tyler Wade		
Thomas Miller		
Tom Quigley		
Jason Ennis		
Vivian Bradley		
Will Myers		
Robert W. Tibbit		
Zel Head		
Name: Matt MacConnell (2)		
Name: Larry James		
Name: Roddrick West		
Name: Shannon Wynne		
Name: Steve Leeke		
Name: Charisse Beaupre		
Name: Karen Pierre		
Name: Arthur Santa-Maria		
Name: Gillea Allison		
Name: Alexis Puente		
Name: Raymond Williams		
Name: Cheri Mullins		
Name: Tony Shidid		
Name: Lisa Ricci		
Name: Patricia Anthony		
Name: Richard Shaw		
Name: Peter Darby		
Name: Micah Moore		
Name: Kristina Hawkins		
Name: Jaime Resendez		
Name: Megan Kimble		
Name: Dorcy Clark		
Name: Carl Anderson		

FIRST NAME	LAST NAME	EMAIL
Name: Art Ferriss		[redacted]
Name: Brad Corder		
Name: Matt Jacobs		
Name: Jeff La Barba		
Name: Paul Ridley		
Name: Jai Warren		
Name: Anna Lisa Deboisblanc		
Name: Jack Bunning		
Name: Fred Welsh		
Name: Abbey Stockstill (2)		
Name: Matt Wood		
Name: McKenzie Olson		
Name: Tim Fortenberry		
Name: STEPHEN TANG (2)		
Name: matthew ables		
Name: Dennis Harrison		
Name: David Retzsch		
Name: Hamza Khan		
Name: Ian Sinnett (2)		
Name: Harley Barnes		
Name: Krista Nightengale		
Name: Jose Perez (2)		
Name: Lawrence Lee Lane		
Name: Ken Duble		
Name: Kourtney Dillavou (2)		
Name: Gabriela Proce		
Name: Maggie Parker		
Name: Patricia Simon		
Name: Jim Anderson		
Name: Andrew Warden (2)		
Name: Joetta Black		
Name: Wille Mae Coleman		
Name: George Battle		
Name: Keri Mitchell		
Name: Leonard Nolen (2)		
Name: Sam Gillespie		
Name: Arlana Hayes		
Name: Jannina Johnson		
Ernie G. Martinez		
Mike Grace		
Amelia Manoy		
LaRonda Robbins		
Matt Craig		

FIRST NAME	LAST NAME	EMAIL
Nicole Raphiel		[redacted]
Jim Anderson		
Regina Walton		
Ivory Nash		
Tabitha Wheeler-Regan		
Scottie Smith II		
Joshua Fetcher		
Maggie Parker		
LaSheryl Walker		
Celeste Paylor		
Tyler Kurtz		
Jason K. Hays		
Norris Taylor		
Eva Taylor		
Tim Dalbey		
Shannon Collins		
Matthew Lagos		

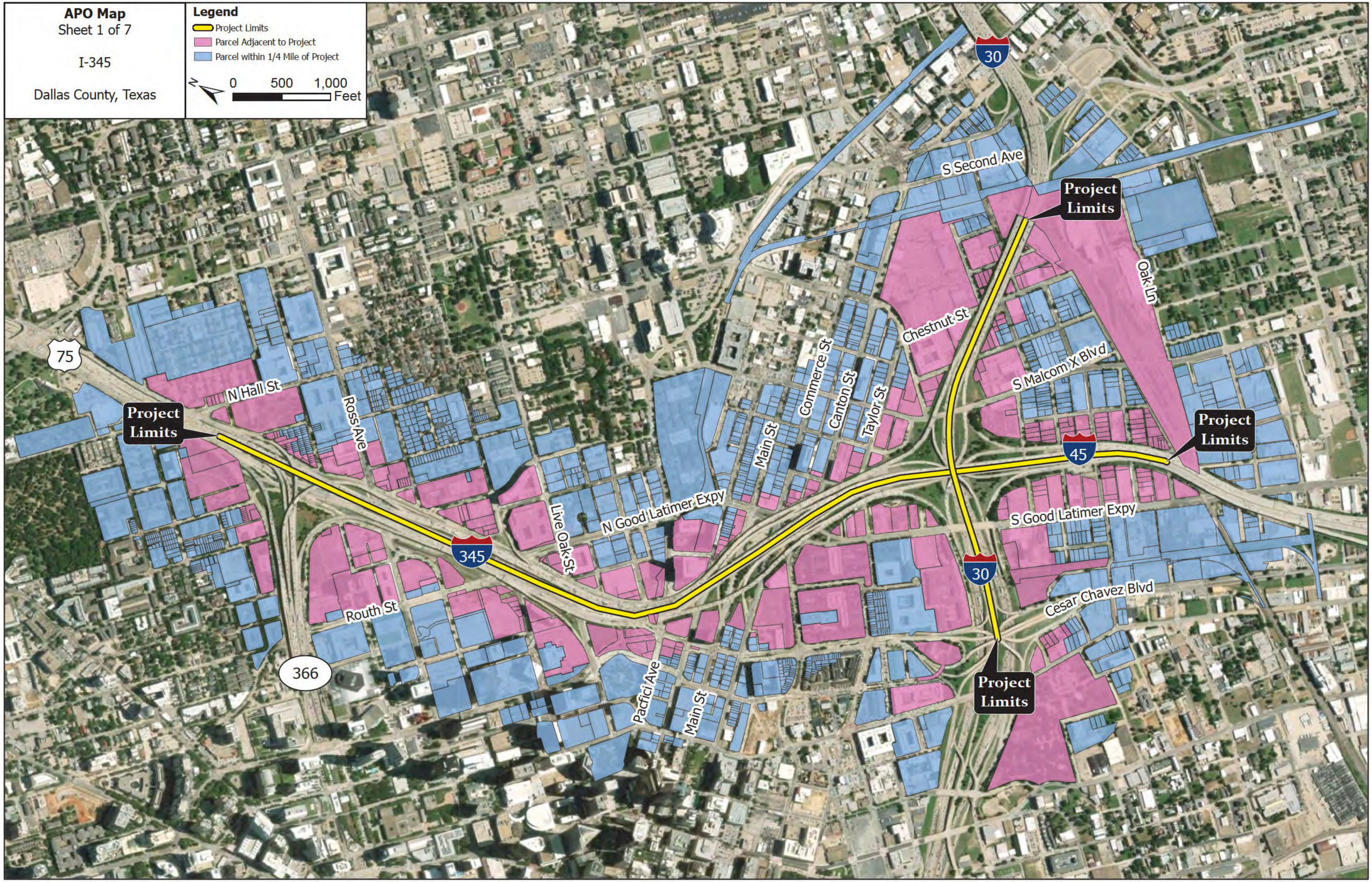
APO Map
Sheet 1 of 7

I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

0 500 1,000 Feet



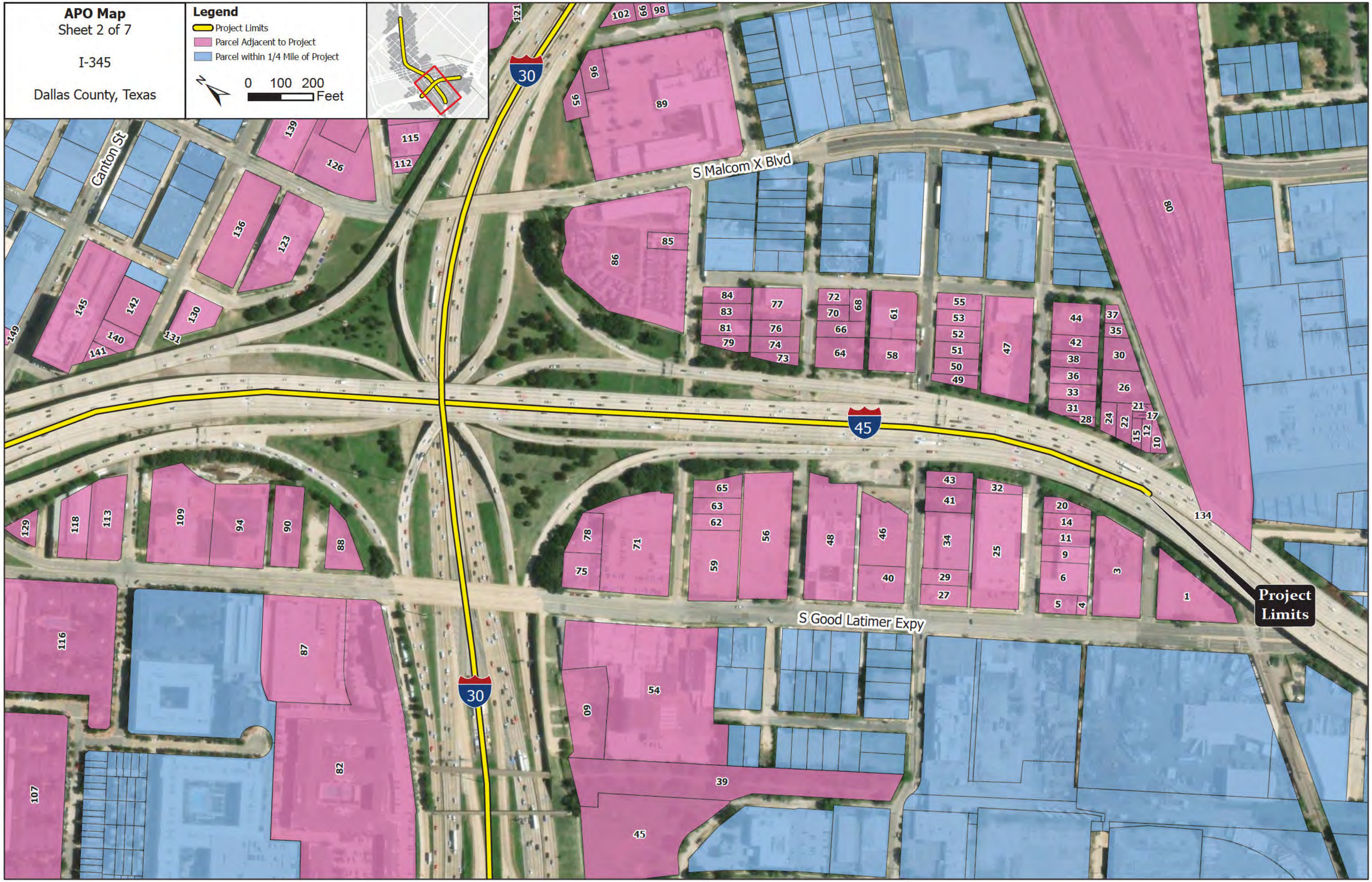
APO Map
Sheet 2 of 7

I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

N
0 100 200 Feet



APO Map
Sheet 3 of 7

I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

0 100 200 Feet

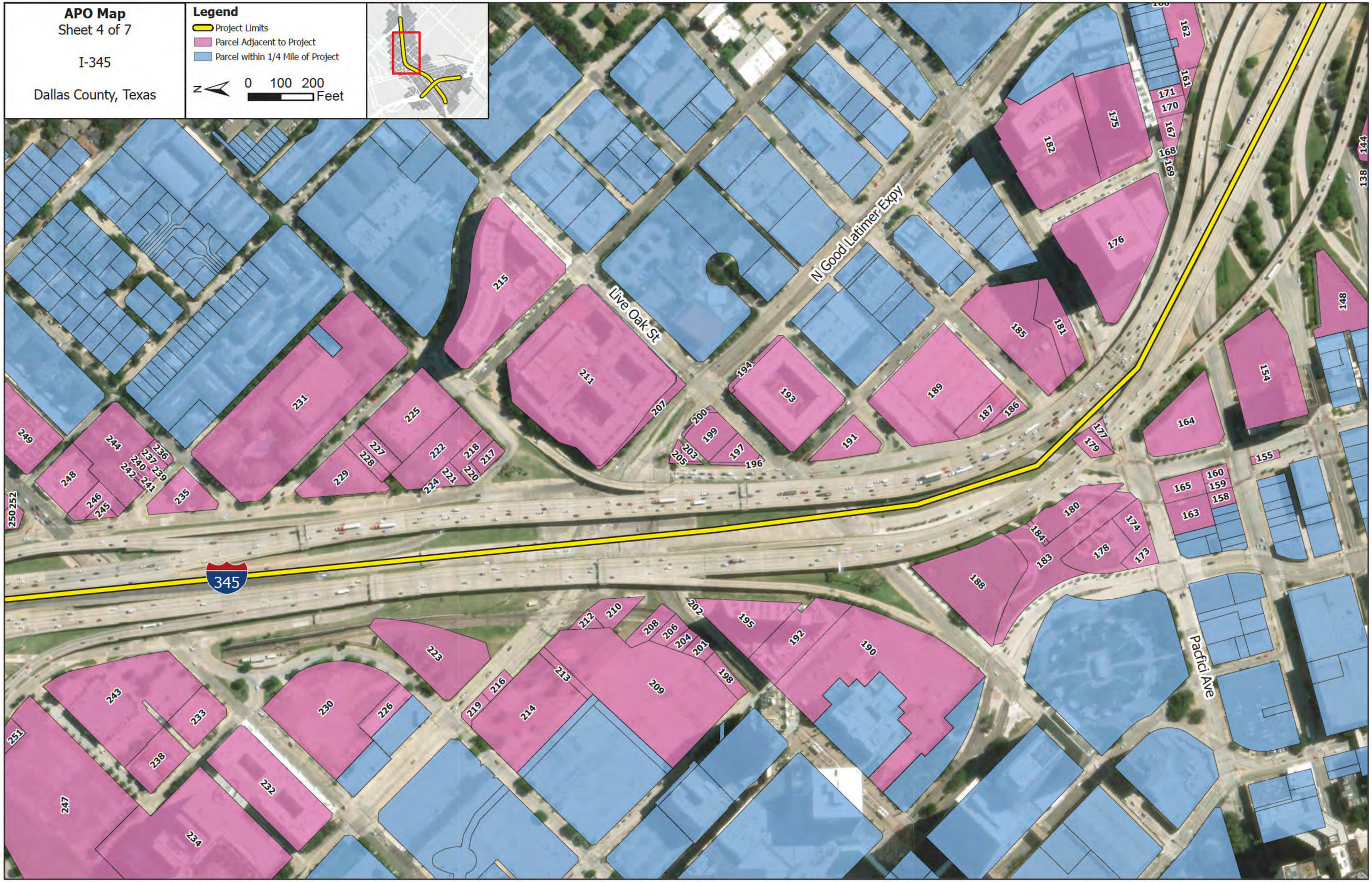
APO Map
Sheet 4 of 7

I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

N 0 100 200 Feet



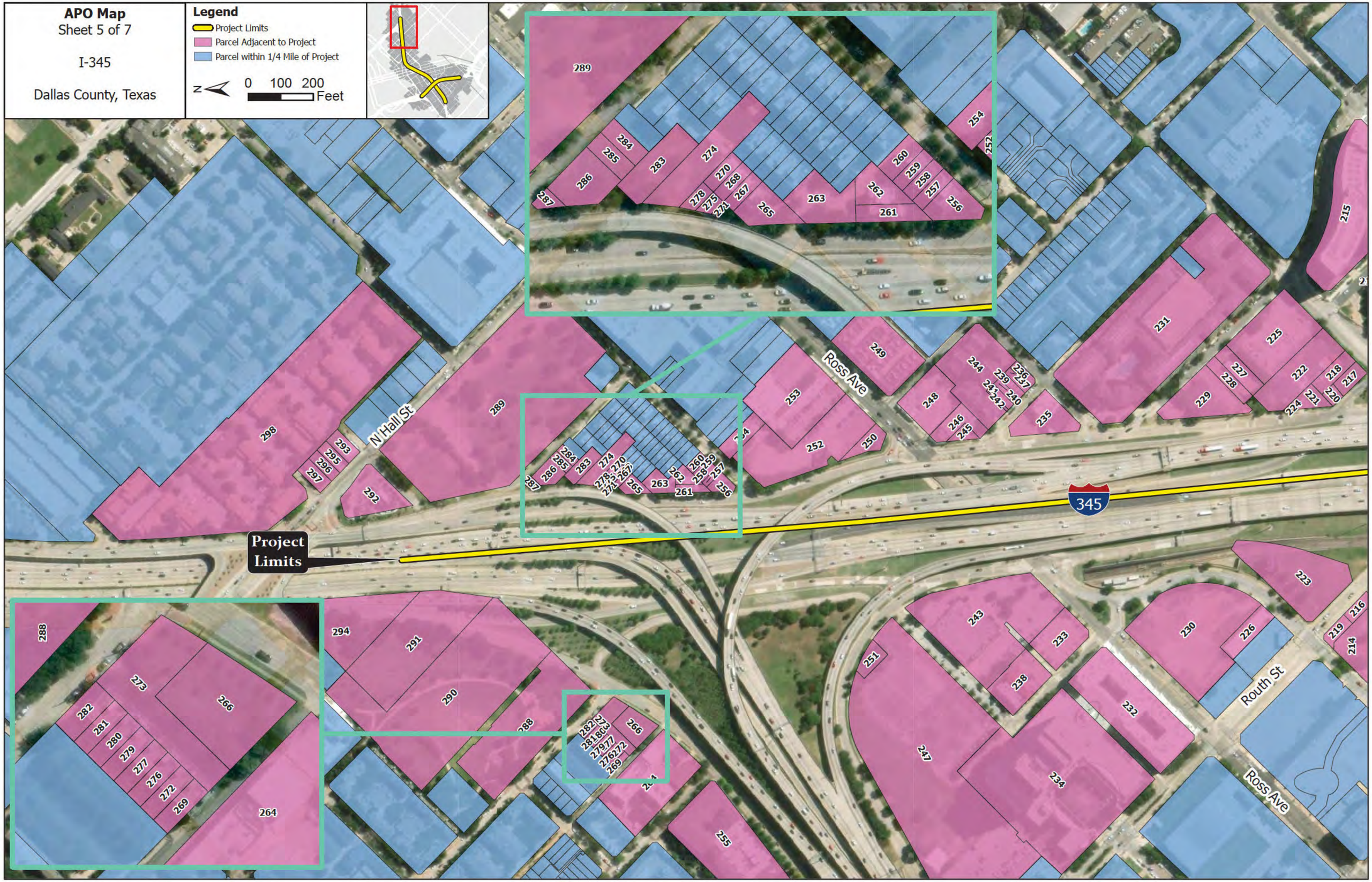
APO Map
Sheet 5 of 7

I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

N 0 100 200 Feet



APO Map
Sheet 5 of 7

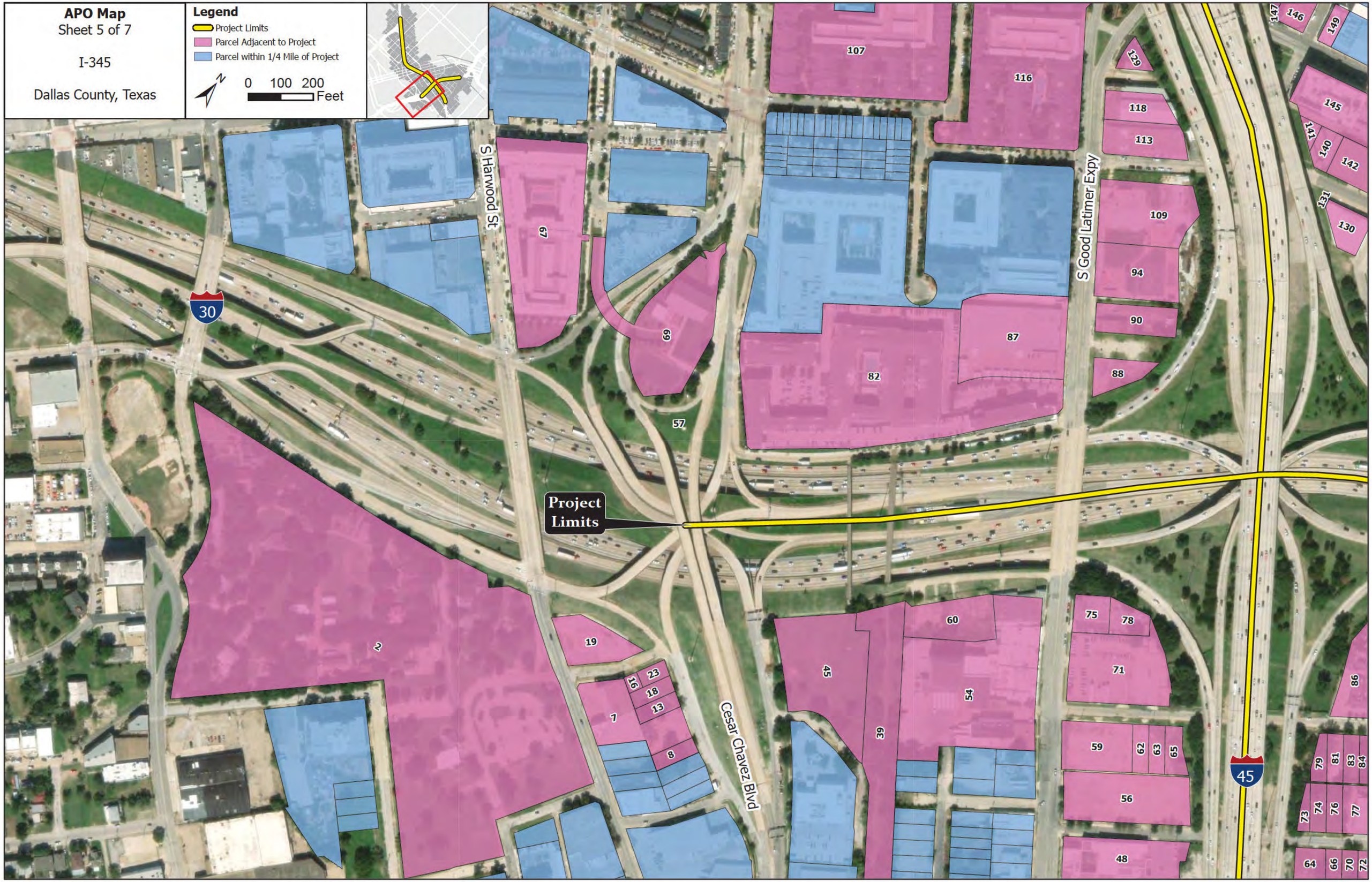
I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

N

0 100 200 Feet



APO Map
Sheet 7 of 7

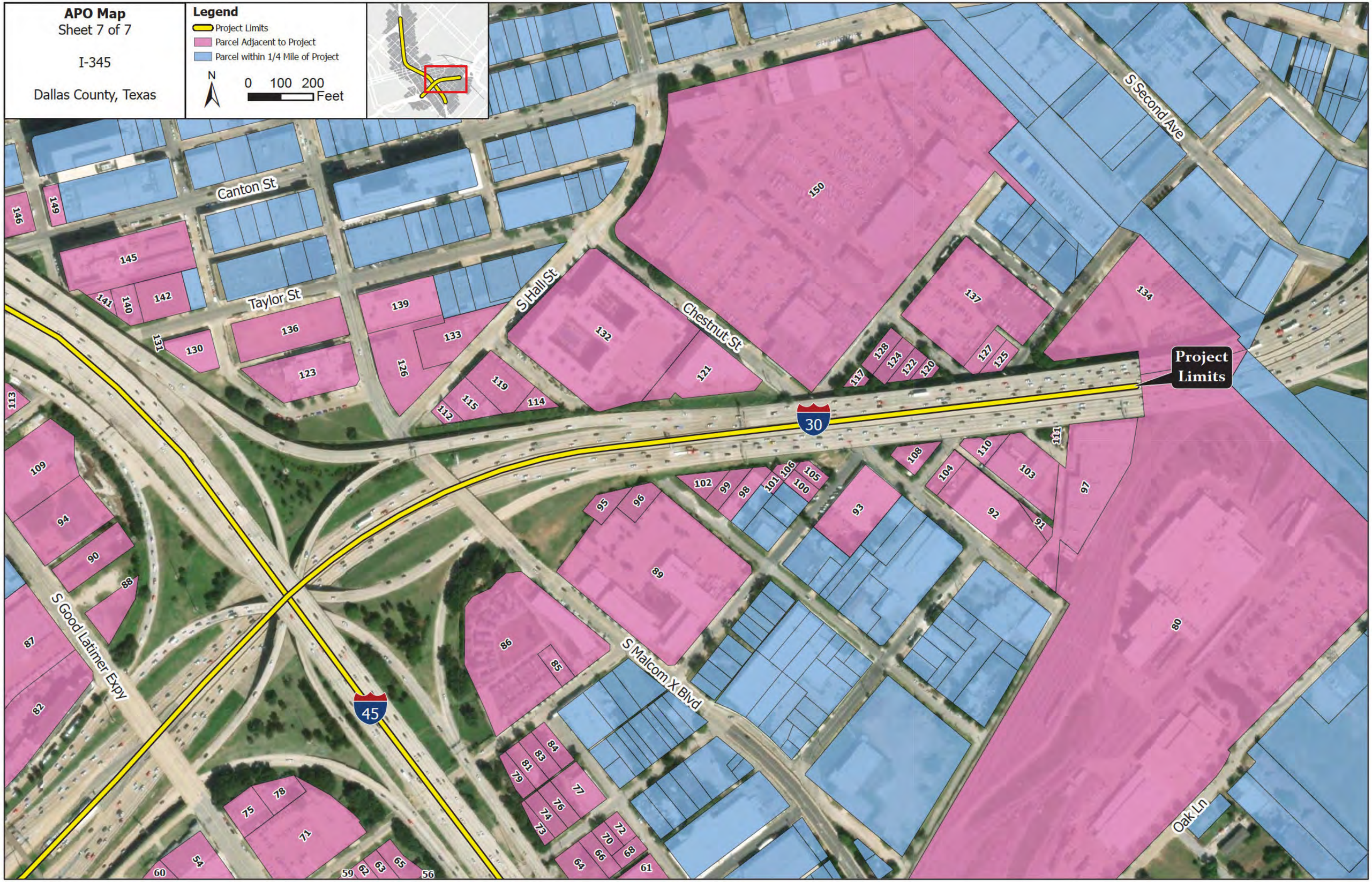
I-345

Dallas County, Texas

Legend
- Project Limits
- Parcel Adjacent to Project
- Parcel within 1/4 Mile of Project

N

0 100 200 Feet



Jonathan Gardea

From: 345Connects <345Connects@txdot.gov>
Sent: Friday, March 1, 2024 10:03 AM
To: 345Connects
Subject: TxDOT I-345 Connects public meetings -- March 19 & 21
Attachments: 345-Venue-Location-Map_240228.pdf; I-345 Connects Public Meeting 1 Legal Notice_021224 (002).pdf; I-345 Connects Public Meeting 1 Legal Notice_Spanish_Final.pdf

Thank you for your interest in the Texas Department of Transportation's I-345 Connects project.

TxDOT will be hosting upcoming public meetings (both in-person and online) to provide updates on the project and receive feedback.

The in-person public meetings will be held March 19 & 21, 2024 from 5:30-7:30 p.m. Please see attached notices and flyers (English & Spanish) for additional details.

We will also post all materials online at www.345connects.com for the public to view at their convenience.

Please feel free to share with your constituents or anyone interested in the project.

Melissa Meyer
Public Involvement Specialist
TxDOT Dallas District
4777 E Hwy 80
Mesquite, TX 75150
214.319.3506 (office)

A Texas Department of Transportation message

Interstate (I) 345 Connects Project

From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County

Publication Schedule for Public Meeting

This schedule provides for the virtual and in-person public meetings to be held on **Tuesday, March 19** and **Thursday, March 21, 2024**.

The Public Meeting Notice for the above project will be published in the following newspapers:

- The Dallas Morning News
- Al Dia
- Dallas Weekly
- Dallas Examiner
- Dallas Post Tribune
- Focus Daily News
- North Dallas Gazette

15 days prior to Tuesday, March 19, 2024, is **Monday, March 4, 2024.**

Publication	Legal Notice Contact	Published	Method and Deadline for Submitting Legal Notice	"15-Day" Notice	Ad Type
The Dallas Morning News	Max Tezkol 214-977-7819 [redacted]	Daily	Thursday by 12 p.m. prior to publication date.	Monday, March 4, 2024	Full notice
Al Dia	Max Tezkol 214-977-7819 [redacted]	Weekly (Wednesday)	Friday by 12 p.m. prior to publication date if translated.	Wednesday, March 6, 2024	Full notice
Focus Daily News	[redacted]	Weekly (Wednesday)	Friday by 12 p.m. prior to publication date if translated.	Wednesday, March 6, 2024	Display Ad
Dallas Weekly	Patrick Washington 214-529-8558 [redacted]	Weekly (Thursday)	Monday prior to publication.	Thursday, March 7, 2024	Display Ad
Dallas Examiner	James C. Belt III 214-941-3100 [redacted]	Weekly (Thursday)	Monday prior to publication.	Thursday, March 7, 2024 *Actually, published on March 14, 2024*	Display Ad
Dallas Post Tribune	Mattie Weatherman 214-946-7678 [redacted]	Weekly (Thursday)	Monday prior to publication.	Thursday, March 7, 2024	Display Ad
North Dallas Gazette	[redacted]	Weekly (Thursday)	Monday prior to publication.	Thursday, March 7, 2024	Display Ad

This schedule provides for public meetings that will be held on **Tuesday, March 19** and **Thursday, March 23, 2024**.

Notices to Elected Officials will be mailed and emailed on **Wednesday, February 28, 2024**, and notices/postcards to landowners, public, HOAs, and businesses will be mailed on **Friday, March 1, 2024**.

Notices on TxDOT websites will be posted on **Wednesday, February 28, 2024**. St. Philips to email meeting information to their database on **Wednesday, February 28, 2024.**

The schedule is adjusted as needed to reflect daily, weekly, bi-weekly and monthly newspaper publishing dates.

MISSING

Si'Rrayha Barker

Missing Since: Jul 12, 2023
Missing From: Houston, TX
DOB: May 22, 2006
Age Now: 17
Sex: Female
Race: Black
Hair Color: Brown
Eye Color: Brown
Height: 5'7"
Weight: 120 lbs
NCMEC No: 1485691

Extra Photo

Both photos shown are of Si'Rrayha. She was last seen on July 12, 2023.

DON'T HESITATE!
ANYONE HAVING INFORMATION SHOULD CONTACT

Every 40 seconds, a child is reported as "missing," according to several government and missing children's reports. This is not only a crisis for the families of the missing children, but for our community and our country.

The Dallas Examiner has made it its mission to post missing children in our community, as reported by the National Center for Missing & Exploited Children, each week.

Anyone having information regarding this child, should contact National Center for Missing & Exploited Children at 1-800-THE-LOST. For more information, visit www.missingkids.com.

Bids

DALLAS | Procurement Services

Business Opportunities

Dallas ISD is a Premier Urban School District and a Great Place to do Business.

Current opportunities can be found on the district's website

Supplier Opportunities
www.dallasisd.org/opportunities

Bond Opportunities
www.dallasisd.org/bondop

All solicitation responses are due by 2:00 p.m.

Responses can be submitted in person or by mail to the Dallas Independent School District Procurement Services Department
9400 N. Central Expressway
15th Floor, Ste. 1510
Dallas, TX 75231
or
Electronically
www.dallasisd.org/opportunities

DHA™
Housing Solutions for North Texas

Multiple Request for Proposal

RFP-2024-08 DHA is requesting competitive sealed Proposals from qualified companies to provide Document Storage services.

RFP-2024-17 DHA is requesting competitive sealed Proposals from qualified companies to provide Foundation Repair and Other Related Services (JOC).

DHA issued these solicitation on March 7, 2024.

When issued, solicitations are posted to www.dhantx.com under the Procurement tab / Business Opportunities. Issued solicitations will be available from the date of issuance through the closing date identified within the solicitation.

Any questions concerning this public notice or the RFP may be directed to Kenneth Duke at Kenneth.Duke@dhantx.com

CITY OF DALLAS
ADVERTISEMENT
REQUEST FOR PROPOSALS

Proposal(s) will be received via the City of Dallas' solicitation website at https://dallascityhall.bonfirehub.com until 1:00 pm on Fridays. All Proposers' company name(s) will be publicly read at 2:00 pm on Fridays in the Express Business Center, RM L2ES at Dallas City Hall, and can be viewed on the City of Dallas website at www.dallascityhall.com (see City Meetings). Proposal's titles and dates of public reading are listed below. Proposal Packets may be obtained by downloading from https://dallascityhall.bonfirehub.com.

BBZ24-00024463 - City Manager Recruitment Consultant – Commodity Code – 91885 (Proposals Due on 03/28/2024, Reading on 03/28/2024)

Employment

For Sale

Internships

Internship at The Dallas Examiner
Internships are available throughout the year for students enrolled in journalism, writing or design classes. Applicants must be reliable. Hours are flexible. These are not paid positions but will allow students to gain practical, on-the-job experience. Students interested must e-mail their resume and three writing or design samples.
Contact: rjimenez@dallasexaminer.com
Subject Line: Internship

Fellowships

CThe USC Annenberg Center for Health Journalism Fellowships and Grants
The USC Annenberg Center for Health Journalism Data Fellowship
For U.S. journalists wanting to hone their data analysis skills, our Data Fellowship offers intensive training in Excel, R-Studio and data visualization programs to help reporters uncover health stories hiding in plain sight. The 2023 Data Fellowship will be held in October.
Admitted Fellows receive:
• A $2,000 stipend to defray reporting costs
• A four-day in-person, hands-on training in beginner, intermediate or advanced Excel or R-Studio
• Five months of professional mentorship, including skills-building workshops and ongoing learning
• Fellows also are eligible to apply for five months of professional mentorship in engaged journalism and $1,000-$2,000 to support those creative efforts.

Fellowships

Contact: https://centerforhealthjournalism.org/
For questions: editor@centerforhealthjournalism.org

The Congressional Black Caucus Foundation Inc. Research Fellowship
(*One full year conducting research with CPAR*)
CBCF also offers Research Fellowships, which are an opportunity to engage in a one-year research Fellowship with our Center for Policy Analysis and Research. This opportunity does not include a rotation in a Congressional office, as applies with the Congressional and NREI Fellowship Opportunities.
All Fellows are expected to engage in the following as part of the Fellowship opportunity:
• Monthly professional development sessions with CBCF
• Completion of a social impact service project with a nonprofit of their choice
• Routine engagement with their respective sponsor
• SMART goal creation for each six-month rotation (Congressional and NREI Fellows)
Apply for this opportunity via our employment opportunities page, given that this placement is a year long appointment working directly with the CBCF.
Award: $60,000-$70,000
Apply: https://cbcfinc.academicworks.com
Contact: Fellowships@cbcfinc.org

Real Estate

Scholarships

Joe Francis Haircare Scholarship
Applicants are evaluated for their potential to successfully complete school, their financial need, and their commitment to a long-term career in cosmetology.
Deadline: June 1
Contact: http://www.joefrancis.com

Urban Scholarship Program
The Texas Association of Developing Colleges will provide over $500,000 in scholarships through the Urban Scholarship Program. They are available for high school graduates from various metropolitan cities: including Arlington, Carrollton, Dallas, Denton, Fort Worth, Frisco, Garland, Grand Prairie, Irving, Killeen, McKinney, Mesquite, and Plano.
Deadline: July 11 (postmarked).
Contact: High school guidance counselor; college financial aid officer, call the TADC at 214-630-2511 or visit http://www.txadc.

Public Announcements

Texas Department of Transportation

Notice
Virtual Public Meetings with In-Person Option

INTERSTATE 345 (I-345) CONNECTS PROJECT
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas

The Texas Department of Transportation (TxDOT) is proposing to reconstruct I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County, a distance of 2.8 miles. This notice advises the public that TxDOT will be conducting an online virtual public meeting on the proposed project with two in-person options. **The same information will be available at the in-person and virtual meetings.**

In-Person Meeting 1	In-Person Meeting 2	Virtual Meeting*
Tuesday, March 19, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. St. Philip's School and Community Center Gymnasium 1600 Pennsylvania Avenue Dallas, Texas 75215 Served by DART bus route 13 or the South Dallas GoLink	Thursday, March 21, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor) 1819 N. Washington Avenue Dallas, Texas 75204 Served by DART bus routes 003, 023, 105, 207	Tuesday, March 19, 2024, at 5:30 p.m. through Friday, April 5, 2024, at 11:59 p.m. www.345connects.com **This is not a live event. The presentation provided at in-person meetings will be posted online.*

The in-person meetings will be held in an open house format with one formal presentation at 6 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the project. The virtual meeting can be viewed Tuesday, March 19, 2024, starting at 5:30 p.m. through the end of the comment deadline on Friday, April 5, 2024, at 11:59 p.m. Materials will be posted to the project website at www.345connects.com and will include the pre-recorded presentation provided at the in-person meetings with audio and video components, along with exhibits and other information. **Please note, the virtual public meeting is not a live event. The materials can be viewed at your convenience**. If you do not have internet access, you may call (214) 320-6100 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials. **Please note meeting materials will not be available until Tuesday, March 19, 2024, at 5:30 p.m.**

The existing I-345 facility is an elevated, urban highway that consists of six 12-foot-wide mainlanes (three in each direction) with 10-foot-wide shoulders on each side. The existing facility is an elevated steel structure over all cross streets south of Woodall Rodgers Freeway (Spur 366). Existing frontage road lanes are 12-foot-wide with two and three lanes in each direction. Discontinuous sidewalks are located within the project limits.

The project proposes the reconstruction of I-345 according to the recommended alternative determined during the feasibility study in 2022. The proposed project includes the reconstruction of I-345 to include three 12-foot-wide mainlines in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at cross streets (both sides) and 6-foot-wide sidewalks along frontage roads, where reasonable and feasible. The design maintains the South, Southern, and North Dallas roadway connections. Additional cross/side streets would be realigned and reconstructed to accommodate the reconstruction of I-345 and its interchanges with Woodall Rodgers Freeway (Spur 366) and I-30.

The purpose of the proposed project is to improve multimodal mobility, meet current design standards, and reduce highway maintenance cost. The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers

Affidavit of Publication

THE STATE OF TEXAS

COUNTY OF DALLAS

Before ME, the undersigned authority, on this day personally appeared the person whose name is subscribed below, who being by me first duly sworn, upon oath deposed and said

That this affidavit is a duly authorized officer or employee of The Dallas Examiner which is a newspaper of general circulation in Dallas, Texas and published in DALLAS COUNTY, Texas.

The attached states that the advertisement **(TXDOT Notice Virtual Public Meeting with In Person Option Interstate 345 Connects Project)** placed by Dallas Housing Authority on 3-14-24 in The Dallas Examiner newspaper.

J. Butler

Authorized Officer or Employee

SWORN TO AND SUBSSRIBED BEFORE ME, this the 14th day of March, 2024.

Sebastina L Jones

Notary Public, State of Texas

SEBASTINA L. JONES
Notary Public, State of Texas
Comm. Expires 10-17-2025
Notary ID 129596917

Texas Department of Transportation

Notice

Virtual Public Meetings with In-Person Option

INTERSTATE 345 (I-345) CONNECTS PROJECT
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas

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In-Person Meeting 1
Tuesday, March 19, 2024
5:30 p.m. to 7:30 p.m. (Open House)
Presentation at 6 p.m.
St. Philip's School and Community Center Gymnasium
1600 Pennsylvania Avenue
Dallas, Texas 75215
Served by DART bus route 13 or the South Dallas GoLink

In-Person Meeting 2
Thursday, March 21, 2024
5:30 p.m. to 7:30 p.m. (Open House)
Presentation at 6 p.m.
Pilgrim Rest Missionary Baptist Church
Gymnasium (Third Floor)
1819 N. Washington Avenue
Dallas, Texas 75204
Served by DART bus routes 003, 023, 105, 207

Virtual Meeting*
Tuesday, March 19, 2024, at 5:30 p.m. through Friday, April 5, 2024, at 11:59 p.m.
www.345connects.com
**This is not a live event. The presentation provided at in-person meetings will be posted online.*

The in-person meetings will be held in an open house format with one formal presentation at 6 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the project. The virtual meeting can be viewed Tuesday, March 19, 2024, starting at 5:30 p.m. through the end of the comment deadline on Friday, April 5, 2024, at 11:59 p.m. Materials will be posted to the project website at www.345connects.com and will include the pre-recorded presentation provided at the in-person meetings with audio and video components, along with exhibits and other information. **Please note the virtual public meeting is not a live event. The materials can be viewed at your convenience.** If you do not have internet access, you may call (214) 320-6100 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials. **Please note meeting materials will not be available until Tuesday, March 19, 2024, at 5:30 p.m.**

The existing I-345 facility is an elevated, urban highway that consists of six 12-foot-wide main lanes (three in each direction) with 10-foot-wide shoulders on each side. The existing facility is an elevated steel structure overall cross streets south of Woodall Rodgers Freeway (Spur 366). Existing frontage road lanes are 12-foot-wide with two and three lanes in each direction. Discontinuous sidewalks are located within the project limits.

The project proposes the reconstruction of I-345 according to the recommended alternative determined during the feasibility study in 2022. The proposed project includes the reconstruction of I-345 to include three 12-foot-wide mainlines in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at cross streets (both sides) and 6-foot-wide sidewalks along frontage roads, where reasonable and feasible. The design maintains the South, Southern, and North Dallas roadway connections. Additional cross/side streets would be realigned and reconstructed to accommodate the reconstruction of I-345 and its interchanges with Woodall Rodgers Freeway (Spur 366) and I-30.

The purpose of the proposed project is to improve multimodal mobility, meet current design standards, and reduce highway maintenance costs. The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) (a) provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal mobility (b) does not meet current design standards, and (c) is reaching its useful design life resulting in an increase in maintenance cost.

All improvements would occur within existing right of way (ROW) which varies in width from approximately 280 to 635 feet. No additional ROW is anticipated to be required.

Preliminary environmental constraints information, maps showing the project location as well as design, tentative construction schedules, and other information regarding the proposed project are on file and available for public inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150. These materials will also be available for review electronically at the virtual public meeting and in hard copy form at the in-person meetings.

The virtual public meeting and in-person options will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact TxDOT Dallas District Public Information Office at (214) 320-4480 no later than 4 p.m., Tuesday, March 12, 2024. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

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Continued Page 1

Super Tuesday Victories Set **Stage** fpr Biden Trump Rematch

nomination for a third consecutive time, he closed the gap, leaving little room for his main rival, Nikki Haley, who suspended her campaign on the morning after. Haley and Biden earned victories in the District of Columbia's primaries held the Sunday before Super Tuesday.

The latest delegate estimate revealed Trump's substantial gain of 617 delegates on Tuesday, propelling his overall count to 893, or 92% of those awarded, putting him on the brink of the 1,215 delegates required for clinching the GOP nomination. In contrast, Haley lagged significantly with only 66 delegates.

"They call it Super Tuesday for a reason," declared Trump, whom a civil jury twice sanctioned for sexually assaulting a writer and a New York judge found guilty of massive business fraud. "This is a big one," continued Trump, who was ordered to pay nearly $500 million for his New York crimes and $90 million for the sexual assault guilty finding. "And they tell me, the pundits and otherwise, that there's never been one like this."

Despite facing challenging headlines and low approval ratings, Biden maintained his dominance on Super Tuesday, securing approximately 80% of the vote, while Trump struggled to reach that threshold. Although Haley posed a more formidable challenge, Biden retained solid support from his party's rank-and-file.

Looking ahead to the general election in November, Trump faces potential headwinds like those he encounters now, including four criminal trials that could potentially land him an 800-year prison sentence. Conversely, Biden has room to win over intra-party detractors, especially those critical of his handling of Israel's conflict in Gaza, where the administration has increased its call for a ceasefire.

Meanwhile, in California, the battle for the U.S. Senate seat left vacant after Dianne Feinstein's death intensified. Rep. Adam Schiff will face former baseball star Steve Garvey, a Republican and Trump supporter. Garvey secured a spot in the top two alongside Democrat Schiff, outpacing Democratic Reps. Barbara Lee and Katie Porter. Sen. Laphonza Butler, appointed after Feinstein's demise, had earlier pledged not to run for the seat in 2024.

"We have a clear path to victory," Biden's campaign said in a memo circulated late Tuesday. "A significant share of moderate and Haley voters across the country are saying that Trump cannot count on their votes in a general election. The November election will be a very close general election contest like all modern presidential elections are… but we have a clear path to victory."

THEDALLAS POST TRIBUNE NEWSPAPER
2726 S. Beckley Avenue · Dallas, Texas 75224
P.O. Box 570769 · Dallas, Texas 75357-0769
website: www.dallasposttrib.com · e-mail: sales.ads@dallasposttrib.net
Telephone: 214-946-7678

TxDot
Attn: Lindi Miller
5800 Evergreen Dr., Suite A
Little Rock, AR. 72205

April 11, 2024

AFFIDAVIT OF SERVICE RENDERED

This is to certify that a 5 cols. x 19.388" 4c Legal Notice ad was published in the Dallas Post Tribune Newspaper March 7 - 13, 2024.

Publisher's Signature: S. Gray Date: 4/12/2024

Subscribed and sworn to before me in the County of Dallas (County) in the State of Texas (State), on this 12 (Date) day of April (Month), 2024 (Year)

Colleen Henson
Notary Public Signature

NOTARY PUBLIC SEAL

07-19-2027
Commission Expires

COLLEEN D HENSON
Notary Public, State of Texas
Comm. Expires 07-19-2027
Notary ID 13446143-8

Notice

Virtual Public Meetings with In-Person Option

INTERSTATE 345 (I-345) CONNECTS PROJECT
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas

The Texas Department of Transportation (TxDOT) is proposing to reconstruct I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County, a distance of 2.8 miles. This notice advises the public that TxDOT will be conducting an online virtual public meeting on the proposed project with two in-person options. **The same information will be available at the in-person and virtual meetings.**

In-Person Meeting 1	In-Person Meeting 2	Virtual Meeting*
Tuesday, March 19, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. St. Philip's School and Community Center Gymnasium 1600 Pennsylvania Avenue Dallas, Texas 75215 Served by DART bus route 13 or the South Dallas GoLink	Thursday, March 21, 2024 5:30 p.m. to 7:30 p.m. (Open House) Presentation at 6 p.m. Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor) 1819 N. Washington Avenue Dallas, Texas 75204 Served by DART bus routes 003, 023, 105, 207	Tuesday, March 19, 2024, at 5:30 p.m. through Friday, April 5, 2024, at 11:59 p.m. www.345connects.com **This is not a live event. The presentation provided at in-person meetings will be posted online.*

The in-person meetings will be held in an open house format with one formal presentation at 6 p.m. Representatives from TxDOT and project consultants will be available to answer questions about the project. The virtual meeting can be viewed Tuesday, March 19, 2024, starting at 5:30 p.m. through the end of the comment deadline on Friday, April 5, 2024, at 11:59 p.m. Materials will be posted to the project website at www.345connects.com and will include the pre-recorded presentation provided at the in-person meetings with audio and video components, along with exhibits and other information. **Please note, the virtual public meeting is not a live event. The materials can be viewed at your convenience.** If you do not have internet access, you may call (214) 320-6100 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials. **Please note meeting materials will not be available until Tuesday, March 19, 2024, at 5:30 p.m.**

The existing I-345 facility is an elevated, urban highway that consists of six 12-foot-wide mainlanes (three in each direction) with 10-foot-wide shoulders on each side. The existing facility is an elevated steel structure over all cross streets south of Woodall Rodgers Freeway (Spur 366). Existing frontage road lanes are 12-foot-wide with two and three lanes in each direction. Discontinuous sidewalks are located within the project limits.

The project proposes the reconstruction of I-345 according to the recommended alternative determined during the feasibility study in 2022. The proposed project includes the reconstruction of I-345 to include three 12-foot-wide mainlines in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at cross streets (both sides) and 6-foot-wide sidewalks along frontage roads, where reasonable and feasible. The design maintains the South, Southern, and North Dallas roadway connections. Additional cross/side streets would be realigned and reconstructed to accommodate the reconstruction of I-345 and its interchanges with Woodall Rodgers Freeway (Spur 366) and I-30.

The purpose of the proposed project is to improve multimodal mobility, meet current design standards, and reduce highway maintenance cost. The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) (a) provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal mobility (b) does not meet current design standards, and (c) is reaching its useful design life resulting in an increase in maintenance cost.

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GENERAL AFFIDAVIT

STATE OF TEXAS

COUNTY OF DALLAS

PERSONALLY came and appeared before me, the undersigned Notary, the within named Jessica Washington, who is a resident of DALLAS County, State of Texas, and makes this his/her statement and General Affidavit upon oath and affirmation of belief and personal knowledge that the following matters, facts and things set forth are true and correct to the best of his/her knowledge:

(Insert Statement)

Dallas Weekly Ran the 2 page TxDot ad the week of 3/27/24

DATED this the 17th day of April, 2024

Signature of Affiant

SWORN to subscribed before me, this 17th day of April, 2024

NOTARY PUBLIC

My Commission Expires:
12/14/27

AVERI DICKSON
My Notary ID # 134680923
Expires December 14, 2027

LEGAL NOTICES

City of Glenn Heights

NOTICE TO BIDDERS
BID NO. GH 2024-002

The City of Glenn Heights, Texas intends to purchase and invites you to submit a sealed bid for:

FY 2024
MISCELLANEOUS
CONCRETE REPAIRS –
VARIOUS LOCATIONS

Sealed bids in duplicate will be received by the City of Glenn Heights, Texas before **2:00 p.m. CST, WEDNESDAY, MARCH 27, 2024** in the Office of the Finance Director, 1938 S. Hampton Rd, Building C, Glenn Heights, TX 75154. Bids will be publicly opened and read aloud on WEDNESDAY, MARCH 27, 2024, at 2:00 p.m. in the City Council Chambers in City Hall.

Invitation to Bid documents may be obtained via the Internet by contacting the City of Glenn Heights Purchasing Department web page at https://glennheightstx.gov/Bids.aspx or by contacting the Director of Planning & Development Services at 1938 S. Hampton Rd, Bldg. C, Glenn Heights, TX 75154 (972) 223-1690, extension 452. Sealed envelopes shall be marked "FY 2024 MISCELLANEOUS CONCRETE REPAIRS – VARIOUS LOCATIONS - **DO NOT OPEN UNTIL 2:00 PM ON WEDNESDAY, MARCH 27, 2024."**

Bids may be either mailed or hand delivered to the Finance Director's Office, 1938 S. Hampton Rd., Bldg. C, Glenn Heights, TX 75154. Any bids received after the above stated time will be returned to the bidder unopened. Bidders shall submit BIDS in sealed envelopes upon the blank form of proposal furnished.

The City reserves the right to accept or reject any or all bids and to waive any informalities, defects, or minor irregularities when deemed to be in the best interest of the City. The City reserves the right to reject any and all bids/proposals which are incomplete, conditional, obscure, or which contain additions not allowed for; accept or reject any bids/proposal in whole or in part with or without cause; and accept the bid/proposal which best serves the City.

Notice of award of contract shall be given by the Owner within sixty (60) calendar days following the opening of bids. The successful bidder must qualify within two (2) working days after bid opening, by submitting such additional evidence as may be required by the City. The awarded bidder must furnish Certificates of Insurance that meet the City requirements within ten (10) days of award. Should the bidder fail to produce evidence satisfactory to the City on any of the foregoing points, he may be disqualified, and the work awarded to the next responsible bidder so qualifying.

CAUTION: It is the bidder's/proposer's responsibility to ensure that bids/proposals are received in the Finance Director's Office prior to the date and time specified above. Receipt of a bid/proposal in any other City office does not satisfy this requirement.

GH - Roberts 3/6- 13
107L

Help Wanted

Pan Capital Management LP is seeking a full-time Upstream Valuation Analyst. Position requires Master's degree in Finance, Management, Economics, or a related field plus at least one year of experience working as an analyst in the financial field. Good communication skills and attention to detail.

Please mail resume to
Pan Capital Management LP,
3040 Post Oak Blvd, Suite 1088,
Houston, TX, 77056

ROISD Amends Calendar for Solar Eclipse

Red Oak ISD Board voted on February 26 to amend the school calendar for this year due to the April 8 Solar Eclipse. The District, which was previously scheduled for a staff development day, will now have a District holiday with all schools and offices closed. The staff development day will now be on Tuesday, April 9. They City of Red Oak, Ellis County, and a large swath of the State of Texas will have events and activities surrounding the total eclipse and extremely large crowds are expected from across the nation to see the rare occurrence.

Monday, April 8 - Solar Eclipse District Holiday, all schools and offices closed

Tuesday, April 9 – Staff Development Day, no school for students

"We encourage our families to learn about the eclipse as a family, find a viewing location, and enjoy the show," stated Superintendent Brenda Sanford.

Texas Department of Transportation

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Grand Prairie Pet of the Week

Hello! My name is Winnie (A214076) I'm Available through Grand Prairie Animal Services! I'm a 4year old Great Pyrenees and Retriever mix. I was rescued from a very busy intersection as I was roaming loose. The staff here says that I am very sweet and love hanging out with my favorite person.. They also say I love pets and cuddles. I have med energy and will need be able to roam in a backyard a few times a day. In the shelter I might seem shy in my kennel but get excited once we spend time together. My medical history says I'm healthy and shelter staff hasn't seen any medical concerns.

GRand ANIMAL SERVICES
2222 W. Warrior Trail
Grand Prairie TX 75052
GPASInfo@GPTX.org
972-237-8575 option 4
Tue. - Fri. 10am-6pm
Saturday noon-6pm

Sponsored by
Bettye Knott
Professional Pet Groomer • Where Tails Wag and Dogs Brag
Groomingdales Pet Salon
103 S. Main Street • Red Oak • 972-754-1136

PET OF THE WEEK

Khloey is a 1-year-old pup who had a bit of a bumpy start but is ready to find her forever home. She was adopted as a puppy but unfortunately had to be returned due to unforeseen circumstances (kiddos were a bit too rough for her liking). However, her previous owner let us know that Khloey is an inside dog and has already been crate trained and housetrained. Plus, she's a quick learner and already knows a couple of commands. With her intelligence and adorable nature, Khloey is sure to bring joy and love to a lucky family!
For more information about Khloey, give us a call!

Call (972) 291-5335 for information
1150 E Pleasant Run Rd
Cedar Hill, TX 75104

Tri-City Animal Shelter & Adoption Center

Sponsored by
Bettye Knott
Professional Pet Groomer • Where Tails Wag and Dogs Brag
Groomingdales Pet Salon
103 S. Main Street • Red Oak • 972-754-1136

FOCUS DAILY NEWS
SERVING SUBURBAN DALLAS SINCE 1987
P O Box 1714 • DeSoto, TX 75123 • 214-563-4039

AFFIDAVIT OF PUBLICATION

State of Texas
County of Dallas

Personally appeared before the undersigned, a Notary Public within and for said county and state, Kristin Barclay, of Focus Daily News, a general circulation newspaper published at P O Box 1714, DeSoto, Texas, County of Dallas, State of Texas, and circulated in Cedar Hill, Dallas, DeSoto, Duncanville, Glenn Heights, Lancaster, Hutchins, Midlothian, and throughout Dallas, Ellis, and Tarrant Counties, Texas who being duly sworn, states on oath that an advertisement:

TxDot CSJ- 0092-14-094

was published in the said publiction on

March 6 2024

Kristin Barclay, Focus Daily News

Sworn and subscribed before me on this the 17 **day of** March **, 2024**

My commission expires March 26, 2027

MARLYN F. HANSON
ID #11494313
My Commission Expires
March 26, 2027
NOTARY PUBLIC STATE OF TEXAS

Marlyn F. Hanson, Notary Public

TxDot- 3/6

Texas Department of Transportation

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AFFIDAVIT

THIS IS TO CERTIFY THAT THE ATTACHED ADVERTISING FOR HNTB CORPORATION (TX DOT - Public Meetings Notice) APPEARED IN NORTH DALLAS GAZETTE ON ISSUE DATE: **North Dallas Gazette: 3.07.2024 Edition.**

Advertising Reference:

TX-DOT – Public Notice Meetings 3/19/24 - 3/21.24

Thurman R. Jones
Name

Signature

Publisher
Title

3.18.2024
Date

NOTARY

March 18th, 2024 / State of Texas / County of Dallas / City of Dallas

On this day before me appeared Thurman R. Jones, with proper identification, who being duly sworn, did execute the foregoing affidavit and did aver that he or she was properly authorized to execute this affidavit and did so as his or her free act/deed.

Notary Public

8-13-2026
Commission Expiration

NOTARY PUBLIC STATE OF TEXAS
LUZ GALVAN
Notary Public, State of Texas
Comm. Expires 08-13-2026
Notary ID 13168129-6

COMMERCIAL REAL ESTATE

Homebuilder heads west for office space in Fort Worth

Building will be home to over 175 employees across all departments

By ANNA BUTLER
Staff Writer
anna.butler@dallasnews.com

Highland Homes plans to open a Fort Worth office that could house more than 175 employees as it continues to build on D-FW's west side.

The employee-owned homebuilder currently has projects in 14 communities on over 30 lot positions in the Fort Worth area, such as Walsh in Aledo and M3 Ranch in Mansfield.

Highland Homes has leased space within Hillwood Commons II at Alliance Town Center, a four-story, 135,000-square-foot building located along Hillwood Parkway. Employees from multiple departments will utilize the office space once it has been completed this spring.

The homebuilder will be the first tenant in the Class A office building developed within the 900-acre mixed-use development AllianceTexas from Dallas-based Hillwood.

"In 2008, we had 180 sales in six Fort Worth communities compared to more than 900 in 2023," Aaron Graham, Highland Homes' president, said in a statement. "We've been fortunate to work with incredible developers over the years and helped build out master-planned communities like Lantana, Heritage, Hidden Lakes, Mira Lagos and Grand Peninsula, just to name a few."

Plano-based Highland Homes was founded by siblings Rod Sanders and Jean Ann Brock in 1985. The company builds nearly 4,000 single-family houses in Texas each year with an emphasis on master-planned projects. Beyond Plano and Fort Worth, it also has offices in Austin, Houston and San Antonio. Its brands include Huntington Homes, HHS Residential and Highland HomeLoans.

Hillwood

Highland Homes has leased space within Hillwood Commons II (pictured) at Alliance Town Center, a four-story, 135,000-square-foot building located along Hillwood Parkway. The homebuilder will be the building's first tenant.

TARRANT COUNTY

Tax preparer pleads guilty

Feds: Anthony Floyd, 51, defrauded U.S. of more than $2.6M

By HOJUN CHOI
Staff Writer
hojun.choi@dallasnews.com

A Tarrant County tax preparer has admitted to defrauding the federal government millions of dollars, the U.S. Attorney's Office for the Northern District of Texas announced.

In June, Anthony Floyd, 51, was charged with 10 counts of aiding in the preparation and presentation of a false tax return, the U.S. attorney's office said in a Tuesday news release. Floyd was a tax preparer in Kennedale.

Floyd pleaded guilty to all 10 charges on Monday, the morning of his scheduled trial, the U.S. attorney's office said. He is facing up to three years per count.

Floyd had been accused of obtaining personal financial information from people he "recruited" and submitting their tax returns without reviewing the information with them, the U.S. attorney's office said. He then allegedly took "all or most" of the tax refunds he got.

The U.S. attorney's office said Floyd filed about about 400 tax returns with false information designed to increase the refund amount owed. He was accused of defrauding the government of more than $2.6 million.

"The tax filings included falsified W2s — filed on behalf of individuals purportedly working in catering, lawn care, event planning, interior décor, and other professions — and included nonexistent charitable deductions, nonexistent college attendance, and even fictitious relatives," the Tuesday release stated.

Floyd's sentencing has been scheduled for June 13, according to court documents.

Voters ride free tomorrow

Continued from Page 1B

Route 222 bus with "Regal Row" in the destination sign.

Both shuttles will be stationed at the polling location for final pickup at 7 p.m.

Tarrant County

Trinity Metro customers riding to or from the polls are eligible for free rides on buses, ZIPZONE on-demand rideshare services, ACCESS paratransit, TEXRail and Trinity Railway Express stations in Tarrant County, including CentrePort. The rides are being offered despite Tarrant County Commissioners' decision last week not to fund the rides for this year's primary and runoff elections.

"We are offering free rides to remove any transportation barrier that would prevent anyone in our community from voting," Trinity Metro President and CEO Richard Andreski said in a statement.

Customers should notify their driver or conductor they are traveling to or from a voting location to secure a free ride.

Lola Gomez/Staff Photographer

GoLink riders can use promo code VOTE35 for a complimentary local day pass in the DART GoPass app Tuesday.

Denton County

Denton- and Lewisville-area voters heading to the polls can catch a free ride on Connect and University of North Texas Campus Shuttle buses, GoZone on-demand rideshare services and the A-train. GoZone rides must be to and from a polling station to be free.

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Mert Tezkol, advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT AD# 1866476
was published in The Dallas Morning News

DATE PUBLISHED
March 4, 2024

NOTARY PUBLIC STATE OF TEXAS
REBECCA ELIZABETH NEAL TEZKOL
Notary ID #133110603
My Commission Expires
May 19, 2025

Mert Tezkol

March 4, 2024

(Notary Public)

Adiós a un líder del barrio

Raúl Reyes Jr. luchó durante años por el derecho a una vivienda justa en Dallas

Por MARÍA RAMOS PACHECO
DMN

Raúl Reyes Jr., líder comunitario de West Dallas y activista por la vivienda justa, falleció el martes a la edad de 50 años.

La familia de Reyes no quiso comentar con *The News* diciendo que necesita procesar su pérdida.

"Raúl Reyes representa el corazón de West Dallas. Su lucha, su capacidad para pugnar de una manera que llevaba atención y soluciones a las necesidades de los habitantes de West Dallas, era inigualable", dijo James Armstrong III, de 37 años, presidente de Builders of Hope.

Armstrong dijo que su relación con Reyes se remonta a 15 años y que eran como hermanos, siempre bromeando, y que recibió ánimo y apoyo de Reyes Jr.

Reyes nació y creció en el sector de Los Altos de West Dallas. Su padre, Raúl Reyes, y su madre, Juanita, inmigraron a Dallas desde México en los años 1960s.

Con el paso de los años, Reyes se convirtió en una voz respetada y líder de su comunidad.

Se integró a organizaciones como Los Altos Neighborhood Association, La Bajada, y posteriormente fue presidente de West Dallas 1, una coalición de vecinos y asociaciones de vecinos que trabajan por tener vecindarios seguros y equitativos y por dar oportunidades a sus habitantes.

Además, fue designado a varias juntas y comisiones de la ciudad de Dallas.

En 2023 fue nombrado por el concejal Omar Narváez para representar al Distrito 6 en Dallas Public Facility Corporation.

El derecho a la vivienda, el desplazamiento urbano, el racismo ambiental, la inseguridad alimentaria, la educación y la prevención del abuso de drogas eran temas que apasionaban a Reyes.

Janie Cisneros, residente de West Dallas y líder de la organización comunitaria Singleton United/Unidos, dijo que Reyes era la persona a la que siempre podía llamar para hablar de cualquier cosa relacionada con su vecindario.

TOM FOX/DMN

Raúl Reyes y su hijo Raúl Reyes Jr. posan para una foto en el frente de su casa sobre Sylvan Ave en Dallas, en marzo de 2017. Reyes Jr. nació y creció frente a la vivienda que ahora ocupan sus padres. Los Reyes han vivido en esa parte de Dallas desde 1969.

"Sentía una sensación de hogar al hablar con Raúl porque ambos crecimos en West Dallas, y siempre existe un vínculo especial cuando uno habla con alguien que también creció en el barrio y que entiende a la comunidad", dijo Cisneros.

La pasión de Reyes por hacer de West Dallas un mejor lugar no tenía comparación, añadió Cisneros.

Esa dedicación hacía de Reyes una voz tranquilizadora y de confianza para los vecinos cuando necesitaban hacer saber de un problema en una reunión de consejo o en el Ayuntamiento, dijo Paula Hutchison, miembro de Gilbert Emory Neighborhood Association.

"Él fue la voz de West Dallas en el Ayuntamiento durante décadas. Siempre daba la cara por su gente, por la comunidad", dijo Hutchison.

De vez en cuando reunía representantes de diferentes organizaciones y con diferentes intereses en la misma mesa en La Moderna, un pequeño restaurante mexicano en West Dallas, para que se conocieran y discutieran de temas importantes.

El objetivo era hacer de West Dallas un mejor lugar para vivir.

A Reyes le sobreviven tres hijos.

"Yo lo llamaba jefe; eso es lo que realmente era en West Dallas", dijo Armstrong.

"Si se imagina a West Dallas como un edificio, él sería uno de los pilares, y va a ser difícil de aquí en adelante por esta gran pérdida de liderazgo y de su legado".

SHAFKAT ANOWAR/DMN

La venta de casas en D-FW aumentó 14.2% en enero, con respecto a un año atrás.

Se venden más casas

Por STEVE BROWN / DMN

El aumento en la venta de casas en Dallas-Fort Worth el mes pasado fue el primero de un año a otro en casi dos años.

También fue uno de los más grandes en el país, según un reporte de la firma de bienes raíces residenciales Re/Max LLC.

La venta de casas en Dallas-Fort Worth aumentó 14.2% en enero con relación a un año antes, señala el estudio mensual de Re/Max.

Solo Salt Lake City, con un 20%, tuvo un incremento anual más grande en venta de casas por agentes de bienes raíces.

Los agentes de bienes raíces en el Norte de Texas vendieron 5,208 casas en enero, indica el conteo de Re/Max.

Al analizar las 50 áreas metropolitanas más grandes de Estados Unidos, Re/Max concluyó que la venta total de casas fue un 2.5% mayor que en enero de 2023.

El aumento registrado en enero en Dallas-Fort Worth revirtió una larga tendencia a la baja en la compra de vivienda causada por el alza de las tasas hipotecarias y una oferta ajustada.

Los anuncios de venta de casas nuevas en el mercado de Dallas-Fort Worth el mes pasado aumentaron alrededor de un 40% con relación a enero de 2023.

A nivel nacional, los anuncios nuevos aumentaron un 21.5% de un año a otro, de acuerdo con Re/Max.

El precio de venta promedio de las casas en Dallas-Fort Worth el mes pasado fue de $381,103, un incremento de 1.6% de un año a otro, de acuerdo con Re/Max.

Aviso de Reunión
Pública Virtual con Opción en Persona

PROYECTO INTERESTATAL 345 (I-345) CONNECTS
Desde I-30 Hasta la Carretera Woodall Rodgers (Spur 366)
CSJ: 0092-14-094
Condado de Dallas, Texas

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) está proponiendo reconstruir la I-345 desde I-30 hasta la carretera Woodall Rogers (Spur 366) en el condado de Dallas, una distancia de 2.8 millas. Este aviso informa al público que TxDOT llevará a cabo dos reuniones públicas en persona y una reunión pública virtual sobre el proyecto propuesto. **La misma información estará disponible en las reuniones en persona y virtuales.**

Reunión Pública en Persona 1
Martes, 19 de marzo del 2024
5:30 p.m. a 7:30 p.m. (Casa Abierta)
La presentación comenzará a las 6 p.m.
Gimnasio del centro comunitario y escuela St. Philip
1600 Pennsylvania Avenue,
Dallas, Texas 75215
Accesible a través de la ruta 13 de DART o el GoLink de South Dallas.

Reunión Pública en Persona 2
Jueves, 21 de marzo del 2024
5:30 p.m. a 7:30 p.m. (Casa Abierta)
La presentación comenzará a las 6 p.m.
Gimnasio de la iglesia Pilgrim Rest Missionary Baptist Church (tercer piso)
1819 N. Washington Avenue,
Dallas, Texas 75204
Accesible a través de las rutas 003, 023, 105, y 207 de DART

Reunión Pública Virtual*
Martes, 19 de marzo del 2024 a las 5:30 p.m. hasta el 5 de abril del 2024 a las 11:59 p.m.
www.345connects.com
**Este no es un evento en vivo. La presentación de las reuniones en persona se publicará en línea.*

Las reuniones en persona se llevarán a cabo en formato de casa abierta con una presentación formal a las 6 p.m. Representantes de TxDOT y miembros del equipo del proyecto estarán disponibles para responder preguntas sobre el proyecto. La reunión virtual estará disponible el martes 19 de marzo del 2024 a partir de las 5:30 p.m. hasta el final del periodo de comentarios el viernes 5 de abril del 2024 a las 11:59 p.m. Los materiales estarán disponibles en el sitio web del proyecto en www.345connects.com e incluirán la presentación pregrabada proporciona en las reuniones en persona con componentes de audio y video, junto con exhibiciones y otra información. **Tenga en cuenta que la reunión pública virtual no es un evento en vivo. Los materiales se pueden ver a su conveniencia.** Si no tiene acceso al internet, puede llamar al (214) 320-6100 de lunes a viernes entre las 8 a.m. y las 5 p.m., para hacer preguntas y tener acceso a los materiales del proyecto. **Tenga en cuenta que los materiales de la reunión no estarán disponibles hasta el martes 19 de marzo del 2024 a las 5:30 p.m.**

La interestatal I-345 existente es una carretera urbana elevada que consta de seis carriles principales de 12 pies de ancho (tres en cada dirección) con arcenes de 10 pies de ancho en cada lado. La carretera existente es una estructura elevada de acero sobre todas las calles transversales al sur de la carretera Woodall Rogers (Spur 366). Los carriles de las carreteras de servicio existentes tienen dos y tres carriles en cada dirección y son de 12 pies de ancho. Hay aceras discontinuas dentro de los límites del proyecto.

El proyecto propone la reconstrucción de la I-345 según la alternativa recomendada determinada durante el estudio de viabilidad en el 2022. El proyecto propuesto incluye la reconstrucción de la I-345 para incluir tres carriles principales de 12 pies de ancho en cada dirección que estarían bajo el nivel del suelo con conexiones a las calles de la ciudad por encima, a nivel del suelo. Se construirían carreteras de servicios discontinuos a lo largo de la carretera entre Bryan Street y Hall Street hasta la I-30. El proyecto incluiría aceras de 10 pies de ancho en las calles transversales (ambos lados) y aceras de 6 pies de ancho a lo largo de las carreteras de servicios, mientras sea razonable y viable. El diseño mantiene las conexiones al sur, sureste, y al norte de Dallas. Se realinearían y construirían calles transversales/laterales adicionales para acomodar la reconstrucción de la I-345 y sus intercambios con la carretera Woodall Rogers (Spur 366) y la I-30.

El propósito del proyecto propuesto es mejorar la movilidad multimodal, cumplir con los estándares de diseño actuales y reducir el costo de mantenimiento de la carretera. El proyecto propuesto es necesario porque la I-345 existente desde la I-30 hasta la carretera Woodall Rodgers (Spur 366) (a) proporciona servicios (o alojamiento) directos limitados para peatones y ciclistas para conectar a las comunidades y lograr movilidad multimodal (b) no cumple con estándares de diseño actuales, y (c) se está acercando a su vida útil de diseño, lo que resulta en aumento en el costo de mantenimiento.

Todas las mejoras se realizarían dentro del derecho de vía (ROW) existente, el cual varía desde aproximadamente 280 a 635 pies. Se anticipa que no se requerirá ningún derecho de vía adicional.

La información preliminar sobre las limitaciones ambientales, los mapas que muestran la ubicación del proyecto, y el diseño, los cronogramas tentativos de construcción y otra información sobre el proyecto propuesto están archivados y disponibles para inspección pública de lunes a viernes entre las 8 a.m. y las 5 p.m. en la oficina del distrito de Dallas de TxDOT ubicada en 4777 E. Highway 80, Mesquite, Texas 75150. Estos materiales también estarán disponibles para su revisión electrónicamente en la reunión pública virtual y en forma impresa en las reuniones públicas en persona.

La reunión pública virtual y las reuniones en persona se llevarán a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque el inglés no es su idioma principal o tiene dificultad para comunicarse de manera eficaz en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si es una persona con una discapacidad que requiere adaptaciones para asistir y participar en la reunión pública virtual o las opciones en persona, comuníquese con la Oficina de Información al Público del Distrito de Dallas de TxDOT, al (214) 320-4480 a no más tardar el martes 12 de marzo del 2024 a las 4:00 p.m. Tenga en cuenta que se requiere notificación previa ya que algunos servicios y acomodaciones pueden requerir tiempo para que TxDOT los organice.

Se solicitan los comentarios del público sobre el proyecto los cuales pueden ser enviados por correo a TxDOT Dallas District Office, atención: Grace Lo, P.E., 4777 E. Highway 80, Mesquite, TX 75150, o por correo electrónico a 345connects@txdot.gov; o verbalmente llamando al teléfono (903) 329-9307 y dejando correo de voz. **Todos los comentarios deben ser recibidos a no más tardar el viernes 5 de abril del 2024**, para ser incluidos en la documentación de la reunión pública. Las respuestas a los comentarios recibidos estarán disponibles en línea en www.345connects.com una vez que se hayan preparado.

Si tiene preguntas o inquietudes generales sobre el proyecto propuesto, comuníquese con Grace Lo, P.E., Gerente de Proyecto de TxDOT, por teléfono al (214) 320-6100 o por correo electrónico a 345connects@txdot.gov.

La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019 y ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

DN-1866477-01

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Mert Tezkol, advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT AD# 1866477
was published in ALDIA

DATE PUBLISHED
March 6, 2024

NOTARY PUBLIC STATE OF TEXAS
REBECCA ELIZABETH NEAL TEZKOL
Notary ID #133110603
My Commission Expires
May 19, 2025

Mert Tezkol

March 6, 2024

(Notary Public)

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Notice of Public Meetings for I-345 Connects from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County

Tuesday, March 19, 2024

Tuesday, March 19, 2024

CSJ: 0092-14-094

Where and When:

A virtual public meeting will be held at www.345connects.com. The virtual meeting is not a live event and can be viewed at any time beginning at 5:30 p.m. on Tuesday, March 19, 2024 and will remain available online through 11:59 p.m. on Friday, April 5, 2024.

Two in-person public meetings will be held in an open house format where the public may come and go at their convenience. The first in-person meeting will be held on Tuesday, March 19, 2024 from 5:30 to 7:30 p.m. with a presentation at 6 p.m. at St. Philip's School and Community Center Gymnasium, 1600 Pennsylvania Ave, Dallas, TX 75215.

The second in-person meeting will be held on Thursday, March 21, 2024 from 5:30 to 7:30 p.m. with a presentation at 6 p.m. at Pilgrim Rest Missionary Baptist Church Gymnasium, 1819 N. Washington Ave, Dallas, TX 75024.

Materials presented at the virtual public meeting and in-person public meetings will be identical.

All comments must be received on or before Friday, April 5, 2024.

Description:

The I-345 Connects proposed improvements would reconstruct I-345 to include three 12-foot-wide mainlanes in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at cross streets and six-foot-wide sidewalks along frontage roads.

Special Accommodations:

The virtual public meeting and in-person options will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact the TxDOT Dallas District Public Information Officer at (214) 320-4480 no later than 4 p.m., March 12, 2024. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Downloads:

Notice (English)
Notice (Spanish)
Venue Map (English/Spanish)

Contact:

TxDOT Dallas District
Public Information Office
(214) 320-4480

Texas Department of Transportation

< Dallas 2024

I-345 Connects Project from I-30 to Woodall Rodgers Freeway (Spur 366)

Virtual public meeting with in-person options

In-person: Tuesday, March 19, 2024, from 5:30-7:30 p.m. and Thursday, March 21, 2024, from 5:30-7:30 p.m.

Virtual: Tuesday, March 19, 2024, at 5:30 p.m.

Public comment deadline	All comments must be received on or before **Friday, April 5, 2024**
Virtual details	The virtual meeting can be viewed Tuesday, March 19, 2024, starting at 5:30 p.m. through the end of the comment deadline on Friday, April 5, 2024, at 11:59 p.m. Materials will be posted to the project website at www.345connects.com and will include the pre-recorded presentation provided at the in-person meetings with audio and video components, along with exhibits and other information. Please note, the virtual public meeting is not a live event. The materials can be viewed at your convenience. If you do not have internet access, you may call 214-320-6100 between the hours of 8 a.m.-5 p.m., Monday through Friday, to ask questions and access project materials. Please note meeting materials will not be available until Tuesday, March 19, 2024, at 5:30 p.m.
In-person details	**In-Person Meeting 1** Tuesday, March 19, 2024 5:30-7:30 p.m. (Open House) Presentation at 6 p.m. St. Philips' School and Community Center Gymnasium

	1600 Pennsylvania Avenue Dallas, Texas 75215 Served by DART bus route 13 or the South Dallas Go Link **In-Person Meeting 2** Thursday, March 21, 2024 5:30-7:30 p.m. (Open House) Presentation at 6 p.m. Pilgrim Rest Missionary Baptist Church Gymnasium (Third Floor) 1819 N. Washington Avenue Dallas, Texas 75204 Served by DART bus routes 003, 023, 105, 207
Purpose	TxDOT is proposing to reconstruct I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County, a distance of 2.8 miles.
Description	The existing I-345 facility is an elevated, urban highway that consists of six 12-foot-wide mainlanes (three in each direction) with 10-foot-wide shoulders on each side. The existing facility is an elevated steel structure over all cross streets south of Woodall Rodgers Freeway (Spur 366). Existing frontage road lanes are 12-foot-wide with two and three lanes in each direction. Discontinuous sidewalks are located within the project limits. The project proposes the reconstruction of I-345 according to the recommended alternative determined during the feasibility study in 2022. The proposed project includes the reconstruction of I-345 to include three 12-foot-wide mainlines in each direction that would be below ground with city street connections over the top. Discontinuous frontage roads would be constructed along the highway between Bryan Street and Hall Street to I-30. The project would include 10-foot-wide sidewalks at crossstreets (both sides) and 6-foot-wide sidewalks along frontage roads, where reasonable and feasible. The design maintains South, Southern, and North Dallas roadway connections. Additional cross/sidestreets would be realigned and reconstructed to accommodate the reconstruction of I-345 and its interchanges with Woodall Rodgers Freeway (Spur 366) and I-30. The purpose of the proposed project is to improve multimodal mobility, meet current design standards, and reduce highway maintenance cost. The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) (a) provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal

	mobility (b) does not meet current design standards, and (c) is reaching its useful design life resulting in an increase in maintenance cost. All improvements would occur within existing right of way (ROW) which varies in width from approximately 280 to 635 feet. No additional ROW is anticipated to be required. Preliminary environmental constraints information, maps showing the project location as well as design, tentative construction schedules, and other information regarding the proposed project are on file and available for public inspection Monday through Friday between the hours of 8 a.m.-5 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, Texas 75150. These materials will also be available for review electronically at the virtual public meeting and in hard copy form at the in-person meetings. If you have any general questions or concerns regarding the proposed project please contact the TxDOT Project Manager by phone at 214-320-6100 or by email at 345connects@txdot.gov
Accessibility	The virtual public meeting and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements be made to accommodate your needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact the TxDOT Dallas District Public Information Office at (214) 320-4480 no later than 4 p.m., Tuesday, March 12, 2024. Please be aware that advance notice is required as some services and accommodations require time for TxDOT to arrange.
Meeting materials	• Notice • Notice (Español) • Project location map
How to make a comment	Comments from the public regarding the proposed project are requested and may be submitted by: • Mail: TxDOT Dallas District Office Attn: Project Manager

	4777 E. Highway 80 Mesquite, TX 75150 • Email: 345connects@txdot.gov • Phone: 903-329-9307 to record a verbal comment All comments must be received on or before Friday, April 5, 2024, to be included in the official public meeting record. Responses to comments received will be available at www.345connects.com once they have been prepared.
Memorandum of Understanding	The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Contact us

Email TxDOT Dallas District

214-320-4480

4777 E. Highway 80
Mesquite, TX 75150

Posted: March 4, 2024

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Open records

Report a road issue

TxDOT's Staff Suggestion Program

Report fraud, waste or abuse

I-345 Public Meeting Social Media Posts

nextdoor

Sign in

Texas Department of Transportation is on Nextdoor, the neighborhood hub.

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Texas > Texas > Texas Public Agencies > Texas Department of Transportation

Texas Department of Transportation

Welcome to the official TxDOT Nextdoor page. Get more info: www.txdot.gov

More info...

Activity

DALLAS – The Texas Department of Transportation is hosting two in-person open houses along with an online option to share updates on the proposed improvements for the Interstate 345 (I-345) corridor in Dallas, located between the I-30 junction and

PIO Kenna Mitchell from Texas Department of Transportation · 13 Mar

the Woodall Rodgers Freeway (Spur 366).

Following the feasibility study completion in 2022, TxDOT and the City of Dallas have been refining the proposed design. The existing I-345 corridor is an elevated structure over all cross-streets. The proposed improvements include reconstructing the corridor to be below ground with city street connections above, which would include pedestrian facilities. All open houses will feature the same materials for viewing, which will highlight the most current proposed designs and other information. Attendees will also be able to provide written comments.

There are several options for submitting feedback on the proposed project:
- Email 345connects@txdot.gov
- Send mail to project manager: Grace Lo, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150
- Visiting www.345connects.com
- Voicemail by calling (903) 329-9307

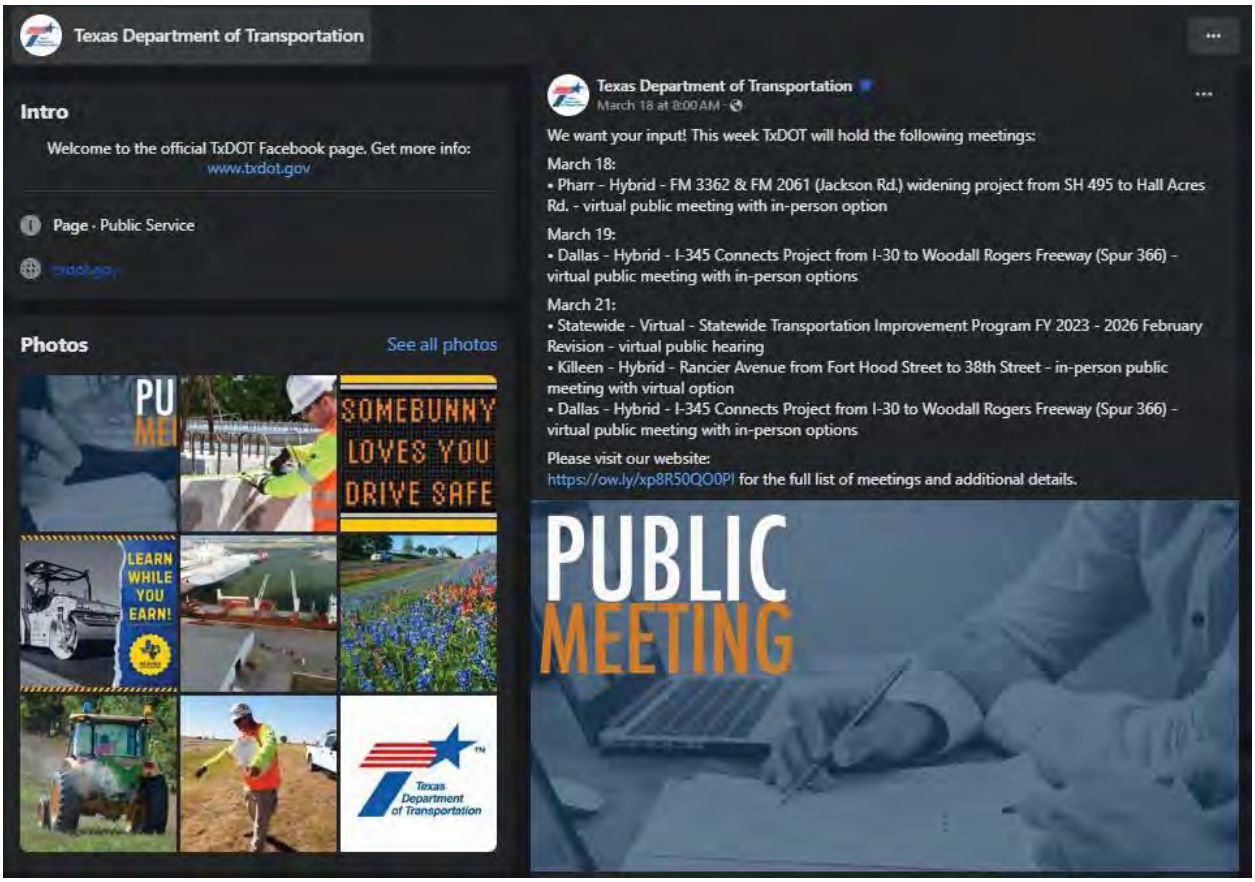
All comments and mail must be submitted and postmarked by Friday, April 5, 2024 to be included in the public record.

Those without internet access can call (214) 320-6100 between 8 a.m. and 5 p.m., Monday through Friday, to ask questions.

13 Mar · Subscribers of Texas Department of Transportation in Texas in General

THANK 4 REPLY 3

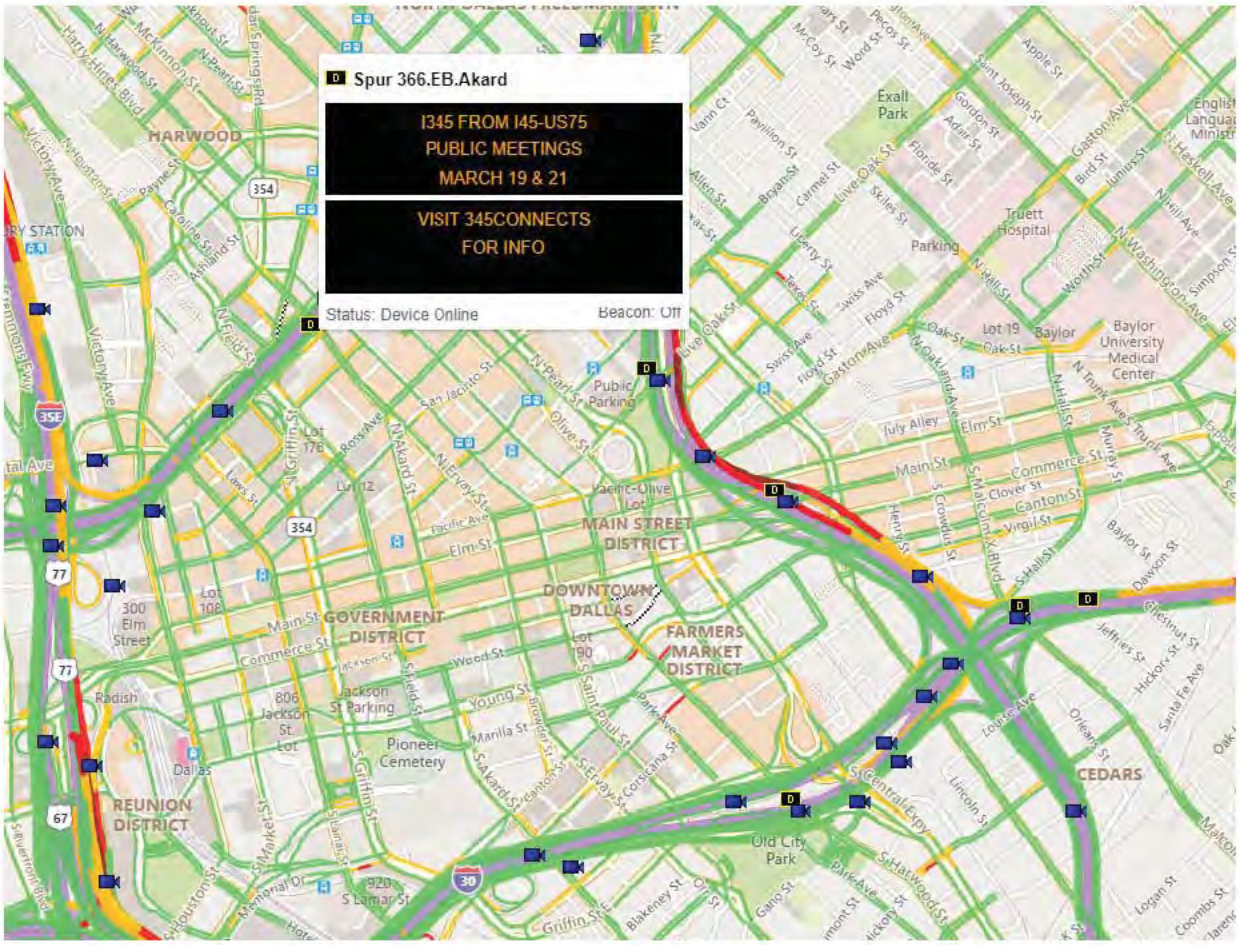
I-345 Public Meeting Social Media Posts



From: Melissa Meyer
To: Nicole Carrillo; Jonathan Gardea; Tony Hartzel; Ashton Strong; Grace Lo; Travis Campbell; Ceason Clemens; Jordan Greene; Lupe Pettit; Andrea Ayala
Subject: I-345 DMS signs are up
Date: Friday, March 15, 2024 8:13:45 AM
Attachments: image001.png

External Email: Use caution when clicking on links, replying, or opening attachments.

All the signs in the I-345 vicinity are showing the message. It will come down Thursday after the public meeting.



Melissa Meyer
Public Involvement Specialist
TxDOT Dallas District
4777 E Hwy 80
Mesquite, TX 75150
214.319.3506 (office)

I-345 Public Meeting Social Media Posts

TxDOT Dallas
@TxDOTDallas

DALLAS – Open House for updates on 345 Connects project underway until 730p tonight (March 21) at the Pilgrim Rest Missionary Baptist Church (1819 N. Washington Ave.). If you don't want to get out in the ☔... don't worry! Same materials are online at 345connects.com

5:35 PM · Mar 21, 2024 · **727** Views

I-345 Public Meeting Social Media Posts

TxDOT Dallas
@TxDOTDallas

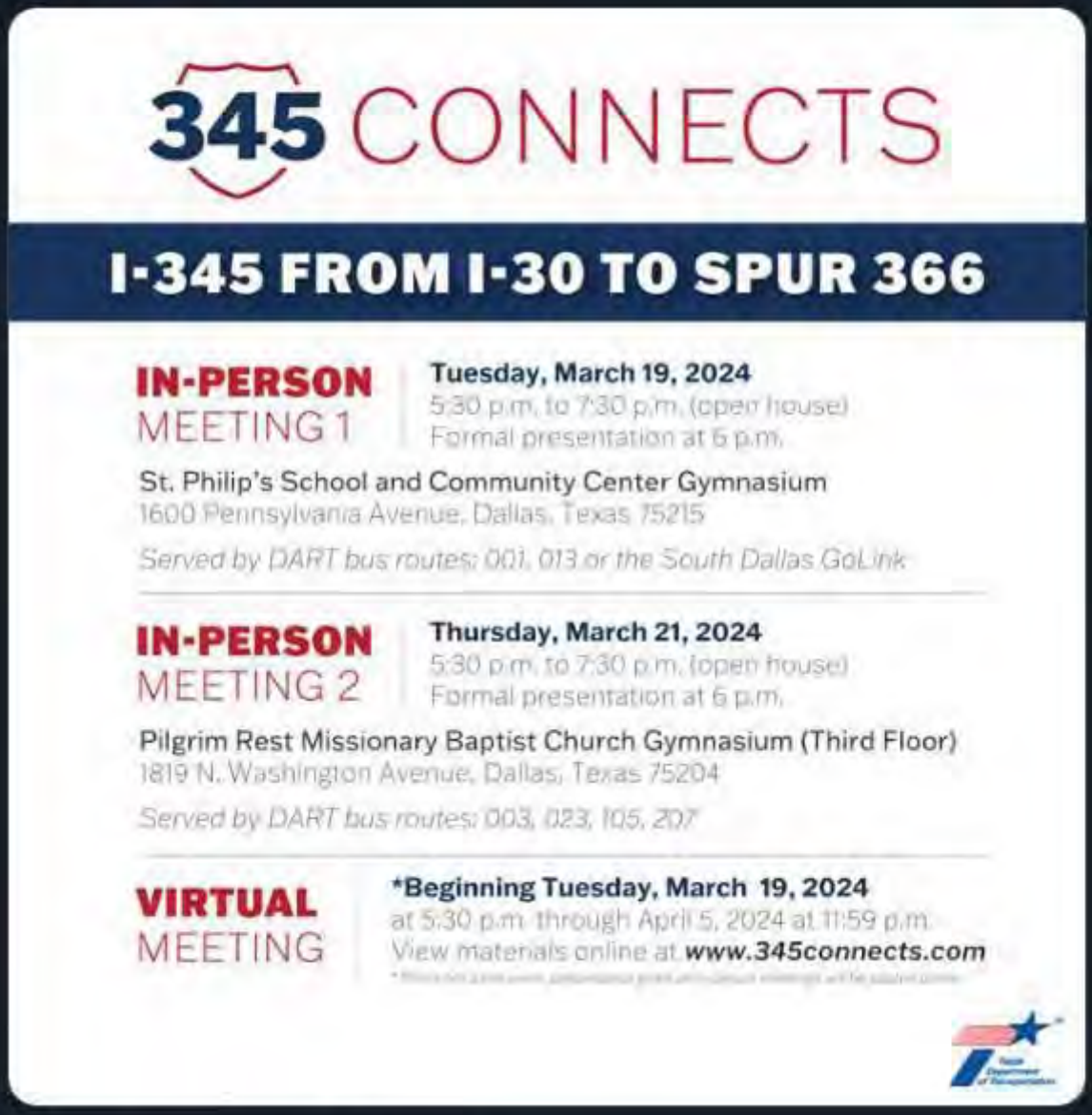
DALLAS – We're at @SPSCC1600 until 730p tonight w/updates to I-345 Connects project. If you can't stop by in person... visit 345connects.com to view materials online. Comment period through April 5. #DFWTraffic @CityOfDallas @NCTCOGtrans

5:30 PM · Mar 19, 2024 · **856** Views

I-345 Public Meeting Social Media Posts

TxDOT Dallas
@TxDOTDallas

DALLAS - Join us for I-345 Connects Project open houses this week: Tue., Mar. 19 & Thurs. Mar. 21 f/5:30-7:30p, both w/formal presentation at 6p. Virtual option w/ same materials launches 530p Tue. thru April 5. http345connects.com#DFWTraffic @NCT @NCTCOGtranst @CityOfDallas



9:00 AM · Mar 19, 2024 · **640** Views

I-345 Public Meeting Social Media Posts

TxDOT Dallas
@TxDOTDallas

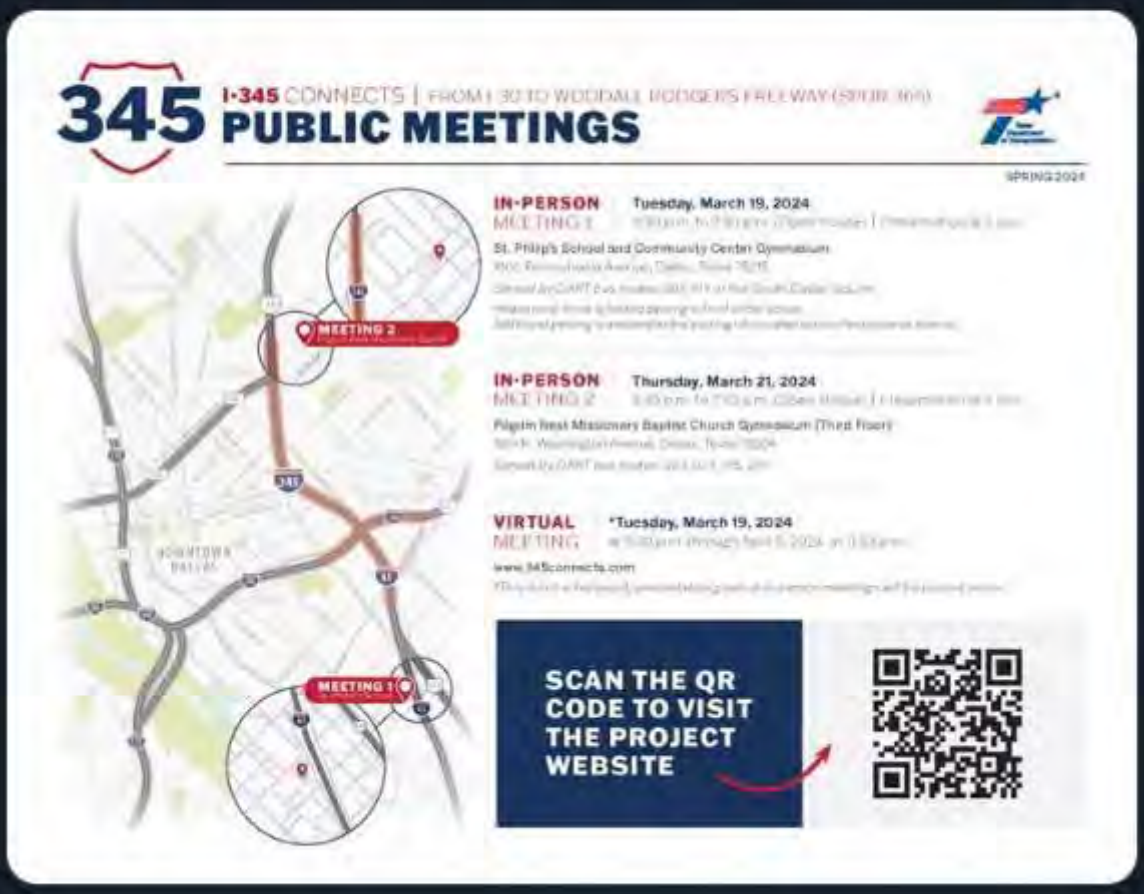
DALLAS – Join us for I-345 Connects Project open houses this week: Tue., Mar. 19 & Thurs. Mar. 21 f/5:30-7:30p, both w/formal presentation at 6p. Virtual option w/ same materials launches 530p Tue. thru April 5. 345connects.com #DFWTraffic @NCTCOGtrans @CityOfDallas

10:00 AM · Mar 18, 2024 · **1,602** Views

I-345 Public Meeting Social Media Posts

Dallas City Council District 2
@CityofDallasD2

The I-345 project is an important issue happening in the District. If you want to learn more or provide input on this important issue, please come out to the public meetings hosted by @TxDOT on March 19 and 21. #D2 #Dallas



5:36 PM · Mar 8, 2024 · **816** Views

I-345 Public Meeting Social Media Posts

Dallas City Council District 2
@CityofDallasD2

El proyecto I-345 es un tema importante que está sucediendo en el Distrito. Si desea obtener más información o aportar información sobre este importante tema, por favor, acuda a las reuniones públicas organizadas por @TxDOT el 19 y 21 de marzo. #D2 #Dallas

Translate post

5:36 PM · Mar 8, 2024 · **108** Views

Contents C. Sign-in Sheets

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Address	Email Address	How did you hear about the meeting?
Julie Saqueton	1600 Pennsylvania ave → Dallas 75215	[redacted]	email
Wendelin Donahue	4740 Chaucer Ct. GP, TX 75052	[redacted]	email / newsletter
Mike Smith	1500 Marilla St, LB5 Dallas	[redacted]	
Nicole Kapnic (75115)	1600 Pennsylvania Ave 75215	[redacted]	Email
Jaymon Wyn	1722 S Hardwood 75215	[redacted]	[illegible]
JOELLA ENNA	1244 BAR HARBOR 75232	[redacted]	POST CARD
Stephen Tordella	1900 Pacific Ave #607 Dallas, TX 75201	[redacted]	email
Roddrick [illegible]	1512 Commerce ST, 712 DALLAS, TX 75201	[redacted]	email
ROBERT GAMBOA	2510 PINEBLUFF Dr. DALLAS, TX 75229	[redacted]	EMAIL
Emily Bell	600 Audra	[redacted]	email
Kojo Mensah	2350 Valley View Lane, Dallas TX 75243	[redacted]	email
Jessie Belval	8100 Biscayne St Frisco TX 75075	[redacted]	email
ARTURO DELCASTILLO	1500 MARILLA ST DALLAS TX	[redacted]	WORK
JENNIFER GRANTHAM	4101 COMMERCE ST	[redacted]	email

St. Philip's School and Community Center

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Address	Email Address	How did you hear about the meeting?
Aaron Ceder		[redacted]	
Menkitt Rice			St Philip's Employee
DON RAINEY JR			CITY OF DALLAS PLANNING & URBAN DESIGN
George Lover			
Ebony Brumfield			St. Phillips
KRISTOPHER JOHNSON, PE	1500 MARILLA DALLAS TX		C.O.D - TRN
Ambre Brown			St Phillips
Mary Ann Cullen			C.N.S Flyer
Lonnette Murphy	3919 E F Higgins		
Stephanie Keller Hufiburg	Deep Ellum		Deep Ellum foundation
LIONEL JACKSON	2807 Thomas Tolbert Dallas, TX		CITY OF DALLAS EMAIL
Nikia Summerlin	1401 Elm St.		Work
Caleb Roberts	2847 Alabama Ave		online
John Nguyen	2350 Valley View Ln Dallas TX 75234	[redacted]	Work

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
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Tuesday, March 19, 2024

Name	Address	Email Address	How did you hear about the meeting?
~~Ted Barrett~~	—	[redacted]	Doorbell invited
~~Samuel Simmons~~			
~~Lori Kennedy~~			
Collin Yarbrough	5836 Birchbrook Dr. Dallas, Tx 75206		City Council meeting
Brandon Douglas	4209 Williamson Ln Carrollton, TX 75010		friends
Kristian Telecki	325 Canyon Oaks Dr. Argyle Tx		work
Lucy Hartshorn			work
Lindsay Jackson			work
John Radovich	800 Jaguar 75226		All over
Jessica Burnham	301 Syracuse Place 75081		Deep Ellum Foundation
Angela Mathew	5349 Amesbury Dr 75206		
Paul Carden	2007 Harlandale Ave 75216		city council
Tabitha Wheeler-Rees	4412 S Malcolm X Dallas TX 7		city council
Stephen McKeown	10433 Marsh Ln, Dallas, TX 75229		Email + 5.9.45.

St. Philip's School and Community Center

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Address	Email Address	How did you hear about the meeting?
TONY PHAM	2707 COLUMBUS, GRAND PRAIRIE TX 75054	[redacted]	SOCIAL MEDIA.
Shannon Collins	3131 Maple Ave 7A Dallas TX 75201		
Tim Palego	390 E oakewood St. 75203		Flyer
Sandra Bowie	FBHCCD		email
LaShun Reed			
Tom Shafer			
[illegible]	3801 Spence, st		
Hexel Colorado	1509 Main St #708		
Bekah Kornblum			instagram
Bryan Tony	1500 Pecos St. #4, Dallas		Email
ALBERT WILLIAMS	1802 DRISKELL ST DALLAS 75215		EMAIL

ELECTED AND PUBLIC OFFICIALS SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name and Public Office	Signature
City of Dallas	
Councilmember Cara Mendelsohn District 12	
Madison Johnson District 12, Council Liaison	
Luis Delgado District 12, Council Assistant	
Jandis Price District 12, Policy Analyst	
Councilmember Gay Donnell Willis District 13	
Michael Williams District 13, Council Liaison	
Christopher Murray District 13, Council Assistant	
Councilmember Paul E. Ridley District 14	
Max Sanchez District 14, Council Liaison	
Apryl Davis District 14, Council Assistant	
Dorey Clark, ECO Dev	Dorey Clark

St. Philip's School and Community Center, 1600 Pennsylvania Ave., Dallas, TX 75215

ELECTED AND PUBLIC OFFICIALS SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name and Public Office	Signature
U.S. Senate	
Senator John Cornyn U.S. Senate	
Senator Ted Cruz U.S. Senate	
U.S. House of Representatives	
Congresswoman Jasmine Crockett District 30	
Congressman Colin Allred District 32	
Texas State Senate	
Senator Royce West District 23	Kelvin Bates
Senator Nathan Johnson District 16	
Texas House of Representatives	
Representative Morgan Meyer District 108	
Representative Venton Jones District 100	
Representative Toni Rose District 110	Dani Kennedy - District Director
Representative Rhetta Bowers District 123	
Representative Carl Sherman, Sr. District 109	

St. Philip's School and Community Center, 1600 Pennsylvania Ave., Dallas, TX 75215

ELECTED AND PUBLIC OFFICIALS SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Representative John Bryant District 114	
Name and Public Office	**Signature**
North Central Texas Council of Governments	
Michael Morris Director of Transportation	
Berrien Barks Program Manager, Transportation	
Amy Johnson Principal Transportation Planner	
Dan Lamers Senior Program Manager, Transportation	
Jeff Neal Senior Program Manager, Transportation	
Samuel Simmons Senior Transportation Planner	
Mike Eastland Executive Director	
Name and Public Office	**Signature**
Other	

St. Philip's School and Community Center, 1600 Pennsylvania Ave., Dallas, TX 75215

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Organization
Steven Hartshorn	HNTB
Ava Robichaux	HNTB
Lindi Miller	HNTB
Jonathan Gardea	HNTB
~~Hannah Mintz~~	~~HNTB~~
Monica LeBeau	HNTB
Rachel Skrovanek	HNTB
Scott Inglish	HNTB
Jordan Greene	HNTB
Aidan Rosiquemango	HNTB
Josiah Belveal	HNTB
Nicole Carrillo	HNTB

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Organization
Melissa Meyer	TXDOT
Rachel Wesson	HNTB
Ashton Strang	TXDOT
Rachel Roberts	HNTB
Grace Li	TxDOT
Hannah Mints	HNTB
Lizzy Ding	TxDOT
Travis Campbell	TxDOT
Ryan Barickler	HNTB
Peniel Arifowoshe	HNTB
Doreen Choo	TxDOT
Kimberly Sims	HNTB

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
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Dallas County, Texas
CSJ: 0092-14-094

Tuesday, March 19, 2024

Name	Organization
Andrew Schimenti	HNTB
Troy Alldredge	HNTB
Vinu Tam	HNTB
Bilson Sowals	HNTB
Annie Martinez	HNTB
Berenice Salaices	HNTB
Abdon Espiricueta	HNTB
Laura Garcia	HNTB
Lupe Pettit	HNTB
Waqar Fatimah	Halff
Andrea Ayala	TxDot
Nathan Petter	TXDOT

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
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Tuesday, March 19, 2024

Name	Organization
Kenna Mitchell	TXDOT
Nelsa Underwood	TxDot
Andrew Young	HNTB
Dan Pierce	TXDOT – DAL
Gerardo Garcia Carranza	TxDOT - DAL
Chris Price	HNTB
Tony Hartzel	TXDOT
Michael BAZIE	TxDOT
JAMES FRYE	HNTB
Cecil Clemens	TxDOT

St. Philip's School and Community Center

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
HAROLD CARTER	3802 Silverstone Dr.	[redacted]	Local News
GLORIA CARTER	3802 Silverstone Dr		Local News
[illegible] Acordale	6666 Lochenoss Drive Garland TX 75044		Site Location Manager
Molly Carroll	8606 Grove land Dr.		
REGINA JOSEPH	3003 Swiss Ave		Job
R.E. TORRES-MAYSONET	3805 SAN JACINTO ST. APT E, 75204		local news
Bradley Petty	3415 Elsie Faye Hessins 75210		local news
Vince Tam	4402 Reeve St Unit Dallas Tx 75204		letter
Natalie Matous	8218 Lullwater, Dallas TX 75218		email
Nikia Summerlin	1401 Elm Dallas TX 75202		Work
Van Sims	720 Village Green Dr., DeSoto, TX		Member/Pilgrim Rest
M. Pritchett	8301 S. Polk St		Capt.
Mamie Butler	6214 Denham St Dallas TX 75		I go to church here
J TARRER	Box 36242 Dallas 75235		

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
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Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
Joshua Smith	2754 Meadow Harvest Dallas, TX 75237	[redacted]	Church
Philip Goss	7071 Mistflower Ln, Dallas 75231	[redacted]	Not IG
Renaldo Johnson	600 Kimberly Dr. DeSoto TX 75115	[redacted]	Church
Andrey Wilkerson	2226 City Market Ln 75201	[redacted]	online
Mitchell Wilkerson		[redacted]	"
Piper Greene		[redacted]	Friend
Aaron Reynolds	500 S Good Latimer	[redacted]	Mail
JOE M. BLACK		[redacted]	Media
JIM ANDERSON	4706 SWISS 75204	[redacted]	
Pat Watson	7156 Carrousel Circle	[redacted]	media
GORDON WATSON	— " — — " —	[redacted]	H/NTB
Ed Broadway		[redacted]	
Ross Allen	2700 Knight St, Dallas	[redacted]	email
ERNIE G MARTINEZ	1401 Pacific, Dallas, TX 75201	[redacted]	NEWSLETTER, PHONE CALL,

Pilgrim Rest Missionary Baptist Church

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
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CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
MIKE McCOY	3003 SWISS AVE	[redacted]	local news
Brenda Jones Baker	PO box 140351 Dallas 75214		church
BETTY J. BEATY	735 DeerWood DR. 75232		Church
Lester Nevels	4600 Greenville Ave Ste 150 Dal, 75206		media
Chris Young	1502 McKee St		media/online
Charles J Smith	2754 Meadow HARVEST LN		Church
Erik + Kylline + Axel	2502 Live Oak St #202		HOA
LEROY O. GANT	1517 DORIS DR. MESQUITE, TX 75149		CHURCH
Steve Andreas	4102 Mulberry Dr, Carrollton, TX 75010		News
Garrett Ellis	5653 Meadrick Ln Dallas, Tx 75227		Sarah
TIM MOHEL	4039 GOODFELLOW, DALLAS, TX 75229		LETTER
Carolyn White	3919 Evergreen St Irving TX 75061		church
Chris Daly	904 Liberty St Dallas		mail
Esther Nale	F		website

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
Lena Hatcher	431 N. Dallas Ave, Lancaster, TX 75146	[redacted]	work/news
Tonia Dunlap	2452 Marmont Lane, Lancaster, 7513		↓
Chris Anderson	3003 Swiss Ave Dallas TX 75204		Mail
[illegible]	1003 Valencia Dall 75223		mail
JEFF & SEAL	616 Six Flags Dr, Arlington, TX 76005		EMAIL
CHAD HUMPHREY	737 WILFORD WAY HEATH, TX 75032		MAIL
DEVON SKINNER	1500 MARILLA ST. Dallas 75201		MCC
Allan Zweet	1999 Bryan ST #3500		mail
ZEL HEAD	2502 Live Oak St. 102 75204		mailing list
St Briscoe	4787 Vista Wood #107 75232		social media
Catherine Butler	136 Hillside Ln Desoto 75115		
Sarah Hughes	5653 Meadowick Lane 75227		email/mail
Andrea Mendola			
ERIC WILLIAMSON	3507 BRYAN ST 75204		MAIL

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
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Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
Kris Lloyd	3121 San Medina Ave. Dallas, Tx 75228	[redacted]	Signage
Gladys Smith	6122 Runion Way " " 75214		Church-PRBC
William C. Gilliam	6214 Denham Drive - Dallas 75217		Church
Matt Craig	1201 N BOWSER, Richardson 75081		MAIL

Pilgrim Rest Missionary Baptist Church

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
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Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?
Theresa EDWARDS		[redacted]	
Johnetta Ingram			

Pilgrim Rest Missionary Baptist Church

ELECTED AND PUBLIC OFFICIALS SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name and Public Office	Signature
U.S. Senate	
Senator John Cornyn U.S. Senate	
Senator Ted Cruz U.S. Senate	
U.S. House of Representatives	
Congresswoman Jasmine Crockett District 30	
Congressman Colin Allred District 32	
Texas State Senate	
Senator Royce West District 23	Kelvin Baez
Senator Nathan Johnson District 16	
Texas House of Representatives	
Representative Morgan Meyer District 108	
Representative Venton Jones District 100	
Representative Toni Rose District 110	
Representative Rhetta Bowers District 123	
Representative Carl Sherman, Sr. District 109	

Pilgrim Rest Missionary Baptist Church, 1819 N. Washington Ave., Dallas, TX 75204

ELECTED AND PUBLIC OFFICIALS SIGN-IN SHEET

Public Meeting
I-345 Connects
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Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Representative John Bryant District 114	
Name and Public Office	**Signature**
North Central Texas Council of Governments	
Michael Morris Director of Transportation	
Berrien Barks Program Manager, Transportation	
Amy Johnson Principal Transportation Planner	
Dan Lamers Senior Program Manager, Transportation	
Jeff Neal Senior Program Manager, Transportation	
Samuel Simmons Senior Transportation Planner	
Mike Eastland Executive Director	
Jesse Brown	(signed in on TxDOT/consultant)
Name and Public Office	**Signature**
Other	
ZAHRA RICKETTS	NORTH CENTRAL TEXAS COUNCIL OF GOVTS.
NORMA MINNIS	STATE REP JOHN BRYANT

Pilgrim Rest Missionary Baptist Church, 1819 N. Washington Ave., Dallas, TX 75204

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Organization
RACHEL SKROVANEK	HNTB
Ava Robicheaux	HNTB
Nicole Aldredge	HNTB
Hannah Mints	HNTB
Monica LeBeau	HNTB
Jonathan Cardea	HNTB
Lindi Miller	HNTB
Melissa Meyer	TxDOT
JORDAN GREENE	HNTB
AIDAN ROBICHEAUX	HNTB
Josiah Belveal	HNTB
Courtney Tadlock	HNTB

Pilgrim Rest Missionary Baptist Church

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Organization
Lauren Ayers	HNTB
Peniel Anifowoshe	HNTB
Jaren Mich	HNTB
Andrew Schimeat!	HNTB
Bjorn Sands	HNTB
Andrea Arzala	TxDot
Archer Morrow	HNTB
Rachel Roberts	HNTB
Aldor Espinoza	HNTB
Tony Hartzel	TXDOT
DAN PERGE	TXDOT - DAL
Nathan Potter	TxDOT - DAL

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
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Dallas County, Texas
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Thursday, March 21, 2024

Name	Organization
Lupe Pettit	HNTB
Rachel Wesson	HNTB
Andrew Young	HNTB
RYAN BRICKER	HNTB
Berenice Ibarra	HNTB
MELSON UNDERWOOD	TxDOT
Ramiro Garcia	HNTB
Nicole Carrillo	
Steven Hartshorn	HNTB
Troy Alldredge	HNTB
Jesse Brown	NCTCOG
Travis Campbell	TxDOT

TxDOT AND CONSULTANT SIGN-IN SHEET

Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
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Thursday, March 21, 2024

Name	Organization
Grace Lo	TxDOT
Carol Clements	TxDOT
Kenna Mitchell	NDOT
Brandon Tiner	Txdot
Laura Garcia	~~FDOT~~ HNTB
JOHN HUDSPETH	TxDOT
Kimberly SIMS	HNTB

Pilgrim Rest Missionary Baptist Church

Contents D. Comments Received

Ava Robicheaux

Subject: FW: I-345 Connects I-30 to Woodall Rogers Spur 345

From: Irby Foster[redacted]
Sent: Sunday, March 10, 2024 6:51 PM
To: 345Connects <345Connects@txdot.gov>
Subject: I-345 Connects I-30 to Woodall Rogers Spur 345

Hello, please receive my comments about the above I-345 corridor project:

With a 10% higher crash rates, fatal accidents and increasing road rage growing, TXDOT should be open to trying new approaches in design and construction such as:

1. To better manage traffic flow, Install overhead lighted lane indicator arrows above each travel lane. Consider frequent changeable message signs, and ramp metering at all entrance ramps, working in unison to manage traffic flow.

3. Require staff to manage the lane indicator arrows, and message signs 24 hrs a day, 7 days a week.

4. Install frequent "Left Lane for Passing Only" and Slower Traffic Keep Right signs throughout the project, along with No Trucks Left Lane.

5. Install overhead guide signs which say: "Left Lane for Passing Only" throughout the project. This will help educate drivers about the law, and lead to reducing road rage from motorist camping in the left passing lane.

6. All freeway projects must have continuous street lighting, including underpass lighting on service rds. and flyovers. Gaps in underpass lighting should be eliminated. Underpasses should not count on high mast towers for lighting. This is consistent with recently adopted AASHTO street lighting warrants, which prohibits extraneous sources to provide lighting.

6A. Increase the number of underpass light fixtures to ensure a consistently lighted roadway surface, beyond minimum standards.

7. Repair any existing underpass street lighting in the project area which is not planned to be replaced or demolished - with new LED fixtures.

8. Stager high mast towers down the freeways so light is spread evenly across the highway from side to side. Eliminate dominant high mast tower placement on only one side of the freeway.

9. Require a licensed lighting engineer to review all projects for compliance with the newly adopted AASHTO street lighting standards, and national lighting standards. Include light studies of underpasses, and service rd lighting.

10. Install Interstate entrance ramp metering signaling. They are shown to reduce congestion.

11. Require work zone street lighting on all *projects prior to start of construction and throughout construction.* Crash rates in the study area have increased in work zones, Follow the AASHTO standard to provide work zone lighting throughout construction.

12. Install lighted street name signs on traffic signal mast arms, to reduce driver confusion, and congestion.

13. Install decorative lighting on the larger structures. Lighted stars, or state of Texas emblems are always popular, and lend to community ownership of the project. Freeway travel should be beautiful and pleasing, not sterile.

14. Install overhead guide sign lighting AASSHTO (5) where headlight incident to signs is not direct, in tunnels and to reduce driver eye fatigue, and provide more time to avoid faulty evasive action.

15. Provide min four (4) general purpose lanes in each direction, not 3. T

Thank you

Irby Foster

A Texas Department of Transportation message

HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

Public Meeting Comment Form
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas
Tuesday, March 19, 2024 & Thursday, March 21, 2024

The Texas Department of Transportation is seeking your feedback on the proposed project. All written comments are welcome. All written comments must be received or postmarked by **Friday, April 5, 2024,** to be included in the official public meeting record. Written comments can also be emailed to 345connects@txdot.gov.

COMMENTS (PLEASE PRINT):

I personally believe this project should not move forward. There are other positive matters within the community that could benefit from the billion+ funding that's anticipated for funding for this project. South Dallas Community is desperately in need of many improvements. This project is overloading the South Dallas community altogether. This projects benefits many individuals that do not shop nor spend money (nor reside) in the communities

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Anon.....

ADDRESS: —

—

CITY: — **STATE:** — **ZIP:** —

EMAIL: —

HOW DID YOU HEAR ABOUT THE MEETING? Business Partner

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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to be continued...

impacted by this project. Can you tell me how this benefit South/East Dallas? Can you tell me of the communities will be effected by this project? Will local businesses profit from this project? Who will benefit from this project? Were are you anticipating receiving the

Fold Here

funds from this project (City/Private Sector etc.?) Why have SM Wright been excluded from this project? Why are there no exits benefitting East/South Dallas? You're basically building this billion dollar infrastructure around existing neighbors impacting noise/disturbance. How will the noise be controlled? Will

Fold Here

barriers go up to protect the community impacted? I say NO to this project.

Place Stamp Here

NO- NO- NO- NO- NO!!!

Ask the project what do they want? Many of you don't reside anywhere close to this proposed project area.

TxDOT DALLAS DISTRICT OFFICE
ATTN: MS. GRACE LO, P.E.
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

RE: I-345 CONNECTS
CSJ: 0092-14-094

Public Meeting Comment Form
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COMMENTS (PLEASE PRINT):

Replacing I-345 with a boulevard (tear down option) is a once-in-a-generation opportunity to turn Downtown Dallas into a proper city. Any other choice is a mistake. Teardown: $400mn Hybrid: $1.6bn (for now, how many more times will that increase?)

The economic boon that would follow a teardown would be unprecedented in Dallas's history. Car-centrism, highways through valuable downtown land, is a 20th Century relic and a disaster for the continued growth of the city.

RECONSIDER. TEAR DOWN THE HIGHWAY!

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Ross Allen
ADDRESS: 2700 Knight St
CITY: Dallas **STATE:** TX **ZIP:** 75219
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING?

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COMMENTS (PLEASE PRINT):

1) CESAR CHAVEZ LOOKS LIKE ANOTHER HIGHWAY. TOO WIDE = SPEEDING.
2) LAND BY CARPENTER PARK LOOKS UNDIGNIFIED FOR AN EXPANDED PARK. THIS CANYON WILL NOT CREATE A COHESIVE URBAN FORM.
3) CROSS STREET MAIN LANES SHOULD BE 10' WIDE OR LESS.
4) THIS THING WILL BE INCREDIBLY LOUD AND UNCOMFORTABLE. NOT CONDUCIVE FOR A WALKABLE ENVIRONMENT. EVERY SO OFTEN I WALK ~~ACROSS~~ ACROSS US 75 AND IT IS DEPRESSING & LOUD. NOT GREAT SINCE I'M VERY SENSITIVE TO NOISE. ~~THINK~~ OR THINK OF THE CHILDREN!
5) EVERY TIME I DRIVE ON 345 (EVERY DAY — I'M A COMMUTER) I THINK: IT WOULD BE NICE FOR THIS TO BE GONE & FOR ME TO TAKE THE TRAIN.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: TONY PHAM

ADDRESS:

CITY: **STATE:** TX **ZIP:** 75054

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? SOC. MEDIA.

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COMMENTS (PLEASE PRINT):

WHILE THIS PROJECT ADDRESSES THE HORRIBLE PHYSICAL STATE OF THE ELEVATED I-345 SECTIONS THRU DOWNTOWN/DEEP ELLUM/ EAST DALLAS ITS ATTEMPT TO REUNITE THE CITY SEEMS LIKE A BAND AID. YES IT BETTER CONNECTS SOME SURFACE STREETS IT DOES SO BY REPLACING AN EYESORE FOR AN OPEN WOUND. IF CAPPING IS NOT INCLUDED AND INTENTIONALLY ADVOCATED FOR IT WILL KEEP DALLAS AND TEXAS ON AN ANTIQUATED MENTALITY THAT PRIORITIZES CARS OVER PEOPLE AND COMMUNITIES. TXDOT STILL HAS TIME TO RE CONSIDER A PEOPLE FIRST ALTERNATIVE. MANY GREAT WORLD CITIES HAVE FOUND A WAY TO DO IT WITHOUT CONTINUOSLY SCARRING THE GEOGRAPHY AND THE PEOPLE WITHIN IT.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: R.E. TORRES MAYSONET

ADDRESS: 3805 SAN JACINTO ST
APT E

CITY: DALLAS **STATE:** TX **ZIP:** 75204

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING?

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COMMENTS (PLEASE PRINT):

Excellent presentation. Staff very well informed & could answer all questions. Displays & videos very informative

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Pat Watson

ADDRESS: 7156 Carousel Circle

CITY: Dallas **STATE:** TX **ZIP:** 75214

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? media

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COMMENTS (PLEASE PRINT):

BIKE LANES NEED PHYICAL SEPARATION – NOT JUST PAINT.
WE NEED BETTER ACCESS TO DART PEARL ARTS STATION THAN WAS SHOWN TONIGHT. BRYAN PLACE NEEDS TO BE ABLE TO WALK DOWN BRYAN AND CROSS DIRECT TO PEARL ARTS STATION – NOT VIA CESAR CHAVES.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: ERIC WILLIAMSON
ADDRESS: 3507 BRYAN ST
CITY: DALLAS **STATE:** TX **ZIP:** 75204
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? MAIL

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COMMENTS (PLEASE PRINT):

If you're going to spend $1.6 BILLION dollars on this, you should also be responsible for fixing areas around the highway that will be effected. Carpenter Park opened a year ago. The basketball court w/ be removed and that should be paid for by TxDOT. It's a literal rounding error when compared to the overall cost of the project.

Also, invest in public transportation, less highways in general....

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Garrett Ellis

ADDRESS: 5653 Meadowick Ln.

CITY: Dallas **STATE:** Tx **ZIP:** 75227

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? email

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COMMENTS (PLEASE PRINT):

I strongly urge TxDOT to commit to repairing / replacing the damage to Carpenter Park which opened in 2022. Specifically, there is a priceless piece of public art by the late Robert Irwin. The basketball court is the most popular amenity in this park and it is a rounding error in a $1.6 billion project.

Be a hero, TxDOT! Do right by the citizens of Dallas & this park. It is enormously important to this community.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Sarah Hughes
ADDRESS: 5653 Meadowview Lane
CITY: Dallas **STATE:** Tx **ZIP:** 75227
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? email

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COMMENTS (PLEASE PRINT):

This project is not responsive to public demands and needs. We want 345 turned into a boulevard. The proposed design brings more cars and pollution into our communities, which is exactly what we don't want. The data you've used to justify this project is faulty and doesn't support your conclusion. You've also gone back on your own study, City Map, which stated that the removal option would cost the least, deliver more economic benefit, and still move the same amount of traffic, if not more, ~~than the~~ as the existing 345 does. Since you're only goal is to pour more concrete, please scrap the hybrid design and move forward with removal/boulevard. And since you won't do that, please install shade structures and native plants along all sidewalks on streets that will cross the newly sunken 345. Please stop adding lanes to every highway project. It has been proven repeatedly that highway expansion does not solve traffic.

Additionally, please ensure all non-highway lanes built as part of this project are 10 feet in width to slow traffic and protect non-cyclists. Any bike lanes built MUST be protected by concrete curbs. Painted-only lanes are unacceptable.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Philip Boss
ADDRESS: 7071 Mistflower Ln.
CITY: Dallas **STATE:** TX **ZIP:** 75231
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? TxDOT/DallasDOT Instagram

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COMMENTS (PLEASE PRINT):

I support this project. I think it could be valuable to make this area more enjoyable and safer. I wonder if reparations will be made to those who originally owned the I345 land?

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Natalie Matous
ADDRESS: 8218 Millwater Dr.
CITY: Dallas **STATE:** TX **ZIP:** 75218
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? email

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COMMENTS (PLEASE PRINT):

Look closely at Bryan-Canteneyal-Texas-Bell interchange for improvements to safety and on/off access

Protect pedestrian/bicycle amenities and narrower flyover streets/gridding

Ensure good access to Deep Ellum businesses

Provide City of Dallas ample notice to exercise first right of refusal for surplus ROW

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Bryan Tony
ADDRESS: 1500 Pecos Street
Unit 4
CITY: Dallas **STATE:** TX **ZIP:** 75204
EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? Mail

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COMMENTS (PLEASE PRINT):

TEAR IT DOWN!
A WASTE OF MONEY. $ 1.6 BIL ?! AND COUNTING.

BUILD MORE TRAINS.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: TONY PHAM

ADDRESS:

CITY: **STATE:** **ZIP:**

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? SOC. MEDIA.

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COMMENTS (PLEASE PRINT):

Tear it down. We don't need this highway.

Build affordable housing instead.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Bekah Kornblum
ADDRESS: 4207 Live Oak St.
CITY: **STATE:** **ZIP:**
EMAIL:
HOW DID YOU HEAR ABOUT THE MEETING? Instagram

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COMMENTS (PLEASE PRINT):

1. Please consider increasing shade for ~~crossing~~ where pedestrians cross the highway. It's a wide crossing and very exposed to the sun.

2. If transportation from South Dallas to North Dallas is a concern for this project, can we add more transit?

3. Can we ensure there is space for bike parking, scooter rentals, and other amenities on sidewalks.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Bekah Kornblum
ADDRESS: 4207 Live Oak St.
CITY: **STATE:** **ZIP:**
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? Instagram

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COMMENTS (PLEASE PRINT):

OK I 45 Should ~~[illegible]~~ ~~[illegible]~~

provide a service Lane ~~for~~ Trucks with pay Load, there are a Lot of semi coming out of Houston going North.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: V. Gibson

ADDRESS: 3801 Spencer St
Ph: 469-335-6792

CITY: Dallas **STATE:** TX **ZIP:** 75215

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING?

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COMMENTS (PLEASE PRINT):

The pedestrian crossings across the underpass need to be wide, not less than 10' in width. The crossings also need overhead coverage, for protection from the sun, and heat in the summer months. ~~Sheilding~~ Shielding the sidewalk will make the crossing feel smaller, and safer. These additions should be made to all cross-streets.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Stephen Tordella
ADDRESS: 1900 Pacific Ave #607
CITY: Dallas **STATE:** TX **ZIP:** 75201
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? Email

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Public Meeting Comment Form
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas
Tuesday, March 19, 2024 & Thursday, March 21, 2024

The Texas Department of Transportation is seeking your feedback on the proposed project. All written comments are welcome. All written comments must be received or postmarked by **Friday, April 5, 2024,** to be included in the official public meeting record. Written comments can also be emailed to 345connects@txdot.gov.

COMMENTS (PLEASE PRINT):

FIX The Freeway needs repair 45 SouthBound
and NorthBound MLK Exit to Elm main, ASAP.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: V. Gibson
ADDRESS: 3801 Spence St
CITY: Dallas **STATE:** TX **ZIP:** 75251
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING?

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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COMMENTS (PLEASE PRINT):

Entire event was great, The 3D Video w/finish product is unbelievable!

The Bike trails - width of side walks & lifting life above the interstates was a super smart move. Folks in that area can live w/out huge traffic issues. Great to raise a family downtown with this great project.

Keep up The Great Work

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Mary Ann Cuellar
ADDRESS: 4402 Point Blvd. #219
CITY: Garland **STATE:** TX **ZIP:** 75043
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? I was on mailing list & receive your E-contact notices

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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I-345 Connects
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CSJ: 0092-14-094
Dallas County, Texas
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COMMENTS (PLEASE PRINT):
90% of those living South of I-30 work in Northern Dallas County.
I want to ensure the communication gets to the southern suburban cities.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Nicole Raphiel
ADDRESS: 211 E. Pleasant Run Road
CITY: DeSoto **STATE:** TX **ZIP:** 75115
EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING?

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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Public Meeting Comment Form
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas
Tuesday, March 19, 2024 & Thursday, March 21, 2024

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COMMENTS (PLEASE PRINT):

My concern is not enough thought of the expansion include South Dallas and the accessibility to the people that live in the community. We don't want to be just ~~means~~ for passing through, but a place where people will stop and shop. We need more exits to main streets such as, MLK, Pennsylvania, E.F. Higgins. ~~[illegible]~~ We would need safer roads, widen streets, bike lanes, and barriers. This plan ~~seem~~ cuts off @ 30 right @ the end of Deep Ellum ~~that~~ would connect South Dallas

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Lonnette Murphy

ADDRESS:

CITY: **STATE:** **ZIP:**

EMAIL: [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? Friend

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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I-345 Connects
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CSJ: 0092-14-094
Dallas County, Texas
Tuesday, March 19, 2024 & Thursday, March 21, 2024

The Texas Department of Transportation is seeking your feedback on the proposed project. All written comments are welcome. All written comments must be received or postmarked by **Friday, April 5, 2024,** to be included in the official public meeting record. Written comments can also be emailed to 345connects@txdot.gov.

COMMENTS (PLEASE PRINT):

Great work! I think it is imperative that this freeway remain, and this achieves that while addressing many of the concerns people had, such as connectivity between Deep Ellum and Downtown.

My one concern is the absence of a NB Main/Elm exit or strong replacement. I feel that this access could be important in future if there is increased downtown employment in south Dallas communities. I understand, though, that this would be very difficult from an engineering perspective. Deep Ellum access from the north is likewise a concern — I hope the left turn at the Cesar Chávez has adequate capacity.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Stephen McKeowa

ADDRESS: 10433 Marsh Ln.

CITY: Dallas **STATE:** TX **ZIP:** 75229

EMAIL [redacted]

HOW DID YOU HEAR ABOUT THE MEETING? Email + road signs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 19, 2024 10:16:12 PM
Last Modified: Tuesday, March 19, 2024 10:20:32 PM
Time Spent: 00:04:19
IP Address: 72.181.237.111

Page 1

Q1

Comments / Comentarios:

I use Ross Ave, Routh Street, and Good Latimer Expressway and in the proposed plan, there is no longer exits from those streets currently to 345. It looks like I have to access it from Woodall Rogers to get back home in Southeast Dallas via 175. The current exit located at Routh would be out and there would be no direct access to 345 which will cause me to stay on Good Latimer and no direct access unless the new S.M. Wright Freeway is open.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Omar Jimenez**
Address/ Dirección:	**1639 Cedar Bluff LN Dallas, 75253**
Phone/Teléfono:	**214-586-9499**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

E-mail blast from 345 project and Overhead Highway Signs.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 19, 2024 11:33:35 PM
Last Modified: Tuesday, March 19, 2024 11:39:30 PM
Time Spent: 00:05:54
IP Address: 99.92.219.34

Page 1

Q1

Comments / Comentarios:

The intersections at Main Commerce and Elm seem promising for capping and pedestrian connections, however the massive mixmaster to I30 and the elevated ramps to connect to Woodall Rodgers still show a sizable impact on the functionality of downtown. I do not believe it is in the best interest of Dallas residents to keep I345 and would love to see Txdot invest in reducing roadway traffic by minimizing the need for commuting by car. The city of Dallas would be best served by additional public transportation and opportunities for economic growth. The highway system was a mistake and has a chokehold on metro areas around our country

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Davis Hearn**
Address/ Dirección:	**9841 County Cork dr**
Phone/Teléfono:	**8652073705**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Davis Hearn

Q5

Address / Dirreción:

9841 County Cork dr

Q6

Phone / Telefono:

8652073705

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Social media

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 20, 2024 10:44:16 AM
Last Modified: Wednesday, March 20, 2024 10:46:49 AM
Time Spent: 00:02:33
IP Address: 64.158.171.174

Page 1

Q1

Comments / Comentarios:

The freeway should be removed entirely and turned into a boulevard. Trenching the highway will be a costly project that will not solve the issues created by having a highway rip through the communities in the first place. This project will cost too much, take way too long, and won't benefit the community enough to justify this alternative over the better option of removing the highway entirely.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre: **Nick Ferraro**

Email/ Correo electrónico: [redacted]

Q4

Name/Nombre:

Nick Ferraro

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Phone / Telefono:

6238663864

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 20, 2024 11:00:19 AM
Last Modified: Wednesday, March 20, 2024 11:20:49 AM
Time Spent: 00:20:30
IP Address: 97.99.5.125

Page 1

Q1

Comments / Comentarios:

How long would DART rail service be interrupted for construction?

Construct footings supports etc. for all potential capping and air rights possibilities so that lane closures would not be needed in future except for overhead work (e.g., setting beams).

Looks good. Make it so.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Richard Schumacher**
Address/ Dirección:	**POBox 835526**
Phone/Teléfono:	**972 991-9247**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Richard Schumacher

Q5

Address / Dirreción:

POBox 835526
Richardson TX 75083-5526

Q6

Phone / Telefono:

972 991-9247

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

TxDOT mailing

Ava Robicheaux

Subject: FW: Question about Cesar Chavez

-----Original Message-----
From: Richard Schumacher [redacted]
Sent: Thursday, March 21, 2024 8:41 AM
To: 345Connects <345Connects@txdot.gov>
Subject: Question about Cesar Chavez

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Lo,

Why does Cesar Chavez divide into two separate structures for NB & SB between Pacific and Live Oak? This divides the adjacent potential capping into smaller units, and therefore reduces their usefulness.

regards,
Richard Schumacher

[A Texas Department of Transportation (TxDOT) message]<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C02%7Cjgardea%40HNTB.com%7C64c2628feba544eafa5808dc4e78207e%7Cbf1bfd0531074bf684cd92ce598ea9cd%7C0%7C0%7C638471525062391712%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=MpKFpVPi%2FkxwvRZSYbTI%2FZq4gLThoB7QJTBeOFvAhnQ%3D&reserved=0>

Ava Robicheaux

Subject: FW: Greetings

From: Coffee Politics Online[redacted]
Sent: Thursday, March 21, 2024 11:10 AM
To: 345Connects <345Connects@txdot.gov>
Subject: Greetings

I would love to have you as the project manager for 345 in my coffee and politics show to discuss this project.

I host my show on Saturday mornings at 10 am - 11 am at Kingsmen Coffee Co in Duncanville.

Let me know if you are interested.

Cydney

Cydney Walker
Host of Coffee and Politics Online
https://www.facebook.com/coffeeandpoliticsonline?mibextid=JRoKGi

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 21, 2024 11:47:26 AM
Last Modified: Thursday, March 21, 2024 11:49:46 AM
Time Spent: 00:02:20
IP Address: 47.187.196.80

Page 1

Q1

Comments / Comentarios:

I think it is a great thing that i345 will now be underground. I love the idea of putting parks over top like Klyde Warren. The only concern I have is there are parking lots under the current freeway. There is already scarce parking near deep Ellum as it is. Is it possible to add more parking garages near by with the proposal?

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Respondent skipped this question

Contact Information / Información de contacto

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Respondent skipped this question

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 22, 2024 1:37:27 PM
Last Modified: Friday, March 22, 2024 1:59:26 PM
Time Spent: 00:21:59
IP Address: 99.113.165.180

Page 1

Q1

Comments / Comentarios:

I approve and support TxDOT's I-345 Connects Project from I-30 to Woodall Rodgers Freeway (Spur 366). The aspect that I love about TxDOT's I-345 Connects Project from I-30 to Woodall Rodgers Freeway (Spur 366) is that city streets will be reconnected above I-345 which will improve safety and reduce congestion in downtown Dallas.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I could benefit monetarily from the project or other item about which I am commenting.Podría beneficiarme monetariamente del proyecto o de los comentarios de haga.

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jackson Hurst**
Address/ Dirección:	**4216 Cornell Crossing, Kennesaw, Georgia 30144**
Phone/Teléfono:	**6786284232**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Jackson Hurst

Q5

Address / Dirreción:

4216 Cornell Crossing, Kennesaw, Georgia 30144

Q6

Phone / Telefono:

6786284232

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

email

From:	345Connects
To:	Nicole Carrillo; Jonathan Gardea
Cc:	Grace Lo
Subject:	FW: I do not want my tax dollars to underwrite developers.
Date:	Wednesday, March 27, 2024 11:07:49 AM
Attachments:	logo-150px.png

External Email: Use caution when clicking on links, replying, or opening attachments.

Please include in the CRM.

Thanks,
Melissa

From: Amy Martin [redacted]
Sent: Sunday, March 24, 2024 4:41 PM
To: 345Connects <345Connects@txdot.gov>
Subject: I do not want my tax dollars to underwrite developers.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

About 900k to submerge a highway is a LOT of money. Who benefits from this? Not the commuters; we're getting where we need to go just fine. One billion is a lot to spend to give a small group of residents walkability to downtown.

And it's hard to believe that y'all would build an giant extended overpass that would fall apart so soon after construction and needs replacing. I mean, that would be a scandal.

But… submerging the highway would make developers very happy, especially those who'd like to keep marching those skyscrapers down Elm-Main-Commerce.

I do not want my tax dollars to underwrite developers. There are a lot of crummy highways, especially FMs, that need that money. Also all those TxDOt bridges that have been rated in dire need of repair.

Amy Martin
[redacted] ~ 214-797-2457
author, *Wild DFW: Explore the Amazing Nature Around Dallas-Fort Worth*
writer/researcher, The Ned Fritz Legacy Project
senior features writer, Green Source DFW

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, March 25, 2024 10:21:31 AM
Last Modified: Monday, March 25, 2024 10:23:16 AM
Time Spent: 00:01:44
IP Address: 107.116.185.34

Page 1

Q1

Comments / Comentarios:

This design would be much improved if there were trees or shade structures on the sidewalks that abut and cross the highway. Otherwise, you are walking in the blazing sun for much of the year.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre: **Russell Herman**

Email/ Correo electrónico: [redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Respondent skipped this question

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 26, 2024 4:50:14 PM
Last Modified: Tuesday, March 26, 2024 5:34:37 PM
Time Spent: 00:44:23
IP Address: 172.58.183.70

Page 1

Q1

Comments / Comentarios:

As a Residential Realtor specializing in the State Thomas Neighborhood and Board of Director Member of Uptown Dallas Inc., I strongly oppose a traffic light at Allen St. and Woodall Rodgers feeder road. This will increase auto traffic in a residential neighborhood that is a highly pedestrian friendly area.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**John Murray**
Address/ Dirección:	**2607 Hibernia St. Dallas, TX. 75204**
Phone/Teléfono:	**214-207-5646**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

John D. Murray

Q5

Address / Dirreción:

2607 Hibernia St.
Dallas, TX. 75204

Q6

Phone / Telefono:

214-207-5646

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Uptown Dallas Inc.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, March 26, 2024 7:11:31 PM
Last Modified: Tuesday, March 26, 2024 7:17:12 PM
Time Spent: 00:05:41
IP Address: 68.251.135.2

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Allie**
Address/ Dirección:	**2706 Hibernia St**
Phone/Teléfono:	**2063357860**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Allie Mysliwy

Q5

Address / Dirreción:

2706 Hibernia St

Q6

Phone / Telefono:

2063357860

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Through word of mouth after both meetings happened. We live a block from Allen St. How very convenient that TxDot failed to notify State-Thomas residents living within 500 feet of Allen St. I know of no one who received notification of this proposal or the meetings. Shame on TxDot.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 27, 2024 6:51:29 AM
Last Modified: Wednesday, March 27, 2024 6:54:42 AM
Time Spent: 00:03:12
IP Address: 70.113.143.53

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Bobbi Schwartz**
Address/ Dirección:	**2848 Woodside St**
Phone/Teléfono:	**12145055051**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Bobbi Schwartz

Q5

Address / Dirreción:

2848 Woodside St. #404
Dallas TX 75204

Q6

Phone / Telefono:

214.505.5051

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From interested parties. Shameful it wasn't made public as in the people most affected by this change were never notified.

From: 345Connects
To: Jonathan Gardea; Nicole Carrillo
Cc: Travis Campbell; Ashton Strong; Grace Lo; Ceason Clemens; Tony Hartzel
Subject: FW: I-345
Date: Friday, April 5, 2024 11:13:49 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Please include in the CRM.

Copying the whole team for awareness.

From: Cara Mendelsohn [redacted]
Sent: Thursday, March 28, 2024 11:07 PM
To: 345Connects <345Connects@txdot.gov>
Subject: I-345

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This email is to provide public feedback about the necessity of I-345 and support for the hybrid option.

I use I-345 several times a week for my commute from Far North Dallas to downtown Dallas. Each trip, I see hundreds of vehicles using both northbound and southbound lanes to get to other parts of the city. 345 is a necessary link connecting Dallas and providing appropriate and timely north-south access.

I fully support the hybrid alternative. There isn't sufficient capacity on adjacent roadways or other highways for any of the other alternatives. The hybrid option allows a return of right-of-way to Dallas for development, improves pedestrian safety and access, and solves the issue of how to replace a critical, end of life highway with a thoughtful design that takes into account many of the concerns voiced by elected officials, business owners, nearby residents, and urban advocates.

Thank you for the extensive outreach and community engagement. I am impressed with the TXDOT team that worked on this project.

One area where TXDOT could improve is better litter control and mowing of grass in the right-of-way.

Sincerely,
Cara & Barry Mendelsohn
Far North Dallas

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 3:26:16 PM
Last Modified: Friday, March 29, 2024 3:28:31 PM
Time Spent: 00:02:14
IP Address: 104.28.50.134

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I strongly oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Peter Gerard**
Address/ Dirección:	**2828 Woodside Street, #604, Dallas, Tx 75204**
Phone/Teléfono:	**214 244 4955**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Address / Dirreción:

Respondent skipped this question

Q6

Phone / Telefono:

Respondent skipped this question

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 3:27:16 PM
Last Modified: Friday, March 29, 2024 3:38:05 PM
Time Spent: 00:10:48
IP Address: 24.27.110.36

Page 1

Q1

Comments / Comentarios:

The proposed access from I-345 to Allen Street in Uptown Dallas would be a catastrophe for the State Thomas and adjacent Uptown areas. Allen Street is a narrow residential street with a school on the corner of the current Woodall Rogers access road and dense housing on the remainder of its course. Roads Allen Street crosses are similar low volume streets with dense residential construction and high pedestrian traffic. McKinney is very congested, with very high pedestrian traffic, and is incapable of handling significant traffic flow off I-345.

Hall Street nearby is a much more suitable street for more high volume traffic, as it currently handles traffic to and from freeways. I would urge planners to use Hall Street rather than Allen Street for local access to I-345.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**David Hardwicke**
Address/ Dirección:	**2848 Woodside Street #303, Dallas, TX 75204**
Phone/Teléfono:	**505-236-8601**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

David Hardwicke

Q5

Address / Dirreción:

2848 Woodside Street, Apt. 303
Dallas TX 75204

Q6

Phone / Telefono:

505-236-8601

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbors

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 3:41:12 PM
Last Modified: Friday, March 29, 2024 3:44:06 PM
Time Spent: 00:02:54
IP Address: 64.152.248.6

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Madeline Bumpass**
Address/ Dirección:	**2848 Woodside St apt 605**
Phone/Teléfono:	**2546529124**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Madeline Bumpass

Q5

Address / Dirreción:

2848 Woodside St apt 605

Q6

Phone / Telefono:

2546529124

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Was informed at my HOA meeting.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 3:49:15 PM
Last Modified: Friday, March 29, 2024 3:50:20 PM
Time Spent: 00:01:04
IP Address: 174.197.73.210

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Mary Diamond**
Address/ Dirección:	**4017 Buena Vista St**
Phone/Teléfono:	**2546445062**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Mary Diamond

Q5

Address / Dirreción:

4017 Buena Vista St
112

Q6

Phone / Telefono:

2546445062

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA meeting

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 4:48:05 PM
Last Modified: Friday, March 29, 2024 5:02:08 PM
Time Spent: 00:14:02
IP Address: 108.222.97.163

Page 1

Q1

Comments / Comentarios:

I strongly object to this to the extent it includes a proposed shortcut through State-Thomas via Allen St. to southbound I-345 service road. I live 1/2 block from Allen Street. This is a densely populated neighborhood with heavy pedestrian traffic crossing Allen Street, including school children. Further, there is both a church and a school on Allen, which would be adversely affected by this. Allen is a very narrow street with blocked access views at times, which make it dangerous. Your proposal would add heavy truck traffic, which simply put, would make the street dangerous and unusable to the extensive local residences and small businesses, which receive deliveries already on Allen. Wrong neighborhood to do this in because it is the most densely populated neighborhood in Dallas. Further residents rely on the ability to park on the street. Extremely dangerous proposal and disruptive proposal.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Sheryl Hopkins**
Address/ Dirección:	**2839 Thomas Ave**
Phone/Teléfono:	**972-655-9065**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Sheryl Hopkins

Q5

Address / Dirreción:

2839 Thomas Ave

Q6

Phone / Telefono:

972-655-9065

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From other extremely upset residents

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 5:11:53 PM
Last Modified: Friday, March 29, 2024 5:14:42 PM
Time Spent: 00:02:49
IP Address: 161.69.90.14

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Clint King**
Address/ Dirección:	**2848 Woodside Street Unit 701 Dallas, TX 75204**
Phone/Teléfono:	**803-960-3754**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Clint H. King

Q5

Address / Dirreción:

2848 Woodside Street
Unit 701
Dallas, TX 75204

Q6

Phone / Telefono:

803-960-3754

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA meeting

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 5:36:33 PM
Last Modified: Friday, March 29, 2024 5:40:36 PM
Time Spent: 00:04:02
IP Address: 68.251.133.193

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Keith Cannon**
Address/ Dirección:	**2848 Woodside St #505, Dallas, TX 75204**
Phone/Teléfono:	**817-307-4344**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Keith Cannon

Q5

Address / Dirreción:

2848 Woodside St #505
Dallas, TX 75204

Q6

Phone / Telefono:

817-307-4344

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

At our condominium building's HOA meeting last night.

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 5:44:54 PM
Last Modified: Friday, March 29, 2024 5:51:29 PM
Time Spent: 00:06:34
IP Address: 165.225.60.49

Page 1

Q1

Comments / Comentarios:

TXDOT's proposal to make Allen Street a short -cut through the State-Thomas neighborhood in order to access I-345 to connect I-30 to Woodall Rodgers Freeway is problematic and would negatively impact this unique and historical neighborhood. Additionally, any changes that would further restrict parking and make the walkability for pedestrian more dangerous is not what we want. Please do not ruin the few quaint parts of downtown Dallas left.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Marissa Peirsol (Wilson)**
Address/ Dirección:	**2317 Allen Street, Dallas, Texas 75204**
Phone/Teléfono:	**2144770413**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Marissa Peirsol (Wilson)

Q5

Address / Dirreción:

2317 Allen Street
Dallas, TX 75204

Q6

Phone / Telefono:

2144770413

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbors

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 29, 2024 5:51:40 PM
Last Modified: Friday, March 29, 2024 5:54:38 PM
Time Spent: 00:02:58
IP Address: 166.205.190.83

Page 1

Q1

Comments / Comentarios:

This is a special residential neighborhood that has young residents and a beautiful atmosphere. This proposal will ruin the atmosphere of this sweet neighborhood. Dallas lacks many of the things New York or other large cities have because we prioritize things like this road. We need to CANCEL this project. We need to protect the culture and beauty of State Thomas not destroy it with more truck traffic. So many people will move if this happens! This is one of the last quiet neighborhoods - PLEASE DO NOT RUIN THAT FOR US.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Grace Warren**
Address/ Dirección:	**2815 Thomas Avenue**
Phone/Teléfono:	**5612138816**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Grace

Q5

Address / Dirreción:

2815 Thomas Avenue

Q6

Phone / Telefono:

5612138816

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#20

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, March 29, 2024 7:32:48 PM
Last Modified:	Friday, March 29, 2024 7:36:07 PM
Time Spent:	00:03:19
IP Address:	99.44.98.240

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Richard Wylot**
Address/ Dirección:	**2848 Woodside Street #3B**

Q4

Name/Nombre:

Richard Wylot

Q5

Address / Dirreción:

2848 Woodside Street
#3B
Dallas, TX 75204

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Public information

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 7:40:11 AM
Last Modified: Saturday, March 30, 2024 7:43:17 AM
Time Spent: 00:03:05
IP Address: 47.187.189.217

Page 1

Q1

Comments / Comentarios:

I vehemently oppose the txdot proposal

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**fayez seif**
Address/ Dirección:	**2848 woodside st, dallas , texas**
Phone/Teléfono:	**9729435724**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Fayez seif

Q5

Address / Dirreción:

2848 woodside steet, dallas

Q6

Phone / Telefono:

9729435724

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Email

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 8:09:19 AM
Last Modified: Saturday, March 30, 2024 8:23:23 AM
Time Spent: 00:14:03
IP Address: 75.134.167.10

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Sharry Krutsch**
Address/ Dirección:	**2848 Woodside St.**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Sharry Krutsch

Q5

Address / Dirreción:

2848 Woodside St
Dallas, Texas 75204

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Home owners association

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 11:00:22 AM
Last Modified: Saturday, March 30, 2024 11:03:09 AM
Time Spent: 00:02:46
IP Address: 67.198.48.19

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**John Wise**
Address/ Dirección:	**2848 Woodside #402 Dallas Texas 75204**
Phone/Teléfono:	**972-742-4846**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

John Wise

Q5

Address / Dirreción:

2824 Woodside #402
Dallas, Texas 75204

Q6

Phone / Telefono:

9727424846

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From my building manager

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 10:57:48 AM
Last Modified: Saturday, March 30, 2024 11:07:36 AM
Time Spent: 00:09:47
IP Address: 76.187.122.189

Page 1

Q1

Comments / Comentarios:

As a homeowner in State Thomas, which is a residential area, we are Strongly Opposed to I-345 connects proposal from I-45 to Woodall Rodgers Freeway (Spur 366).
Possibility of increased crime/danger for families & the school on Allen St, increased traffic, noise, delays and parking issues in an already congested area. Property values would be negatively impacted as well. This is a neighborhood like any other and it should not have this imposed upon it.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Kerry Muller**
Address/ Dirección:	**2831 THOMAS AVE**
Phone/Teléfono:	**214-952-9940**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Kerry Muller

Q5

Address / Dirreción:

2831 Thomas Ave

Q6

Phone / Telefono:

2149529940

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighborhood Concern on many levels as noted in comments _ OPPOSED!! TO THE I-345 Connects from I-30 to Woodall Rodgers Freeway (Spur 366)

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 11:43:48 AM
Last Modified: Saturday, March 30, 2024 11:46:10 AM
Time Spent: 00:02:21
IP Address: 71.150.216.5

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. It will also negatively affect the neighborhood school"

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Carol A Mohney**
Address/ Dirección:	**2848 Woodside St Apt 305**
Phone/Teléfono:	**2144504289**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Carol A Mohney

Q5

Address / Dirreción:

2848 Woodside St #305
Dallas, TX 75204

Q6

Phone / Telefono:

2144504289

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA Meeting, neighbors

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 1:32:24 PM
Last Modified: Saturday, March 30, 2024 1:35:54 PM
Time Spent: 00:03:30
IP Address: 76.187.109.236

Page 1

Q1

Comments / Comentarios:

Please no on the Allen st change. I live in a townhouse on Allen St, and changing it to one-way to connect highway traffic will be highly detrimental to the small-neighborhood charm of historic State-Thomas. The access to the highway works very well as is, since Allen already connects to the service road. Please do not make my street into a highway on-ramp.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Justin cohen**
Address/ Dirección:	**2323 Allen St**
Phone/Teléfono:	**2145366537**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Justin cohen

Q5

Address / Dirreción:

2323 Allen St
Dallas TX 75204

Q6

Phone / Telefono:

2145366537

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My HOA

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, March 30, 2024 9:11:02 PM
Last Modified: Saturday, March 30, 2024 9:15:50 PM
Time Spent: 00:04:48
IP Address: 68.251.134.44

Page 1

Q1

Comments / Comentarios:

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Mary Lynn Almand**
Address/ Dirección:	**2848 Woodside Street #702**
Phone/Teléfono:	**4696019985**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Mary Lynn Almand

Q5

Address / Dirreción:

2848 Woodside Street#702

Q6

Phone / Telefono:

4696019985

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA meeting

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, March 31, 2024 10:48:26 AM
Last Modified: Sunday, March 31, 2024 10:52:34 AM
Time Spent: 00:04:08
IP Address: 76.187.122.160

Page 1

Q1

Comments / Comentarios:

The negative impact on Allen Street would be an unmitigated disaster to the residents and businesses in Uptown. I question whether anyone involved with this idea has walked around Uptown and this are specifically.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**James Chassen**
Address/ Dirección:	**2302 Worthington Street**
Phone/Teléfono:	**2143354950**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

James Chassen

Q5

Address / Dirreción:

2302 Worthington Street Dallas TX 75204

Q6

Phone / Telefono:

2143354950

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

neighbor

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, March 31, 2024 5:58:23 PM
Last Modified: Sunday, March 31, 2024 6:00:04 PM
Time Spent: 00:01:41
IP Address: 99.89.19.219

Page 1

Q1

Comments / Comentarios:

"At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Barry J. Sorrels**
Address/ Dirección:	**2714 Hibernia St.**
Phone/Teléfono:	**2147742424**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Barry Sorrels

Q5

Address / Dirreción:

2714 Hibernia St
Dallas, Texas 75204

Q6

Phone / Telefono:

2147742424

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

word of mouth only

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 11:41:20 AM
Last Modified: Monday, April 01, 2024 12:02:16 PM
Time Spent: 00:20:55
IP Address: 99.9.93.229

Page 1

Q1

Comments / Comentarios:

I am Dr Caroline OBrien, president of Notre Dame of Dallas Schools at 2018 Allen Street, 75204.

Notre Dame School, located on Allen Street since 1980's, educates 180 students with intellectual and developmental disabilities.

Our students attend Notre Dame School from 82 zip codes across North Texas by means of DART para- transit, school buses and parent carpools.

Additionally, we send 90-100 students off campus every day- to job and volunteer sites as well as "Community-based Instruction" as part of our rigorous life-skills and Texas Workforce curriculum.

I have many questions concerning the proposed Allen Street light. From your materials, proposed traffic patterns would create increases and high volume traffic egress and ingress that appear to present unsafe traffic situations for our students and families.

No family pays more than half the cost of tuition due to our relationships and fundraising across the business and philanthropic community. We educate a children from all four quadrants of the Dallas area. Access to school, access to the community are vital for our students to learn, thrive and grow up to be fully engaged into the community.

I will stay informed of the potential road and traffic decisions being considered for the concerns of access and safety for our students and families.

Dr Caroline OBrien
*I am also a Dallas resident.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**DR CAROLINE OBRIEN**
Address/ Dirección:	**2018 ALLEN STREET**
Phone/Teléfono:	**214.720.3911**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Caroline Clark OBrien

Q5

Address / Dirreción:

2018 Allen Street
Dallas TX 75204

Q6

Phone / Telefono:

214.720.3911

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From a member of my school's board.

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 2:21:00 PM
Last Modified: Monday, April 01, 2024 2:27:00 PM
Time Spent: 00:06:00
IP Address: 174.197.65.210

Page 1

Q1

Comments / Comentarios:

This construction project is not necessary and will affect MANY residents in the area. My family and I just moved to State Thomas and live on Allen street. We have a young 1 year old baby and moved here to be close to the city but still feel residential and community oriented. That is what State Thomas is right now but making it a through street will greatly increase traffic and large trucks in our neighborhood. Right now, my baby and I play outside on the sidewalk and walk to the nearby park and coffee shop almost twice a day. If there is more traffic, it will just become more dangerous for young children to be in the are and loud. I beg you to find another plan / idea for this project than using Allen street!!! The peaceful neighborhood is why we moved here and what we enjoy about living in Dallas - it would be heartbreaking to see it go.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**McKenna Tanski**
Address/ Dirección:	**2335 Allen Street, Dallas, TX**
Phone/Teléfono:	**941-993-8881**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

McKenna Tanski

Q5

Address / Dirreción:

2335 Allen Street, Dallas, TX

Q6

Phone / Telefono:

9419938881

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Our neighbors

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 12:52:41 PM
Last Modified: Monday, April 01, 2024 2:47:08 PM
Time Spent: 01:54:26
IP Address: 99.89.18.14

Page 1

Q1

Comments / Comentarios:

Opposition to your proposed route south bound on Allen Street to I 345:
We are very opposed to your proposed route south bound on Allen Street to I 345. It would return cut-through traffic. We worked in past decades with the City to send cut-through traffic "around-not-through the Neighborhood" by way of building the Routh-Maple Connector and closing Routh as an entry to the north east quadrant of Downtown.

Cut-through traffic on our cross streets of Allen, Boll, and Routh was removed due to the Connector and the problem was solved when the Connector opened. Your proposal threatens to put cut-through traffic back into State-Thomas' 96 acres of our mostly residential neighborhood of maybe 4000+ neighbors that sleep here each night. Yes, we have some commercial uses, but they are a minor percentage of the overall. Most people have dogs and are out walking them several times a day. Parking spaces are in short supply so we don't want to lose them on either side of the street, even though it squeezes traffic to move slowly. Parking spaces are needed and in use most of the time.
Adding a cut through route to our streets would be a rude intrusion into our very well-planned neighborhood.
Many of us I have spoken to in State-Thomas think this would be a killing blow. We wonder how it ever even came about as a suggestion, given the insensitive way our neighborhood was dissected by the Highway Department (Hwy 75) in our past. Adding traffic to Allen would be a dissecting move once again. We are very surprised TxDOT would entertain this given our history. You don't really need to come through State-Thomas to get to Baylor. What about the Connector? IT was built for that purpose, we were not.
Thank you for consideration of our neighborhood,
Judy Hearst
Friends of State-Thomas
2512 Thomas Avenue, Dallas 75201
214 701 6291
*Others from Friends of State-Thomas will be commenting soon.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Judy Smith Hearst**
Address/ Dirección:	**2512 Thomas Avenue, Dallas Texas 75201**
Phone/Teléfono:	**214 701 6291**
Email/ Correo electrónico:	[redacted]

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

As an Uptown Inc. board member on the Capital Improvement and Public Realm Committee, we got a report from our Chairman Tony Page at our last meeting. This was the first we had heard of this proposal to cut through our beloved neighborhood. Neighbors were alarmed.

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 2:40:46 PM
Last Modified: Monday, April 01, 2024 2:50:19 PM
Time Spent: 00:09:33
IP Address: 97.98.26.212

Page 1

Q1

Comments / Comentarios:

I am writing to express my strong opposition to the ground level street connections proposed in the reconstruction project of I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County. As a resident of the Uptown area of Dallas, I am deeply troubled by the potential safety hazards these street connections could pose to our community, particularly to the children who frequent this area.

Uptown is known for its vibrant community and its appeal lies significantly in its walkability. Many residents, including myself, have chosen to live in this area precisely because of its pedestrian-friendly environment. However, the proposed ground level street connections over the reconstructed I-345 threaten to compromise the safety and accessibility of our neighborhood.

The safety concerns are particularly acute for the children of Notre Dame School of Dallas. With increased vehicular traffic and potential congestion resulting from the proposed street connections, the risk of accidents and pedestrian injuries would undoubtedly escalate. Furthermore, the noise and air pollution generated by the heightened traffic flow could adversely impact the health and well-being of our community, especially the children.

It is imperative that the Texas Department of Transportation (TxDOT) reconsiders this aspect of the project and explores alternative solutions that prioritize safety and the pedestrian experience. Elevating the street connections or implementing additional safety measures such as pedestrian bridges or tunnels would be more conducive to maintaining the walkability and livability of Uptown while ensuring the safety of residents and students.

Thank you for considering my concerns. I look forward to a constructive dialogue and a resolution that serves the best interests of our community.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Joe Richard**
Address/ Dirección:	**3027 Thomas Ave, Apt 1601**
Phone/Teléfono:	**469.289.7331**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Joe Richard

Q5

Address / Dirreción:

3027 Thomas Ave
Apt 1601
Dallas, TX 75204

Q6

Phone / Telefono:

4692897331

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Local residents

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 4:30:35 PM
Last Modified: Monday, April 01, 2024 4:32:10 PM
Time Spent: 00:01:34
IP Address: 66.64.1.86

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre: **Mary Charles Byers**

Address/ Dirección: **2885 Woodside Street Dallas, TX 75204**

Email/ Correo electrónico: [redacted]

Q4

Name/Nombre:

Mary Charles Byers

Q5

Address / Dirreción:

2885 Woodside Street #309 Dallas, TX 75204

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My HOA!

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 6:44:22 PM
Last Modified: Monday, April 01, 2024 6:47:03 PM
Time Spent: 00:02:40
IP Address: 24.160.150.141

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. I really hope I can trust the TXDOT to make the right decision here and not pursue this shortcut. Thanks

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Mike Albertson**
Address/ Dirección:	**2885 woodside st Dallas, TX 75204**
Phone/Teléfono:	**4072524540**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Mike Albertson

Q5

Address / Dirreción:

2885 woodside st Dallas, TX 75204

Q6

Phone / Telefono:

4072524540

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Was emailed by neighbors which is insulting no one else knew about this or was informed until now.

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 01, 2024 6:46:27 PM
Last Modified: Monday, April 01, 2024 7:01:28 PM
Time Spent: 00:15:00
IP Address: 76.187.122.189

Page 1

Q1

Comments / Comentarios:

Making Allen Street one way and adding access to I-75, Woodall Rodgers (spur 366) and I-30, would disrupt a residential neighborhood, increase traffic on an already crowded street, eliminate parking for residents and visitors, and affect 2 schools, one on each end of Allen Street. The traffic it would generate on Mckinney would also increase, especially when schools are letting students out, which would put them in danger. Large trucks would also have a very hard time making the turn from Mckinney onto Allen. A better alternative would be Hall Street. It already has access to all 3 highways.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Robert Muller**
Address/ Dirección:	**2831 thomas ave**
Phone/Teléfono:	**214 952 9924**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Robert Muller

Q5

Address / Dirreción:

2831 Thomas Ave
Dallas, TX 75204

Q6

Phone / Telefono:

214-952-9924

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From my HOA

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 02, 2024 12:12:56 AM
Last Modified: Tuesday, April 02, 2024 12:14:51 AM
Time Spent: 00:01:54
IP Address: 72.192.82.210

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Kelsea Robson**
Address/ Dirección:	**2848 Woodside St #603, Dallas, TX 75204**
Phone/Teléfono:	**4252818777**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Kelsea Robson

Q5

Address / Dirreción:

2848 Woodside St
#603
Dallas, TX 75204

Q6

Phone / Telefono:

4252818777

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Through my HOA

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 02, 2024 10:09:29 AM
Last Modified: Tuesday, April 02, 2024 10:12:57 AM
Time Spent: 00:03:28
IP Address: 130.45.85.239

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Ursula Bumpass**
Address/ Dirección:	**2848 Woodside**
Phone/Teléfono:	**254-744-6521**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Ursula Bumpass

Q5

Address / Dirreción:

2848 Woodside

Q6

Phone / Telefono:

254-744-6521

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA meeting - Montane

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 02, 2024 3:45:30 PM
Last Modified: Tuesday, April 02, 2024 3:49:51 PM
Time Spent: 00:04:21
IP Address: 216.136.14.34

Page 1

Q1

Comments / Comentarios:

OPPOSE the Allen St. access to I-345. Allen St. is a residential one and cannot accommodate commuter or commercial traffic. Stacking on Allen would adversely affect the character, safety and walkability of the State Thomas neighborhood as well as that of the Notre Dame School and St. Peter's Catholic Church.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Robert J Wright**
Address/ Dirección:	**2361 Allen St.**
Phone/Teléfono:	**2146323353**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Robert J Wright

Q5

Address / Dirreción:

2361 Allen St.
Dallas, TX 75204

Q6

Phone / Telefono:

2146323353

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighborhood Organization.

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 02, 2024 6:27:31 PM
Last Modified: Tuesday, April 02, 2024 6:29:48 PM
Time Spent: 00:02:16
IP Address: 38.104.37.218

Page 1

Q1

Comments / Comentarios:

Absolutely no! This would destroy the neighborhood and the adversely affect the value of our homes.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**john J tucker**
Address/ Dirección:	**2718 Hibernia St**
Phone/Teléfono:	**2144372598**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

john J tucker

Q5

Address / Dirreción:

2718 Hibernia Street, Dallas, TX 75204

Q6

Phone / Telefono:

2144372598

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

neighbors

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 6:18:35 AM
Last Modified: Wednesday, April 03, 2024 6:22:18 AM
Time Spent: 00:03:42
IP Address: 99.89.17.31

Page 1

Q1

Comments / Comentarios:

Opposed to using Allen St as a cut through due to this would cause increased neighborhood traffic, disruptive to quality of life, traffic burden into the neighborhood, and safety concern

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Respondent skipped this question

Contact Information / Información de contacto

Q4

Name/Nombre:

Yolanda Lawson MD

Q5

Address / Dirreción:

2509 Thomas Ave

Q6

Phone / Telefono:

2149229092

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Uptown Dallas Inc

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 7:57:29 AM
Last Modified: Wednesday, April 03, 2024 8:27:28 AM
Time Spent: 00:29:58
IP Address: 104.190.160.209

Page 1

Q1

Comments / Comentarios:

To whom it may concern,
I am writing to express my firm opposition of the proposal regarding the utilization of Allen Street as a “cut-through” route to Hwy I 345.

The current proposal to reintroduce cut-through traffic plan would not only disrupt the tranquility of our predominantly residential area, which is home to approximately 4000 neighbors, but it would also exacerbate existing challenges such as limited parking availability and the need for pedestrian-friendly streets.

The cut-through route would undermine the careful planning that has characterized our neighborhood's development. Many residents fear that this proposal could have devastating consequences for our community. It is disheartening to consider such a possibility, especially given the painful history of how our neighborhood has been affected by past highway projects, such as Hwy 75

Phong Tran

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Phong Tran**
Address/ Dirección:	**2476 Worthington St, Dallas, TX 75204**
Phone/Teléfono:	**2142506683**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Phone Tran

Q5

Address / Dirreción:

2476 Worthington St
Dallas, TX 75204

Q6

Phone / Telefono:

2142506683

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Community Email from our HOA

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:25:42 AM
Last Modified: Wednesday, April 03, 2024 8:29:14 AM
Time Spent: 00:03:31
IP Address: 172.225.16.206

Page 1

Q1

Comments / Comentarios:

This stop light and entrance would negatively affect the traffic on an interior (non main thoroughfare) of our small neighborhood. We strongly oppose this proposal.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Julie Walker**
Address/ Dirección:	**2826 State St, Dallas**
Phone/Teléfono:	**3123294227**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:28:02 AM
Last Modified: Wednesday, April 03, 2024 8:30:18 AM
Time Spent: 00:02:16
IP Address: 104.180.164.42

Page 1

Q1

Comments / Comentarios:

I am very opposed to your proposal to use Allen Street as a "cut-through" to Hwy I 345. We worked in past decades with the City to send problematic cut-through traffic "around-not-through the Neighborhood" by way of building the Routh-Maple Connector and closing Routh as an entry to the north east quadrant of Downtown.

Cut-through traffic on our cross streets of Allen, Boll, and Routh was preventing quality of life or redevelopment. The cut-through was going to the north east portal of Downtown under Woodall Rodgers on Routh Street.
The problems with these three streets were solved when the Connector opened. State-Thomas was then able to be developed. Now you propose to bring that back. Your proposal threatens to put cut-through traffic back into State-Thomas' 96 acres of our mostly residential neighborhood of maybe 4000+- neighbors that sleep here each night. Yes, we have some commercial uses, but they are a minor percentage of the overall. Many people have dogs and are out walking them several times a day. Parking spaces are in short supply so we don't want to lose them on either side of any streets, even though it squeezes traffic to move slowly through. Parking spaces are needed and rotating in use most of the time.

Adding a cut through route to our streets would be an intrusion into our very well-planned neighborhood.
Many in State-Thomas think this would be a killing blow. We wonder how it ever even came about as a suggestion, given the insensitive way our neighborhood and Cemeteries were dissected by the Highway Department (Hwy 75) in our past. Adding traffic to Allen would be a dissecting move once again. We are very surprised TxDOT would entertain this given our history. You don't really need to come through State-Thomas to get to Baylor. What about the Connector, or Pearl? They were built for that purpose, we were not.

Thank you for consideration of our neighborhood,

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Connie Tan**
Address/ Dirección:	**2357 Allen Street**
Phone/Teléfono:	**214-289-7214**
Email/ Correo electrónico:	[redacted]

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Email

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:17:08 AM
Last Modified: Wednesday, April 03, 2024 8:38:29 AM
Time Spent: 00:21:21
IP Address: 136.49.46.43

Page 1

Q1

Comments / Comentarios:

The station 4 design with the cut through and light at Allen St to Woodall Rogers service road should not happen. Allen St is in a residential neighborhood with children and that intersection in particular has a church and a primary school right there! Whoever designed this didn't take into account the traffic flow through this historic neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**An Luu**
Address/ Dirección:	**2818 State St Dallas 75204**
Phone/Teléfono:	**5125085959**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

An Luu

Q5

Address / Dirreción:

2818 State St. Dallas TX 75204

Q6

Phone / Telefono:

5125085959

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Community organizers

#46

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:34:35 AM
Last Modified: Wednesday, April 03, 2024 8:38:52 AM
Time Spent: 00:04:17
IP Address: 104.28.50.134

Page 1

Q1

Comments / Comentarios:

We are residents of the State Thomas neighborhood and oppose the proposed to I345. We believe a stop light at the end of Allen St. with the access point to the interstate will create a traffic pass through our residential neighborhood and be a severe detriment to our street traffic.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Phil walker**
Address/ Dirección:	**2826 State St**
Phone/Teléfono:	**3129724227**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Julie Walker

Q5

Address / Dirreción:

2826 State St

Q6

Phone / Telefono:

3129724227

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighborhood watch group

#47

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:32:31 AM
Last Modified: Wednesday, April 03, 2024 8:41:35 AM
Time Spent: 00:09:03
IP Address: 76.187.97.149

Page 1

Q1

Comments / Comentarios:

I highly oppose TXDot's plan to plan to construct a signalized intersection where the southbound Woodall Rodgers Service Road intersects Allen St., thereby enabling a "short cut" through the middle of the residential State-Thomas historic neighborhood for through traffic to southbound I-345, the Arts District, Deep Ellum, and downtown Dallas!

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Michael Thomas**
Address/ Dirección:	**2822 State Street**
Phone/Teléfono:	**2143944974**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Michael Thomas

Q5

Address / Dirreción:

2822 State Street, Dallas

Q6

Phone / Telefono:

2143944974

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbors

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:43:42 AM
Last Modified: Wednesday, April 03, 2024 8:45:30 AM
Time Spent: 00:01:47
IP Address: 47.44.60.253

Page 1

Q1

Comments / Comentarios:

I oppose this addition. This will have a negative impact on the State-Allen neighborhood which has a large walking population with animals. Increased traffic will create a safety hazard for the community.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jason Wilmoth**
Address/ Dirección:	**2821 State Street**
Phone/Teléfono:	**9519726383**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Jason Wilmoth

Q5

Address / Dirreción:

2821 State Street
Dallas, TX 75204

Q6

Phone / Telefono:

9519726383

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighborhood

#49

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:51:48 AM
Last Modified: Wednesday, April 03, 2024 8:54:40 AM
Time Spent: 00:02:52
IP Address: 24.206.84.59

Page 1

Q1

Comments / Comentarios:

I am against this as it will likely create excessive traffic in the uptown area.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Ryan Miller**
Address/ Dirección:	**2488 Worthington St., Dallas, TX 75204**
Phone/Teléfono:	**2142125957**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Ryan Miller

Q5

Address / Dirreción:

2488 Worthington St.
Dallas, TX 75204

Q6

Phone / Telefono:

2142125957

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:52:48 AM
Last Modified: Wednesday, April 03, 2024 9:02:36 AM
Time Spent: 00:09:48
IP Address: 192.154.177.118

Page 1

Q1

Comments / Comentarios:

I'm opposed to your proposal to use Allen Street as a "cut-through" to Hwy I 345. Allen Street already has limited parking and often time is difficult to navigate around pedestrians, cyclists, and parked cars. Adding more traffic to the State Thomas Historic District would make our neighborhood less walkable and potentially more dangerous.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Elizabeth Wilder**
Address/ Dirección:	**2432 Worthington Street**
Phone/Teléfono:	**469-215-4699**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Elizabeth Wilder

Q5

Address / Dirreción:

2432 Worthington
Dallas, TX 75204

Q6

Phone / Telefono:

4692154699

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA email

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:43:44 AM
Last Modified: Wednesday, April 03, 2024 9:04:58 AM
Time Spent: 00:21:13
IP Address: 162.194.224.221

Page 1

Q1

Comments / Comentarios:

As a resident of the State Thomas area, this would materially disrupt the flow of our daily lives. This is a neighborhood, and one of the few places in Dallas that has that feeling of community. We cannot have the heart of our community destroyed.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I do business with TxDOT. Tengo negocios con TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Amelia Kennelly**
Address/ Dirección:	**2353 Allen St**
Phone/Teléfono:	**6465234359**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Amelia Kennelly

Q5

Address / Dirreción:

2353 Allen St, Dallas, TX 75204

Q6

Phone / Telefono:

6465234359

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbor

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:56:38 AM
Last Modified: Wednesday, April 03, 2024 9:05:04 AM
Time Spent: 00:08:25
IP Address: 23.118.193.226

Page 1

Q1

Comments / Comentarios:

Please note my strong opposition to the proposal to use Allen Street as a "cut-through" to Hwy I 345. east quadrant. This proposal threatens to put cut-through traffic back into State-Thomas' mostly residential neighborhood. Adding a cut through route to our streets would be an intrusion into our well-planned neighborhood, and would make State-Thomas significantly less desirable as a residential area to live. This has already been addressed in the past already and should not be coming up again. Thank you for your consideration.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Matthew Filpi**
Address/ Dirección:	**2809 State Street, Dallas TX 75204**
Phone/Teléfono:	**2142263259**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Matthew Filpi

Q5

Address / Dirreción:

2809 State Street, Dallas TX 75204

Q6

Phone / Telefono:

2142263259

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From neighbors in State-Thomas.

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 9:30:48 AM
Last Modified: Wednesday, April 03, 2024 9:47:47 AM
Time Spent: 00:16:58
IP Address: 162.200.5.50

Page 1

Q1

Comments / Comentarios:

As a 20-year resident in Uptown, I am vehemently opposed to this plan. You can currently get to Woodall Rogers from McKinney Ave. via Routh St. This plan creates additional traffic in a highly walkable neighborhood and will cause too much additional traffic. It is a SAFETY issue!

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Gary C Barone**
Address/ Dirección:	**2834 State Street**
Phone/Teléfono:	**12143929719**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:40:24 AM
Last Modified: Wednesday, April 03, 2024 9:53:11 AM
Time Spent: 01:12:46
IP Address: 162.194.224.221

Page 1

Q1

Comments / Comentarios:

As a resident of this neighborhood for 5+ years, this would destroy our quiet street and I am vehemently opposed

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**John Kennelly**
Address/ Dirección:	**2353 Allen Street**
Phone/Teléfono:	**3107536103**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

John Kennelly

Q5

Address / Dirreción:

2353 Allen St.

Q6

Phone / Telefono:

3107536103

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 9:56:01 AM
Last Modified: Wednesday, April 03, 2024 9:57:51 AM
Time Spent: 00:01:49
IP Address: 23.31.67.25

Page 1

Q1

Comments / Comentarios:

absolutely not, this will create a negative impact on our great little neighborhood. We dont need more traffic

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I do business with TxDOT. Tengo negocios con TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Thomas Balfour**
Address/ Dirección:	**2456 Worthington Street**
Phone/Teléfono:	**6266893348**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Thomas Balfour

Q5

Address / Dirreción:

2456 Worthington Street

Q6

Phone / Telefono:

6266893348

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbors

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 10:26:36 AM
Last Modified: Wednesday, April 03, 2024 10:30:13 AM
Time Spent: 00:03:36
IP Address: 162.200.5.8

Page 1

Q1

Comments / Comentarios:

Esto va a afectar muy negativamente al vecindario y la habitabilidad del mismo por lo que me opongo a este proyecto.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Enrique Martinez Garcia**
Address/ Dirección:	**2464 Worthington St**
Phone/Teléfono:	**2142263000**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Enrique Martinez Garcia

Q5

Address / Dirreción:

2464 Worthington Street
Dallas, TX 75204

Q6

Phone / Telefono:

2142263000

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

A través de una carta de Friends of State-Thomas

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 10:45:03 AM
Last Modified: Wednesday, April 03, 2024 10:46:51 AM
Time Spent: 00:01:47
IP Address: 104.28.111.34

Page 1

Q1

Comments / Comentarios:

This is dangerous for State Thomas. Lots of small children in the area. Absolutely will be opposed.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Renjie Li**
Address/ Dirección:	**2830 State St**
Phone/Teléfono:	**3123501879**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Drs. Heather and Renjie Li

Q5

Address / Dirreción:

2830 State St

Q6

Phone / Telefono:

3123501879

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

State Thomas association

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 10:36:43 AM
Last Modified: Wednesday, April 03, 2024 10:47:46 AM
Time Spent: 00:11:02
IP Address: 144.160.112.199

Page 1

Q1

Comments / Comentarios:

I am strongly opposed to this project given its potential impact on the residential neighborhood of State Thomas. The area is already extremely congested and bringing more vehicles to our neighborhood creates additional unnecessary risks to residents.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Chris Boyle**
Address/ Dirección:	**2522 Worthington Street, Dallas TX 75204**
Phone/Teléfono:	**908-391-6227**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Concerned Community members.

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 10:35:43 AM
Last Modified: Wednesday, April 03, 2024 10:48:51 AM
Time Spent: 00:13:08
IP Address: 66.26.216.94

Page 1

Q1

Comments / Comentarios:

We strongly oppose the proposal to use Allen Street as a "cut-through" to Hwy I 345. east quadrant. This proposal threatens to put cut-through traffic back into State-Thomas' mostly residential neighborhood.

Adding a cut through route to our streets would be an intrusion into our very well-planned neighborhood.

This has already been addressed in the past already and should not be coming up again.

Thank you,

Elizabeth Filpi

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Elizabeth Filpi**
Address/ Dirección:	**2809 State st, Dallas TX**
Phone/Teléfono:	**2142263276**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Elizabeth Filpi

Q5

Address / Dirreción:

2809 State St
Dallas, TX

Q6

Phone / Telefono:

2142263276

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbors

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 11:39:37 AM
Last Modified: Wednesday, April 03, 2024 11:42:48 AM
Time Spent: 00:03:10
IP Address: 108.83.66.22

Page 1

Q1

Comments / Comentarios:

We oppose this proposal. It will create additional traffic to a residential neighborhood. We live at 2351 Allen St

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Carlos Montoliu**
Address/ Dirección:	**2351 Allen Street**
Phone/Teléfono:	**214 813-6449**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Carlos Montoliu

Q5

Address / Dirreción:

2351 Allen Street

Q6

Phone / Telefono:

214 8136440

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 11:31:59 AM
Last Modified: Wednesday, April 03, 2024 11:51:21 AM
Time Spent: 00:19:22
IP Address: 162.200.7.45

Page 1

Q1

Comments / Comentarios:

I oppose this development. Please don't convince yourselves that this wouldn't do significant damage to our community. What would your opinion be if this was your neighborhood?

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jorge Zuniga**
Address/ Dirección:	**2345 Allen St**
Phone/Teléfono:	**2146626628**

Q4

Name/Nombre:

Jorge Zuniga

Q5

Address / Dirreción:

2345 Allen St.
Dallas, TX 75204

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Worthington Corners HOA

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 1:59:03 PM
Last Modified: Wednesday, April 03, 2024 2:02:06 PM
Time Spent: 00:03:03
IP Address: 76.187.103.57

Page 1

Q1

Comments / Comentarios:

I do not support this plan what so ever! So sad to see that TXdot wants to take away public park space and then not even pay to replace it. The city of Dallas deserves better.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I could benefit monetarily from the project or other item about which I am commenting.Podría beneficiarme monetariamente del proyecto o de los comentarios de haga.

Q3

Contact Information / Información de contacto

Name/ Nombre: **Louis Hintz**

Address/ Dirección: **1309 main st. apt 1210 Dallas TX 75202**

Phone/Teléfono: **9188296381**

Email/ Correo electrónico: [redacted]

Q4

Name/Nombre:

Respondent skipped this question

Q5

Address / Dirreción:

Respondent skipped this question

Q6

Phone / Telefono:

Respondent skipped this question

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 2:02:42 PM
Last Modified: Wednesday, April 03, 2024 2:12:32 PM
Time Spent: 00:09:50
IP Address: 97.98.27.33

Page 1

Q1

Comments / Comentarios:

As a property management representative, I feel this would not be beneficial to our 750 residents that live on property. This will interfere with the walkability in our neighborhood, as well as the ease and relaxed community State Thomas represents. More traffic also invites more opportunity for crime and easier access to our neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Kelly Underwood**
Address/ Dirección:	**3010 State St Dallas, Tx 75204**
Phone/Teléfono:	**469-417-8463**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Kelly Underwood

Q5

Address / Dirreción:

3010 State Street Apt 214
Dallas, Tx 75204

Q6

Phone / Telefono:

469-417-8463

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Word of mouth

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 2:26:15 PM
Last Modified: Wednesday, April 03, 2024 2:28:53 PM
Time Spent: 00:02:38
IP Address: 75.63.170.155

Page 1

Q1

Comments / Comentarios:

We are opposed to this measure.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Timothy & Anne Southwick**
Address/ Dirección:	**2825 State St**
Phone/Teléfono:	**510-385-1201**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Home owners association

#65

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 2:23:56 PM
Last Modified: Wednesday, April 03, 2024 2:31:39 PM
Time Spent: 00:07:42
IP Address: 99.9.131.116

Page 1

Q1

Comments / Comentarios:

I oppose this creating a light passing through the State Thomas neighborhood. (Opposition to station 4 design). This is a walk friendly neighborhood. Adding lights and traffic is terrible for homeowners and property values. Everyone who bought around here, bought for the ease of getting from point A to point B without traffic. The quality of life will be disrupted and the noise of traffic will be detrimental to this area. Thank you and I hope you will reconsider.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Roxana Przelicki**
Address/ Dirección:	**2404 Worthington street, Dallas, TX**
Phone/Teléfono:	**9548057858**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Roxana Przelicki

Q5

Address / Dirreción:

2404 Worthington street, Dallas

Q6

Phone / Telefono:

9548057858

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Our HOA

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 2:39:10 PM
Last Modified: Wednesday, April 03, 2024 2:45:09 PM
Time Spent: 00:05:58
IP Address: 104.28.103.164

Page 1

Q1

Comments / Comentarios:

Based on my understanding of the project, please consider not allowing traffic to flow from Allen to the new proposed road, instead look at reaching that road from the frontage road. Consider what the proposal would do to the State Thomas neighborhood. Thank you.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Randy Hansen**
Address/ Dirección:	**2444 Worthington St.**
Phone/Teléfono:	**3147532809**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Randy Hansen

Q5

Address / Dirreción:

2444 Worthington St.

Q6

Phone / Telefono:

3147532809

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 2:57:42 PM
Last Modified: Wednesday, April 03, 2024 3:01:25 PM
Time Spent: 00:03:42
IP Address: 72.180.196.251

Page 1

Q1

Comments / Comentarios:

State Thomas area already gets too much traffic, including commercial trucks and people passing through. The roads are rough and need additional work. People drive late at night at high speeds with zero enforcement.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Clifton Beech**
Address/ Dirección:	**2411 N Hall Street #33**
Phone/Teléfono:	**8176766305**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Clifton Beech

Q5

Address / Dirreción:

2411 N Hall Street #33

Q6

Phone / Telefono:

8176766305

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 5:19:40 PM
Last Modified: Wednesday, April 03, 2024 5:23:26 PM
Time Spent: 00:03:46
IP Address: 75.63.169.87

Page 1

Q1

Comments / Comentarios:

As a resident of the St Thomas neighborhoods I am opposed to the cut through on Allen St to i345. This is a walkable neighborhood and added traffic would be dangerous for local residents and their kids and dogs.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Andrea Kirsten-Coleman**
Address/ Dirección:	**2420 Worthington St**
Phone/Teléfono:	**2148707881**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Andrea Kirsten-Coleman

Q5

Address / Dirreción:

2420 Worthington St

Q6

Phone / Telefono:

2148707881

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My neighbors

#69

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 6:54:35 PM
Last Modified: Wednesday, April 03, 2024 7:09:21 PM
Time Spent: 00:14:46
IP Address: 69.148.1.49

Page 1

Q1

Comments / Comentarios:

My wife and I are 100% against this, for alot of reasons; many of our homeowners have young children, the increased noise this would create in our neighborhood, residents fill up the parking spaces on both sides of allen,this is a terrible idea

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre: **Randy Harris**

Address/ Dirección: **2805 State Street Dallas TX 75204**

Email/ Correo electrónico: [redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Respondent skipped this question

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 7:53:57 PM
Last Modified: Wednesday, April 03, 2024 8:07:07 PM
Time Spent: 00:13:09
IP Address: 162.194.225.217

Page 1

Q1

Comments / Comentarios:

As a resident in Uptown, I oppose this plan. Specifically, placing a stoplight at Allen is dangerous. St Peter's Church and Notre Dame School are located at that intersection. This will dramatically increase traffic in an area already busy with students and busses traveling there twice each day. Safety is important. The area is very busy with pedestrian traffic. Our area of Uptown already deals with cars/trucks moving too quickly down each street. This plan will encourage drivers to use a "short cut" to cross the highway. It will increase the amount and speed of traffic that is not necessary. Safety for residents and children takes priority.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Sheila Hansen**
Address/ Dirección:	**2444 Worthington St**
Phone/Teléfono:	**3144068900**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Sheila Hansen

Q5

Address / Dirreción:

2444 Worthington St

Q6

Phone / Telefono:

3144068900

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighborhood communication

#71

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:24:43 PM
Last Modified: Wednesday, April 03, 2024 8:28:27 PM
Time Spent: 00:03:44
IP Address: 24.170.6.90

Page 1

Q1

Comments / Comentarios:

Shameful to even think of taking an historically designated and significant, diverse and important walkable neighborhood and make it a cut through for major traffic. Please stop this foolish, unfair and gross action immediately.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Eleanor Waddell**
Address/ Dirección:	**2848 Woodside St, Unit 205, Dallas TX 75204**
Phone/Teléfono:	**9729719779**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Eleanor Waddell

Q5

Address / Dirreción:

2848 Woodside St, Unit 205
Dallas TX 75204

Q6

Phone / Telefono:

9729719779

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbor and condo HOA meeting

#72

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 8:49:29 PM
Last Modified: Wednesday, April 03, 2024 8:56:57 PM
Time Spent: 00:07:28
IP Address: 69.148.0.170

Page 1

Q1

Comments / Comentarios:

I'm against adding a stop light at Allen and creating a cut through under Woodall. This will negatively impact our community with more traffic and people using Allen to cut through to Downtown (there are better roads to do that) . Keep in mind in this area there are a lot of pedestrians and nore importantly that there is a school for special kids and a church at that intersection. No one wants an accident of that kind. Please think carefully.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Mina Descrivan**
Address/ Dirección:	**2351 Allen St**
Phone/Teléfono:	**3057334870**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA and community networks

#73

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 03, 2024 9:50:29 PM
Last Modified: Wednesday, April 03, 2024 10:14:31 PM
Time Spent: 00:24:01
IP Address: 76.184.185.69

Page 1

Q1

Comments / Comentarios:

As residents of the State-Thomas neighborhood for over 10 years, we are horrified to see the changes that txdot has planned for our neighborhood.
We strongly oppose all of the changes detailed on the schematic. The proposed cut thru's would fracture this neighborhood and destroy what is left of uptown.

including losing our one and only back door into the neighborhood from downtown

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Melissa Huso-Shoback**
Address/ Dirección:	**3006 Woodside Street**
Phone/Teléfono:	**9176017666**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Address / Dirreción:

3006 Woodside Street

Q6

Phone / Telefono:

9176017666

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Uptown inc / Judy Hearst

#74

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, April 04, 2024 12:13:41 AM
Last Modified:	Thursday, April 04, 2024 12:46:46 AM
Time Spent:	00:33:05
IP Address:	108.147.171.140

Page 1

Q1

Respondent skipped this question

Comments / Comentarios:

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jeanie Essl**
Address/ Dirección:	**2201 Boll St.**
Phone/Teléfono:	**5124841490**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

If TxDOT did a thorough check on the neighborhood they would have found out that there is a School for Special Needs Students, Notre Dame, and a church, St.Peter the Apostle, located at the proposed construction site. In fact, these institutions are located at the corner of Allen St. and the access road of 75/ Woodall Rogers Freeway.

There is a car-pool line and school busses along Allen St. for two periods during the day. One for drop-off and pick- up. Why would TxDOT want to jeopardize the safety of the students in addition to jamming up the streets in that area?

Q5

Address / Dirreción:

2201 Boll St.

Q6

Phone / Telefono:

5124841490

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From a neighbor.

#75

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 7:45:00 AM
Last Modified: Thursday, April 04, 2024 7:51:49 AM
Time Spent: 00:06:48
IP Address: 75.49.159.122

Page 1

Q1

Comments / Comentarios:

I strongly oppose the Allen Street cut through. I live on Boll Street, about 2 blocks from Allen. The additional traffic cutting through State Thomas would affect the peace and tranquility of our neighborhood. Therefore, it would also negatively affect our property value. No cut through in State Thomas!
Jolie Caldwell

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I am employed by TxDOT. Soy un empleado del TxDOT,

I do business with TxDOT. Tengo negocios con TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jolie Caldwell**
Address/ Dirección:	**2205 Bill Street**
Phone/Teléfono:	**940 634-6051**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Respondent skipped this question

Q5

Address / Dirreción:

Respondent skipped this question

Q6

Phone / Telefono:

Respondent skipped this question

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbor informed me.

From: Robert Wright [redacted]
Sent: Thursday, April 4, 2024 9:46 AM
To: Paul Ridley [redacted]
Cc: 'eric.johnson@dallas.gov' [redacted]; Ceason Clemens [redacted]
Subject: Proposed Allen St access to I-345

Paul,

As a 23 year and current resident on Allen St the purpose of this email is to **oppose** the TXDOT plan (*attachment #1*) to create direct access to I-345 from Allen St. This plan is antithetical to just about everything the neighborhood desires and what Uptown Dallas, Inc. has worked for the last 15+ years; enhancing the quality of life in State Thomas/Uptown through better walkability and safety. The proposed I-345 access will forever alter Allen St and the residential character of State Thomas, often known as the most walkable in Dallas if not the Metroplex. Below find some concerns, I am certain there are others.

- First and foremost, Allen St. is a residential one not a commercial or commuter thoroughfare.
- The introduction of 24 hour traffic, in particular commercial, would negatively affect quality of life in the neighborhood.
- Allen Street currently accommodates parallel parking on both sides, essentially creating a two-lane street. However, when a ride-share vehicle, delivery truck (Amazon), or any other vehicle stops along the road, Allen Street effectively becomes a single-lane thoroughfare, which is inadequate for handling commuter and commercial (truck) traffic. *Attachment #2*
- Car stacking at the stop signs located at Allen Street and Thomas Avenue will lead to backups, which will in turn exacerbate traffic congestion and impede the flow of vehicles through the area.
- Construction trucks, especially dump trucks, are likely to utilize this access to reach I-45, as some already do. This increased traffic from construction vehicles could pose safety hazards and further exacerbate congestion in the area.
- Increased crime as perpetrators will now have a direct egress out of State Thomas to I-345.
- The Notre Dame School for children with intellectual disabilities (located on Allen) utilizes Allen for its bus(s) and parents pick up/drop off as well as access Griggs Park and other parts of State Thomas. Their safety would be adversely affected. *Attachment 3-5*
- St. Peters Catholic Church (located at the proposed intersection) parishioners park on Allen St, their safety will be adversely affected.
- Southbound traffic on the Woodall access road has limited visibility to the proposed lighted intersection as it curves on approach. This along with the speed of traffic to the

intersection should be cause for concern to the city and TXDOT as it seems certain there will be traffic accidents.

There is a significant disconnect between the proposed access plan and the conditions and needs of the State Thomas neighborhood. I would encourage decision-makers or planners to spend time walking Allen St. and experiencing firsthand the concerns enumerated above as well as others I have not covered. I would be happy to host and It won't take long to realize many defects of the proposed Allen St access and the scars it would leave on the neighborhood.

As always feel free to contact me if you have any questions or need additional information.

Robert Wright
2361 Allen St.
214-632-3353

Robert J. Wright

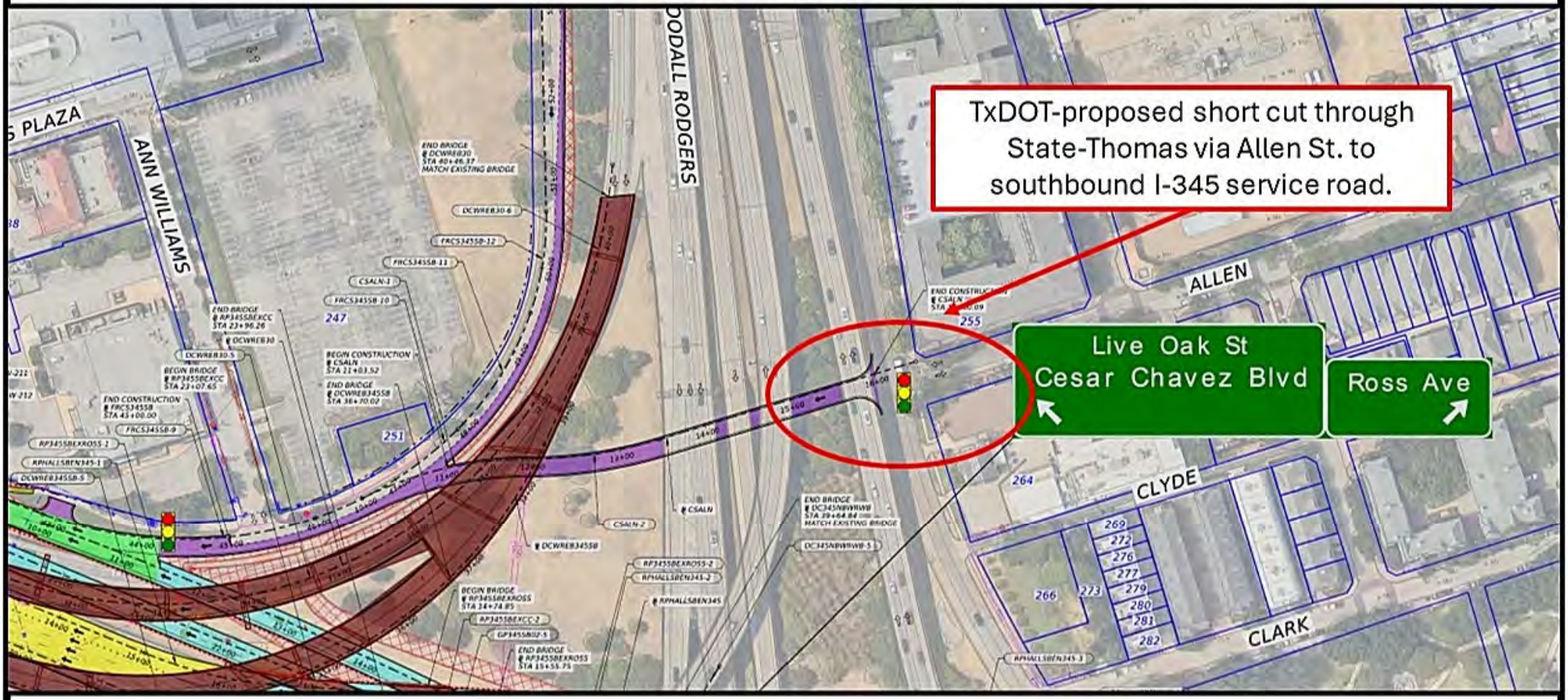
Collett
RETAIL

PLEASE MAKE NOTE OF OUR NEW ADDRESS
2626 Cole Avenue | Third Floor | Dallas, TX 75204
direct (214) 996-9990
mobile (214) 632-3353 | fax (214) 445-6304

website | bio | vCard | map | rwright@collettre.com

Member of
International Council
of Shopping Centers

TxDOT Virtual Public Meeting
March 19, 2024



Source: https://www.keepitmovingdallas.com/sites/default/files/docs/20240314_345-SCHEMATIC-Public%20Meeting.pdf


T2534
T2534
EST. 6666 1870
FOUR SIXES
GRIT & GLORY
STOP
ALL WAY
CLS 550


State St 2900
Modelo

#76

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 10:23:44 AM
Last Modified: Thursday, April 04, 2024 10:25:58 AM
Time Spent: 00:02:13
IP Address: 71.78.72.130

Page 1

Q1

Comments / Comentarios:

I am the principal of school on Allen street that educates students with special needs. The suggested changes would NOT be safe or support the needs of the community.

Q2 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3 **Respondent skipped this question**

Contact Information / Información de contacto

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#77

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 10:57:54 AM
Last Modified: Thursday, April 04, 2024 11:04:20 AM
Time Spent: 00:06:26
IP Address: 67.49.72.59

Page 1

Q1

Comments / Comentarios:

We are in opposition to this proposal. This will drive more traffic and speed through our neighborhood where our children play and we walk our dogs. It is a walking community that will dramatically affect the safety of our children and other pedestrians.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jill Cutri**
Address/ Dirección:	**2510 Worthington Street, Dallas, Tx. 75204**
Phone/Teléfono:	**619-261-2104**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Jill Cutri

Q5

Address / Dirreción:

2510 Worthington Street
Dallas, TX 75204

Q6

Phone / Telefono:

619-261-2104

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

HOA

#78

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 10:59:32 AM
Last Modified: Thursday, April 04, 2024 11:04:42 AM
Time Spent: 00:05:10
IP Address: 75.104.93.190

Page 1

Q1

Comments / Comentarios:

I am particularly concerned about using Allen Street as an access. It is almost exclusively residential and already requires parking for both residents and the few great hidden gem restaurants and sports bars (like Si Tapas, and Knodding Donkey). Furthermore, there is a school on the intended route. I am strongly against using State Street as an entrance to the high way. It would even be right next to a school (which has children with learning and intellectual challenges).

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Curtis Hite**
Address/ Dirección:	**2420 Hugo Street No 6, Dallas, Texas 75204**
Phone/Teléfono:	**972-567-7207**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Curtis Hite

Q5

Address / Dirreción:

2420 Hugo Street No 6, Dallas, Texas 75204

Q6

Phone / Telefono:

9725677207

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

through a resident of State Thomas area.

From:	345Connects
To:	Jonathan Gardea; Nicole Carrillo
Cc:	Grace Lo
Subject:	FW: Attn: Grace Lo, P.E. Dallas County CSJ 0092-14-094
Date:	Friday, April 5, 2024 11:12:11 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Please include in the CRM

From: Mark Hawthorne [redacted]
Sent: Thursday, April 4, 2024 12:17 PM
To: 345Connects <345Connects@txdot.gov>
Subject: Attn: Grace Lo, P.E. Dallas County CSJ 0092-14-094

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Virtual Public Meeting for I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County
CSJ 0092-14-094

Tuesday, March 19, 2024

I have attended public meetings for this project since December 5, 2019.

Over this period of time, I learned that most of the alternatives including the recommended depressed alternative for I-345 will not substantially improve or increase the flow of traffic. The depressed alternative for this project will not reunite Downtown Dallas with Deep Ellum. It will simply replace an elevated barrier with a depressed barrier. The only way to truly reunite Downtown Dallas with Deep Ellum, would be to build an enormous deck park similar to Klyde Warren Park, over the recommended depressed alternative.

In my opinion, the I-345 project should be a No-Build. The estimated cost associated with this project of more than one (1.6) billion dollars, should be spent on repairing and maintaining existing Interstate freeways including I-345.

I would like to see an estimate of the maintenance cost for the proposed I-345 project over the next thirty- (30) years. Several of the existing freeways, I-20 at Bonnie View for one example, are in desperate need of repair. TX-DOT should commit the funds required to repair and maintain all existing Interstate freeways prior to funding such a wasteful non-priority (1.6) billion dollar I-345 project.

In cities of more than one million people or metropolitan areas of more than eight million people, the thought of building new and larger Interstate freeway systems with more lanes and exchanges is

no longer practical. It is impossible to build our way out of congestion, by making it easier for an increasing number of cars and other such single destination vehicles to stress the funding of state transportation departments.

State departments of transportation must coordinate with and promote the use of mass transit systems to reduce traffic on Interstates.

Mark A Hawthorne

#79

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 1:46:04 PM
Last Modified: Thursday, April 04, 2024 1:52:16 PM
Time Spent: 00:06:12
IP Address: 216.194.105.241

Page 1

Q1

Comments / Comentarios:

The proposed access to 345 southbound from Allen St thru a small residential neighborhood with very limited road service would be devastating to the State Thomas neighborhood. The street is narrow with parking on both side is a bon commercial St with a school and church which both utilize Allen St for pick up and drop off daily. This would be a huge disservice to the area and goes completely against the ideas that redeveloped this area 20 years ago, to create a residential walking community

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I am employed by TxDOT. Soy un empleado del TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Robert Morse**
Address/ Dirección:	**2850 State St**
Phone/Teléfono:	**7039818961**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Respondent skipped this question

Q5

Address / Dirreción:

Respondent skipped this question

Q6

Phone / Telefono:

Respondent skipped this question

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

From: Melissa Meyer
To: [redacted]
Subject: FW: Proposed Allen Street Access to 345
Date: Monday, April 8, 2024 10:28:49 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning Mr. Binkowski,

TxDOT is in receipt of your comment.

We have received comments from several concerned citizens about the impacts to the State-Thomas neighborhood and are arranging a visit to the neighborhood to meet with residents to better understand their concerns. We will include City of Dallas staff since TxDOT is working closely with the City on the design of the I-345 Connects project.

Thank you for taking time to send in your comments and I will be in touch soon to set up a date for the neighborhood visit.

In the meantime, feel free to contact me if you have any questions.

Sincerely,
Melissa Meyer

Melissa Meyer
Public Involvement Specialist
TxDOT Dallas District
4777 E Hwy 80
Mesquite, TX 75150
214.319.3506 (office)
512.658.2445 (cell)
Melissa.Meyer@txdot.gov

From: Henry Binkowski [redacted]
Sent: Thursday, April 4, 2024 2:34 PM
To: Paul Ridley [redacted] Cc: 'eric.johnson@dallas.gov' [redacted] Ceason Clemens [redacted]
Subject: Proposed Allen Street Access to 345

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I realize you may be getting much negative feedback about this proposal.

I ask only this:

Some weekday morning take a walk or drive down Allen
Street, past the Notre Dame school and see if you think shortcut traffic has any merit here. On a busy weekend afternoon, check the free for all parking situation on Allen Street and imagine that with double the traffic.
If parking restrictions are on the table, maybe the local merchants and dining spots should be aware.

This is a terrible proposal and should immediately be taken off the table

#80

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, April 04, 2024 3:02:03 PM
Last Modified:	Thursday, April 04, 2024 3:07:57 PM
Time Spent:	00:05:53
IP Address:	69.148.1.128

Page 1

Q1

Comments / Comentarios:

What individuals think it is a good idea to route rush hour traffic and freeway access through quiet residential neighborhoods like Allen Street. This is a terrible idea for tree lined streets with walkers and baby carriages and the streets and neighborhoods could not support the additional traffic. This historic district can not consider creating a quicker Hwy access for commuters that's available blocks away. Terrible and awful idea.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Hunter Howard**
Address/ Dirección:	**2514 Worthington St Dallas TX 75204**
Phone/Teléfono:	**2146820168**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Hunter Howard

Q5

Address / Dirreción:

2514 Worthington St
Dallas, TX 75204

Q6

Phone / Telefono:

2146820168

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My neighborhood HOA

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 3:04:15 PM
Last Modified: Thursday, April 04, 2024 3:13:44 PM
Time Spent: 00:09:29
IP Address: 192.104.49.62

Page 1

Q1

Comments / Comentarios:

I believe the best path forward is highway removal and replacement with a boulevard.

I find it hard to believe that we can't live without the boulevard option when there will be no travel along this corridor for several years during proposed construction.

If we can adjust around complete removal of this path of travel for a period of years why can't we adjust to a smaller roadway permanently?

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jacob Lindsey**
Address/ Dirección:	**McCree Rd**
Phone/Teléfono:	**4304359833**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Jacob Lindsey

Q5

Address / Dirreción:

McCree Road

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Twitter

#82

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 7:55:29 PM
Last Modified: Thursday, April 04, 2024 8:02:26 PM
Time Spent: 00:06:56
IP Address: 67.48.208.42

Page 1

Q1

Comments / Comentarios:

As a resident of Dallas Uptown, specifically State Thomas, I strongly oppose the Allen St access to I-345

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Patricia Hendricks**
Address/ Dirección:	**2838 State St**
Phone/Teléfono:	**214-616-3821**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Patricia Hendricks

Q5

Address / Dirreción:

2838 State St

Q6

Phone / Telefono:

214-616-3821

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

neighbor

#83

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 8:01:16 PM
Last Modified: Thursday, April 04, 2024 8:04:51 PM
Time Spent: 00:03:35
IP Address: 35.146.108.112

Page 1

Q1

Comments / Comentarios:

I am in opposition of this proposed reconstruction project as it would disrupt the flow of traffic and quality of our neighborhood.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Brittany Rung**
Address/ Dirección:	**2484 Clay Alley**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Brittany Rung

Q5

Address / Dirreción:

2484 Clay Alley

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#84

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 04, 2024 8:04:36 PM
Last Modified: Thursday, April 04, 2024 8:07:24 PM
Time Spent: 00:02:47
IP Address: 67.48.208.42

Page 1

Q1

Comments / Comentarios:

I oppose the project design of using Allen St to access I-345

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**David P Hendricks**
Address/ Dirección:	**2838 State Street**
Phone/Teléfono:	**214-505-6892**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

David P Hendricks

Q5

Address / Dirreción:

2838 State St

Q6

Phone / Telefono:

214-505-6892

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

neighbor

UPTOWN DALLAS INC.
3600 MCKINNEY AVENUE, STE 210
DALLAS, TEXAS, 75204
214-871-2825

Ms. Ceason Clemens, P.E., District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75140

Re: I-345 Connects Project (CSJ: 0092-14-094)

Dear Ms. Clemens:

Uptown Dallas Inc. ("UDI") manages the Uptown Public Improvement District, consisting of approximately 2,181 properties and 20,000 residents occupying approximately 270 acres along the western edge of the I-345 Connects Project (CSJ: 0092-14-094 or the "Project"), from Hall St. at Central Expressway (U.S. 75) southwards to Woodall Rodgers Freeway (Spur 366) at Routh St.

Although UDI is strongly supportive of the Project's overall goal of reconnecting neighborhoods and encouraging walkability/multi-modal connectivity, **we are opposed to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector") because it would introduce unacceptable levels of through motor vehicle traffic onto a local neighborhood street.**

According to the City of Dallas Thoroughfare Plan (the "Plan"), which "must be used and adhered to in the improvement, development, extension, and creation of existing and new roadways."[1] Allen St. is "a local street... not specifically incorporated into the Thoroughfare Plan."[2] "Through traffic should be discouraged on local residential streets."[3] Moreover, constructing the Allen St. connector as proposed would violate Policy Q1.7 of the Plan, which reads as follows: "Protect residential areas from intrusive commercial traffic through the design and operation of the roadway system."[4] It is also worth noting that the entirety of Allen St. between McKinney Avenue and the Woodall Rodgers Southbound Service Road is located within the State-Thomas Historic District,[5] where "neither existing street widths nor existing street right-of-way widths... may be increased."[6]

In lieu of the proposed Allen St. Connector, UDI respectfully requests the two following traffic calming alternatives to the proposed plan:

1) **A 10' wide off-street shared-use pedestrian bikeway,[7] running along the same general alignment as the proposed Allen St. Connector,** providing pedestrian and micro-mobility connectivity between the eastern terminus of Allen St. at Woodall Rodgers and the northeastern terminus of Ann Williams Way, with pedestrian-activated traffic control devices located at the intersection with each service road.

2) **Existing freeway service road diet.** Mirroring the service road "diet" from 3 lanes to 2 lanes being contemplated for the northeast bound Woodall Rodgers Service Road adjacent to the Arts District northeast of the U.S. 75 on-ramp northeast of Routh St., **a road diet from 3 lanes to 2 lanes for the southwest bound Woodall Rodgers Service Road adjacent to Griggs Park and the historic State-Thomas neighborhood** southwest of the I-345 on-ramp access south of Hall Street, running southbound to Routh St. Average daily traffic (ADT) counts on this portion of the roadway have been measured at only 9,959 (2009) to 12,611 (2018) vehicles per day.[8]

Recapturing this lane would serve to calm traffic and reduce road noise adjacent to Griggs Park, the Notre Dame School of Dallas,[9] St. Peter's Catholic Church, and several hundred residential dwelling units located under 50' away from the service road as presently configured.

We appreciate the opportunity to constructively engage with TxDOT as a part of its National Environmental Policy Act (NEPA) Assignment. Please feel free to reach out if you have any questions.

Sincerely,

Jamee Jolly

Jamee Jolly
President and Executive Director

Cc: Senator Royce West
Rep. John Bryant
Rep. Morgan Meyer
Mayor Eric Johnson
Councilmember Paul Ridley, District 14
Councilmember Omar Narvaez
Commissioner Robert C. Vaughn
Asst. City Manager Dr. Robert Perez
Ghassan Khankarli – Director, City of Dallas Dept. of Transportation
Ramsey March – Chairperson, Uptown Dallas Inc.
Anthony Page – Chairperson, Uptown Dallas Inc. Public Realm & Capital Improvements Committee

1 Ordinance #20860, passed by the Dallas City Council on October 10, 1990, Sec. 3.(1).
2 City of Dallas Thoroughfare Plan, updated June, 1993. Sec. 2.2.3.
3 Ibid.
4 Ibid, Sec. 2.1.2.
5 Ordinance #19084, passed by the Dallas City Council on March 19, 1986.
6 Dallas City Code, SEC. 51P-225.110.(c) .
7 Dallas Street Design Manual, Sec. 3.2.6.
8 NCTCOG Traffic Count Information Systems, see: https://trafficcounts.nctcog.org/trafficcount/
9 The Notre Dame School of Dallas educates 180 students with intellectual and developmental disabilities ages 6 through 21. See: https://www.notredameschool.org/

April 5, 2024

Grace Lo, P.E.
Dallas District Office
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

RE: Response to I-345 Connects updated materials

Dear Ms. Lo and I-345 Connects team:

Thank you for the opportunity to provide comments on the 30% design set for I-345 in Dallas. Members of the AIA Dallas Public Policy Committee carefully reviewed the schematic design plans, land use maps, and other related materials for I-345 Connects that were made publicly available on March 19 by the Texas Department of Transportation (TxDOT). Additionally, the information presented during the two public meetings provided a better understanding of TxDOT's work to date and the organization's evolving vision for this important urban transportation corridor.

While progress has occurred, AIA Dallas believes the latest design still falls short of the goals established in the Dallas City Council resolution dated May 24, 2023. Last year, AIA Dallas joined Downtown Dallas, Inc., and Deep Ellum Foundation in supporting a conditional resolution of support by the City of Dallas for the continued design of the hybrid trenched alternative for I-345. AIA Dallas supported further integration of the City of Dallas planning documents and the adopted design standards for the I-345 corridor into ongoing TxDOT design efforts.

I-345 Connects is not just an important project, it's a generational investment that holds immense potential. While I-345 is an essential transportation link between north and south, it also historically divided neighborhoods. The current design, however, continues to limit walkability, connectivity, and urban growth in downtown Dallas. AIA Dallas believes that the design plans for I-345 must keep two objectives in mind – to restore neighborhood connectivity and to enable new economic development opportunities. To that end, AIA Dallas recommends further design refinements as outlined below.

Structural Engineering

Contrary to statements made during the 20% design presentation last year, the current plans do not include the necessary structural engineering to support future decking opportunities. The current 30% schematic design provides the space needed to add the structure later. The plans must include all necessary structural engineering and initial foundation installation for future decks. TxDOT should prioritize decks at locations that enable large, contiguous blocks with straight alignment. Three suggested locations are between Commerce and Main, Main and Elm, and Elm and Pacific (see Exhibit A).

Similarly, the plans must include the requisite landscape design and structural engineering to include green elements on future bridges and deck structures such as tree wells and appropriate soil depths to avoid removal and redesign later. Positive examples of structural design supporting future landscape elements include Southern Gateway Park and Mockingbird/I-75 in Dallas and the Rose Kennedy Greenway in Boston. Landscape elements will also help with noise mitigation.

The animated flyover does not match the schematic design regarding unprogrammed structural elements and excess space adjacent to diagonal roadways. These conditions need to be cast in place, or the elements need to be landscaped/programmed during the design phase.

Exhibit A*: Proposed deck and combined development opportunities, including removal of Jett Way expansion (graphics by Urban Darby Architecture in partnership with AIA Dallas Public Policy Committee).*

Roadway Alignment

Specific alignment changes will produce stronger east/west connections across I-345 and prioritize pedestrian and vehicular safety. AIA Dallas recommends the following changes to street alignment:

- Straighten the alignment of Cesar Chavez and locate the north and southbound lanes together to improve possible deck opportunities, minimize pedestrian conflicts, and expand adjacent developable space, including the expansion of Carpenter Park (see Exhibit B).
- Remove the expanded Jett Way overpass/connector street. This is an unnecessary diagonal connection and limits future deck opportunities (see Exhibit A).
- Consider redesigning the double flyover from Woodall to southbound I-345 to use a two-lane flyover connection instead.
- Remove the additional road connection at Allen. If necessary, consider making pedestrian or bicycle access only.
- Reconnect the northbound frontage road between Pacific and Swiss as a local connector.
- Continue to reduce roadway widths by minimizing turn lanes and vehicular pathways.

***Exhibit B**: Combine and realign Cesar Chavez Blvd., enlarge Carpenter Park, and create landscaped deck opportunities (graphics by Urban Darby Architecture in partnership with AIA Dallas Public Policy Committee).*

Pedestrian and Bicycle Access
The design should go further to maximize bicycle and pedestrian mobility and help Dallas achieve its Vision Zero goals. One way to do this is to celebrate Carpenter Park and make it more pedestrian accessible from both sides of the I-345 corridor.

Economic Development
The City of Dallas, in partnership with TxDOT, needs to better understand the economic development opportunities around I-345. As shared in the initial letter dated May 23, 2023, there is still a need for a parcel-level feasibility study of developable space while the I-345 design is in early development. City of Dallas planners and TxDOT should consider studying the development potential up to the edges of the proposed trench. Limit leftover irregular-shaped and undesirable parcels along the perimeter that restrict future development opportunities.

Thank you for your consideration of these comments and structural critiques. AIA Dallas welcomes the chance to collaborate with TxDOT and the City of Dallas to further study pragmatic design solutions to accomplish our shared goals. With additional refinements, the final plans for I-345 can reconnect communities, provide better mobility options, and prepare for future economic development on currently underutilized public and private assets. AIA Dallas believes this is achievable and would like to work closely with TxDOT as a resource moving forward.

Sincerely,

Peter Darby, AIA
President

Zaida Basora, FAIA
Executive Director

Enclosure: Letter from AIA Dallas, Deep Ellum Foundation, Downtown Dallas, Inc. (05/23/2024)

CC: T.C. Broadnax, City Manager
Dr. Robert Perez, Assistant City Manager
Dr. Ghassan Khankarli, Director of Transportation

May 23, 2023

Mayor Johnson & Dallas City Council
Dallas City Hall
1500 Marilla Street
Dallas, Texas 75201

Dear Mayor Johnson, Chairman Narvaez, and members of the Dallas City Council:

Thank you for thoughtfully considering the best way to remove and replace the outdated I-345. This joint letter represents the coordination of our respective organizations to advance urban design standards around the I-345 corridor and to create a more connected urban core that meets the needs of future residents, visitors, and the workforce. We are optimistic that the City of Dallas, the Texas Dept. of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) can further develop a hybrid approach that achieves our collective goals.

The undersigned groups are proud to support the TxDOT Refined Hybrid option, with the request that the following elements are addressed in the resolution to be considered by City Council on Wednesday:

1. A statement of the City's Guiding Urban Design Principles (Attachment A & B, using the example of the City's resolution of support for I-30 in February 2019); and
2. Additional Council approval to confirm the satisfactory incorporation of I-345 design principles at the 30% design threshold or another appropriate milestone.

BACKGROUND & DETAIL:

Quality urban design responds to the needs of the city and its community stakeholders for connectivity, economic development, housing, and environmental benefit. Collectively, we request that the City adopt a resolution of support for the Refined Hybrid model with conditions for future design integration.

As Ceason Clemons, TxDOT District Director, reiterated at last week's briefing, there is still ample time for design refinements. Our organizations believe that refinements are necessary suggest pursuing opportunities to address the following as staff moves forward with TxDOT in project development.

1. Application of potential grant funding for additional design and study, including an updated traffic analysis, from the Reconnecting Communities program or other applicable sources of funds.

2. Recommend including a third-party, multi-disciplinary design consultant to join the City of Dallas in design discussions with TxDOT, and to assist in identifying locally funded enhancement opportunities.
3. Incorporation of urban design principles that are responsive to the following needs:
    a. Align with adopted city plans, policies, and design manuals,
    b. Further limit the footprint of the highway trench,
    c. Minimize on/off ramps and aerial connections to I-45, I-30, Woodall Rodgers, and I-75,
    d. Connect existing street grid and designing safe, pedestrian access,
    e. Prioritize complete streets; and
    f. Include a parcel-level feasibility study of developable space.
4. Design review process that includes DDOT, P+UD, TxDOT, NCTCOG, DART, and appropriate stakeholders.
5. Secondary resolution of support by City Council following 30% design, the conclusion of Environmental Impact Study (EIS), or another appropriate interval.
6. Joint Briefing to City Council at significant design milestones by TXDOT and the City's Design Consultant.

The previous letters provided by our individual organizations (Attachment C) provide additional guidance toward successfully addressing the above design needs.

Thank you for your consideration. Our organizations look forward to continuing this dialogue and important work with you as partners.

Zaida Basora, FAIA
Executive Director
AIA Dallas

Stephanie Keller Hudiberg, MPP
Executive Director
Deep Ellum Foundation

Jennifer Scripps
President & CEO
Downtown Dallas, Inc.

Enclosures:

Attachment A: City of Dallas I-345 Design Guidelines
Attachment B: sample conditional resolution language from I-30
Attachment C: previous letters from AIA, DEF, DDI

CC: T.C. Broadnax, City Manager
Dr. Robert Perez, Assistant City Manager
Dr. Ghassan Khankarli, Director of Transportation

ATTACHMENT A

I-345 Feasibility Study

Feasibility Report – August 2022

Appendix B – City of Dallas Design Criteria (2021)

CSJ: 0092-14-094

Prepared by: HNTB

Texas Department of Transportation

Design Guidance for the Development of I-345

CITY OF DALLAS

The City of Dallas requests that the following design criteria be applied to the scenarios that TxDOT develops for future improvements or reconstruction of I-345. The criteria were developed with the goal of incorporating safety, environmental sustainability, economic vitality, and housing considerations as part of all scenarios.

Design Criteria

1. Minimize the footprint of I-345 and related ramps, to the extent possible in applicable scenarios, to maximize future development potential along the corridor and reconnect neighborhoods. For the elevated scenario, consider running Cesar Chavez under I-345 north of Pacific to minimize right-of-way and create new opportunities for economic development along I-345.
2. Incorporate a D2 subway connection across TxDOT right-of-way in the I-345 scenarios, in line with the March 24, 2021 City Council resolution.
3. Avoid creating any new barriers between neighborhoods and seek opportunities to reconnect Downtown with Deep Ellum and Bryan Place, the State-Thomas neighborhood with the Arts District, the Cedars area with Fair Park, and Carpenter Park with surrounding neighborhoods.
4. Seek to limit the presence of on/off ramp connections to the city street grid along the I-345 corridor between Live Oak Street and Canton Street in applicable scenarios, to increase walkability between Downtown and Deep Ellum.
5. On/off ramps should follow an urban configuration and tie into or become part of the city street network.
6. I-345 scenarios should tie seamlessly into Woodall Rodgers Freeway, US 75, I-30, and I-45 with the least impact possible to neighborhood connectivity and surrounding development.
7. Incorporate complete streets and urban design elements on all new and reconstructed city streets.
8. In line with the City's Vision Zero resolution, seek to enhance safety for all modes of transportation in all scenarios.
9. Allow for strategic decking/air-right development opportunities in a depressed configuration.
10. Integrated Stormwater Management (iSWM) standards should be used to mitigate stormwater concerns. Any required underground water storage infrastructure should be seamlessly integrated into the surrounding area and be environmentally friendly.

ATTACHMENT B

February 27, 2019

WHEREAS, in 2014, the Texas Department of Transportation (TxDOT) began a multi-year process, called the City Center Master Assessment Process (CityMAP), to receive feedback and input from stakeholders regarding the reinvention of major City Center highways in Dallas including reconstruction of Interstate 30 (I-30) from the Downtown "canyon" to Dolphin Road; and

WHEREAS, the CityMAP included feedback from more than 200 stakeholders representing residents, elected officials, government staff, advocacy groups, developers, business owners, and institutions in the study area; and

WHEREAS, the CityMAP made specific recommendations regarding the I-30 reconstruction including recommendations for improved multi-modal overpasses, reconfigured on and off ramps, additional overpasses, decking along the I-30 corridor; redesigned and rationalized street grid process; and lowered cross sections in East Dallas; and

WHEREAS, in June 2015, City Staff in conjunction with Downtown Dallas Inc. began a comprehensive long-term planning process to update the Downtown Dallas 360 strategic plan with The 360 Plan to further advance the original vision and guide the future of the City Center, including areas adjacent to the I-30 reconstruction project; and

WHEREAS, the 360 Plan planning process included feedback from more than 250 stakeholders during 150 stakeholder meetings with representatives from neighborhood groups, residents, business owners, and other community partners in the study area; and

WHEREAS, the 360 Plan made specific recommendations regarding I-30 including recommendations for: on and off ramps; overpasses; deck parks; bridges; frontage roads; width and depth of I-30; and recommendations for accommodating development along the edges of I-30; and

WHEREAS, on January 27, 2016, City Council adopted the City of Dallas Complete Streets Design Manual, a policy guide and reference for street design standards by Resolution No. 16-0173; and

WHEREAS, the City of Dallas Complete Streets Design Manual includes many of the same recommendations found in CityMAP, The 360 Plan, and the High Speed Rail Station Zone Assessment, and

WHEREAS, on June 13, 2016, the Transportation and Trinity River Project Committee was briefed by TxDOT staff on the recommendations from the CityMAP; and

WHEREAS, on November 6, 2017, the Mobility Solutions, Infrastructure and Sustainability Committee was briefed on the High Speed Rail Station Zone Assessment; and

WHEREAS, Texas Central Rail Partners identified an area abutting I-30 where High Speed Rail between Dallas and Houston will terminate; and

WHEREAS, Texas Central Rail, in conjunction with the City of Dallas, sponsored a study to make recommendations for the area surrounding the station, called the High Speed Rail Station Zone Assessment; and

WHEREAS, the High Speed Rail Station Zone Assessment plan made specific recommendations regarding I-30 including recommendations for reconstruction of Griffin Street, construction of a deck park, and improved multimodal overpasses; and

WHEREAS, on December 13, 2017, City Council adopted The 360 Plan by Resolution No. 17-1940; and

WHEREAS, in April 2018, TxDOT provided City staff with preliminary conceptual design plans for the reconstruction of I-30 starting at the I-35E/I-30 Horseshoe interchange in Dallas and ending at South Barry Avenue/Munger Boulevard; and

WHEREAS, the preliminary conceptual design plans for the reconstruction of I-30 that TxDOT provided to City staff do not yet include some of the items identified as important in the studies and manuals identified above; and

WHEREAS, on January 28, 2019, the Mobility Solutions, Infrastructure, and Sustainability Committee was briefed on guiding principles related to the construction of the I-30 corridor that are informed by CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual; and supported a resolution that identified the following eight guiding principles for reconstruction of I-30 through Dallas. The redesign should: (1) accommodate multi-modal connections across, and mass transit options along, the I-30 corridor; (2) incorporate "Complete Streets' and other urban design elements to frontage roads; (3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; (4) include better multi-modal connection to the High Speed Rail station area; (5) maintain the street grid where appropriate; (6) maximize development potential of abandoned right-of-way through ramp reconfiguration; (7) provide for strategic placement of deck parks; and (8) allow for alternative scenarios for I-345 redesign and include design and plans for construction of I-345 concurrent with the I-30 reconstruction project; and

WHEREAS, TxDOT welcomes input and feedback from the City and impacted stakeholders on the future of the I-30 corridor.

February 27, 2019

Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That City staff shall communicate to Texas Department of Transportation the City's expectation that the I-30 redesign incorporate the guiding principles identified within CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual.

These guiding principles include that the I-30 corridor redesign should: (1) accommodate multi-modal connections across, and mass transit options along, the I-30 corridor; (2) incorporate "Complete Streets' and other urban design elements to frontage roads; (3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; (4) include better multi-modal connection to the High Speed Rail station area; (5) maintain the street grid where appropriate; (6) maximize development potential of abandoned right-of-way through ramp reconfiguration; (7) provide for strategic placement of deck parks; and (8) allow for alternative scenarios for I-345 redesign and include feasibility studies and design ~~and~~ plans for construction of I-345 concurrent with the I-30 reconstruction project. Alternative scenarios for I-345 should enhance mobility for residents of Southern Dallas and consider growth projections related to travel patterns.

SECTION 2. That City staff shall continue to work with TxDOT and other partners and stakeholders to identify specific design recommendations for the I-30 reconstruction project. These recommendations will be based on professional engineering and urban design principles and practices which reflect the framework for geometric design that is more flexible, multi-modal and performance-based to make unique design solutions that meet the needs of all highway and street users.

SECTION 3. That City staff ~~shall continue to provide feedback and recommendations to~~ and TxDOT would be judiciously prudent during design and right-of-way acquisition to minimize the use of eminent domain proceedings ~~on the I-30 reconstruction project based on the feedback and recommendations received from stakeholders and through staff's own research~~.

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

ATTACHMENT C

AIA Dallas

April 17, 2023

The Honorable Eric Johnson
Dallas City Hall
1500 Marilla Street
Dallas, Texas 75201

Dear Mayor Johnson and members of the Dallas City Council:

AIA Dallas was glad to see the City pause and reflect on the **future of IH-345** through downtown Dallas. With experts in architecture, urban planning, and landscape within the organization, AIA Dallas recommends further review of what should be a generational infrastructure investment. Our organization believes that there are essential revisions that can be made to the proposed hybrid or further additional design alternatives that would improve the design for all constituencies along this important corridor.

AIA Dallas has formed an internal working subcommittee to review, study, and share comments on this process and the future options for IH-345. Based upon the enclosed City of Dallas design guidelines, we are providing the following structural critiques of the hybrid option, as presented by TxDOT, to Dallas City Council on October 19, 2022. We believe the following items merit additional study in order to develop design solutions that are more consistent with the City's design guidelines:

- **Width of Open Highway Trench**
- **Elevated and Obstructive Interchanges & Connections**
- **Development Potential & Land Use**
- **Surface Roadway Network**
- **Pedestrian Experience & Connectivity**

Additionally, TxDOT's hybrid design is based on a now **obsolete traffic study and growth projections** established before the pandemic and changes to workforce commuting patterns. This information should be revisited and updated to confirm that the proposed solution for the corridor is appropriate for changing commute and travel patterns for all modes and balances economic development and placemaking opportunities.

AIA Dallas is committed to working with its City of Dallas partners on this transformative project. More robust design solutions can help the City, its residents, and its business community achieve shared objectives. We look forward to working with the City Council, the Department of Transportation, and the Department of Planning + Urban Design on a Dallas-based approach with engagement from the community members.

Please do not hesitate to contact us for additional information.

Sincerely,

Zaida Basora, FAIA
Executive Director

Kate Aoki, AIA
Board President

CC: T.C. Broadnax, City Manager
Majed al-Ghafry, Assistant City Manager
Robert Perez, Assistant City Manager
Ghassan Khankarli, Director of Transportation
Julia Ryan, Director of Planning + Urban Design

Enclosures: City of Dallas Design Guidelines &
Structural Critique for the IH-345 Hybrid Option

Design Guidance for the Development of I-345

CITY OF DALLAS

The City of Dallas requests that the following design criteria be applied to the scenarios that TxDOT develops for future improvements or reconstruction of I-345. The criteria were developed with the goal of incorporating safety, environmental sustainability, economic vitality, and housing considerations as part of all scenarios.

Design Criteria

1. Minimize the footprint of I-345 and related ramps, to the extent possible in applicable scenarios, to maximize future development potential along the corridor and reconnect neighborhoods. For the elevated scenario, consider running Cesar Chavez under I-345 north of Pacific to minimize right-of-way and create new opportunities for economic development along I-345.
2. Incorporate a D2 subway connection across TxDOT right-of-way in the I-345 scenarios, in line with the March 24, 2021 City Council resolution.
3. Avoid creating any new barriers between neighborhoods and seek opportunities to reconnect Downtown with Deep Ellum and Bryan Place, the State-Thomas neighborhood with the Arts District, the Cedars area with Fair Park, and Carpenter Park with surrounding neighborhoods.
4. Seek to limit the presence of on/off ramp connections to the city street grid along the I-345 corridor between Live Oak Street and Canton Street in applicable scenarios, to increase walkability between Downtown and Deep Ellum.
5. On/off ramps should follow an urban configuration and tie into or become part of the city street network.
6. I-345 scenarios should tie seamlessly into Woodall Rodgers Freeway, US 75, I-30, and I-45 with the least impact possible to neighborhood connectivity and surrounding development.
7. Incorporate complete streets and urban design elements on all new and reconstructed city streets.
8. In line with the City's Vision Zero resolution, seek to enhance safety for all modes of transportation in all scenarios.
9. Allow for strategic decking/air-right development opportunities in a depressed configuration.
10. Integrated Stormwater Management (iSWM) standards should be used to mitigate stormwater concerns. Any required underground water storage infrastructure should be seamlessly integrated into the surrounding area and be environmentally friendly.

<u>Structural Critique for the proposed IH-345 Hybrid Option</u>

1. Width of Open Highway Trench

While a depressed roadway is an improvement from an elevated tangle of elevated highways and ramps, the proposed depressed highway continues to sustain physical and visual barriers between the downtown communities. According to preliminary road section drawings from TxDOT (section A-A at trenched portion), the highway trench appears to be over 180 ft wide – more expansive than the width of a football field. The proposed highway in several sections has ten or more lanes, some with multi-level lanes, dividing the downtown and eastern neighborhoods even further.

Screenshot of TxDOT Dallas District - I-345 recommended alternative flyover video, May 2022, looking north along the proposed IH-345 Corridor south of Ross Avenue.

<u>Structural Critique for the proposed IH-345 Hybrid Option</u>

2. Elevated and Obstructive Interchanges & Connections

According to TxDOT preliminary drawings, elevated flyover ramps at several depressed portions will exist and negate the benefits of depressing the main road. The scale of interchanges between US-75, Woodall Rodgers at the northern end, and IH-30 and IH-45 at the southern end, along with additional entry/exit ramps, as designed, consumes a more significant portion of the proposed IH-345 replacement corridor than the current elevated highway. What remains are irregular parcels and limited air rights opportunities that will be difficult to improve, reducing the chance for sensible development along the corridor.

From the southern approach, the south end of the trench is not depressed enough to allow new connections between downtown and eastern downtown districts, particularly between Southern Deep Ellum and Farmer's Market south of the East Quarter of Downtown. It also severs the existing connectivity at Taylor and Henry streets.

Toward the north end, the proposed freeway lanes are below Ross Avenue. Still, a series of elevated ramps cross above this important corridor, obscuring the approach from east Dallas into the Arts District. The impact of the entire trench's width in various renderings appears to be over 350 feet, impairing any chance for a reasonable connection experience. In the end, the proposed design does not improve connections between the divided communities and, in some instances, creates new barriers.

Screenshot of TxDOT Dallas District - I-345 recommended alternative flyover video, May 2022, looking north at Ross Avenue Crossing with elevated Interchanges above connecting to Woodall Rodgers Freeway.

<u>Structural Critique for the proposed IH-345 Hybrid Option</u>

3. Development Potential & Land Use

Due to the alignment of the freeway, most of the surface streets intersect at awkward angles leaving oddly shaped land and air-right parcels. Additionally, many of these parcels front the freeway directly with no surface streets or pedestrian amenities along the edge of the ROW, which impacts the walkability of future development. The most concerning examples are crossings at Commerce, Main, and Elm, where blocks approach 900 ft in length.

The TxDOT Feasibility Study suggests ten or more "capping opportunities," which could include surface and vertical improvements, but no funding has been identified to construct any of the suggested decks. Further, foundation loads would need to be engineered and built within the roadway ROW to support the development of significant size. Improving foundations after construction would likely be cost-prohibitive and disruptive to traffic flow.

The TXDOT Feasibility Study graphics focus on the central portion of the corridor where surface streets will cross the freeway trench at grade, and efforts have been concentrated on repairing the street grid. Development potential beyond the core has been reduced due to severed street connections and additional elevated exit ramps at the interchanges. This approach would leave several sections of the corridor with a vast expanse of undevelopable areas, and the highways would remain visually as a barrier between communities.

Screenshot of TxDOT Dallas District - I-345 recommended alternative flyover video, May 2022, looking north at Canton Street and other bridges.

<u>Structural Critique for the proposed IH-345 Hybrid Option</u>

4. Surface Roadway Network

The local streets between Pacific and Ross look to be a vestige of existing corridors designed around the columns of the elevated freeway. The surface connections in the southern half of the corridor are relatively clean, but the northern connections are convoluted and will be difficult to navigate for both cars and pedestrians. Cesar Chavez is the most glaring example of a forced connection which creates a series of awkward intersections as the divided lanes weave back and forth across the freeway canyon.

Cesar Chavez also severely limits future connections between Carpenter Park and Deep Ellum. Even with the potential addition of a deck park between the north and southbound lanes, connections would be cumbersome at best. There appears to be no planned relationship between the Swiss/Florence connector and Cesar Chavez, even though they run parallel in close proximity - even touching at one point. This park is an existing asset that should be better leveraged for both sides of the canyon, especially given the limited funding identified for other decking opportunities.

Screenshot of TxDOT Dallas District - I-345 recommended alternative flyover video, May 2022, looking north at Cesar Chavez Boulevard straddling the freeway as it approaches Live Oak Street with Carpenter Park on the left.

Structural Critique for the proposed IH-345 Hybrid Option

5. Pedestrian Experience & **Connectivity**

As noted earlier, the pedestrian experience across the highway trench is marginalized, uncomfortable, and treacherous. The flyover video shows a sidewalk of nominal width on either side of Canton, Good Latimer, Hawkins, Commerce, Main, and Pacific. As these six streets cross the trench at an angle, some of them are quite long. The quality of the experience here may impact visitors' and residents' perceptions of downtown Dallas and its connectivity to Deep Ellum.

The renderings and flyover suggest only basic sidewalks with no amenities, such as trees or vegetation, spanning over a 200-foot wide or greater depressed freeway. Research has shown increased safety for pedestrians, both real and perceived, when streetscape and trees separate traffic from pedestrians. Wider sidewalks would also increase their functional use and encourage the movement of larger groups of people, dog walkers, and parents with strollers and kids.

Screenshot of TxDOT Dallas District - I-345 recommended alternative flyover video, May 2022, looking south at Commerce Street Bridge over the IH-345 depressed trench.

Next-Generation Traffic Study

The last traffic study was generated before the Covid-19 Pandemic and significant changes in workforce commuting patterns. A new traffic study should be performed with current data that acknowledges the changes in workforce commuting and multimodal traveling patterns. Particularly important is revisiting the statistical needs for throughput serving the southern Dallas communities to employment opportunities in and north of the city.

DEEP ELLUM FOUNDATION

June 24, 2022

Subject: Deep Ellum Foundation Comments Regarding I-345 Design

The Deep Ellum Foundation has evaluated the Refined Hybrid design recommended by TxDOT and presented during the May 26, 2022, pubic meeting as well as online. We appreciate TxDOT's work to date on the I-345 project and look forward to continuing to work with TxDOT, the City of Dallas, the NCTCOG and other stakeholders as this project goes through future revisions and refinement. While we support moving forward on refining hybrid generally, there is still significant work to be done on our caveats outlined in the letter dated October 6, 2021, before we fully support this option. More specifically, we urge TxDOT to address the following while the project is still in refinement:

1. Determine locations of future decking options and provide structural work so other entities can install the decking. A key reason for reconfiguring 345 is to stitch Deep Ellum and Downtown back together. A depressed highway without decking does not achieve those goals enough to justify the disruption caused by reconstructing this highway.

2. Ensure key connections (e.g. Commerce, Main, Elm, Pacific, Canton) across a depressed 345 are both usable and friendly to multimodal transportation, particularly pedestrian and cyclists. This should include features such as wide sidewalks, proper safety features, minimizing dedicated right-turn lanes and pedestrian conflicts, aesthetic features such as landscaping as one example. We will also want to make sure it can accommodate potential street car expansion, mostly likely on Main Street.

3. Eliminate or severely limit dead-end connections to minor limited-use streets. When not feasible, evaluate pedestrian crossings instead of vehicular crossings. We look forward to drilling down into the specific crossings in more detail with TxDOT.

4. Consider all potential options to minimize impact on Carpenter Park. Carpenter Park is Downtown's largest public space and on the doorstep to Deep Ellum. Deep Ellum does not have its own greenspace park and would benefit greatly by having better access to a completely intact or almost entirely intact Carpenter Park that is easily accessible to Deep Ellum.

5. Seriously consider reducing through lanes on the depressed highway. We believe a reduction of through lanes will be manageable by the system and provide significant benefits toward the other goals of this project, including the ones outlined in this letter (e.g. reconnecting Deep Ellum and Downtown, minimizing impacts on Carpenter Park, improving multimodal connectivity, increasing feasibility of decking, improving the pedestrian experience).

6. Expedite NCTOG funded interim parking facilities and improvements under the current 345. The district and greater downtown area has an urgent need for the parking facilities and improvements to make this idle space better, safer and more inviting. Since this is an interim use until the proposed 345 project commences, the sooner the NCTOG funds are deployed, the greater utilization the district and City will get out of those improvements.

PO BOX 710596 DALLAS, TX 75371 · WWW.DEEPELLUMTEXAS.COM · 214-984-7300

As members of Downtown Dallas Inc.'s Mobility Committee, the Deep Ellum Foundation supports the recommendations being offered by DDI contemporaneously in its separate letter to the Texas Department of Transportation.

Thank you.

On behalf of the Deep Ellum Foundation,

Jon Hetzel

Jon Hetzel, President
[redacted], 214-217-4306

DOWNTOWN
DALLAS INC

June 27, 2022

Texas Department of Transportation
Attn: Grace Lo, P.E.
4777 E. Highway 80
Mesquite, Texas 75150

RE: Downtown Dallas, Inc. Comments on I-345 Feasibility Study and "Refined Hybrid" Design

Dear Ms. Lo,

On behalf of the Downtown Dallas, Inc. (DDI) Mobility Committee, we are pleased to present the attached comments regarding the I-345 Feasibility Study as presented at the May 26, 2022, public meeting.

The DDI Mobility Committee, comprised of a diverse group of technical experts, stakeholders, and residents, has reviewed the "Refined Hybrid" recommended design alternative, and provided feedback that has influenced the comments in the attached document. The Committee is encouraged by the progress made over the past year to determine a recommended approach to replace the I-345 corridor in Downtown Dallas. However, further refinements are needed to ensure that the "Refined Hybrid" design appropriately meets the urban design guidelines of the *360 Plan* and the City's Complete Streets strategies. Specifically, the Committee recommends seven priorities as TxDOT moves into further project development, with particular focus on restitching the urban fabric between Downtown and Deep Ellum through enhanced pedestrian amenities, multi-modal connections, and improved mobility.

We look forward to our continued partnership as TxDOT moves into further development of the "Refined Hybrid" design and we welcome further discussion of the priorities presented in the attached document. Should you have any questions regarding the attached comments, please contact Jacob Browning, DDI's director of urban planning, at (214) 744-1270 or browning@downtowndallas.com.

Sincerely,

Jennifer Scripps
President and CEO

Allan Zreet, FAIA
Chair, DDI Mobility Committee

Downtown Dallas, Inc.
1401 Elm Street, Suite 500
Dallas, TX 75202
214.744.1270

DOWNTOWN
DALLAS
.COM

City of Dallas Complete Streets Design Manual

e corridor between Live Oak

Downtown
Dallas Parks
Conservancy

April 5, 2024

Texas Department of Transportation
Attention: Grace Lo, P.E.
4777 E. Highway 80
Mesquite, Texas 75150

Dear Ms. Lo,

I am writing on behalf of the Trustees of the Downtown Dallas Parks Conservancy (DDPC), formerly Parks for Downtown Dallas. The Conservancy has partnered with the Dallas Park and Recreation Department, numerous City departments, and TxDOT over the past 20 years to develop 18 acres of new urban neighborhood parks inside the Downtown freeway loop.

The Conservancy and Parks for Downtown Dallas have previously expressed deep concerns about the proposed plan for rebuilding I-345 as a below-grade freeway without any decking features included in the base design / construction package. The current proposal reflects this approach, and we urge TxDOT to reconsider ways to avoid the mistake Woodall Rodgers was as an urban / neighborhood barrier from the time it was completed until it was decked and converted into Klyde Warren Park.

The proposed design for I-345 will separate two vibrant, culturally rich areas of the city and do substantial harm to the design intent of Carpenter Park, which was completed in 2022 with the support of all the partnering organizations mentioned above. While the Conservancy prefers a variant of the current overhead solution in terms of connecting neighborhoods, the minimum enhancements TxDOT and its funding partners should commit would substantially widen the cross street bridges to include multi-modal transportation, extensive landscaping and numerous activity areas.

Specifically with respect to Carpenter Park, we strongly advocate the following:

1. Move the entire freeway as far to the east as possible, even if this means losing a traffic lane.
2. Fully repair and restore Carpenter Park, including capping the area presently shown as an open-air space and identified as a potential future park extension. The restoration would include the only basketball court in a Downtown park and the dog park – both of which are eliminated in TxDOT's proposed plan.

Continued . . .

3. Implement traffic calming and pedestrian safety measures along Cesar Chavez Boulevard. A traffic study commissioned by the Conservancy in the summer of 2023 is attached.

If there is a will on the part of TxDOT and its funding partners to improve rather than diminish this vital area of the center city, it can be done. Sensitive design and adequate funding are the answer.

Thank you.

Amy M Meadows

Amy M. Meadows
President & Chief Executive Officer

Pacheco Koch
a Westwood company
7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX. REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

STATE OF TEXAS
STEVE E. STONER
84828
LICENSED
PROFESSIONAL ENGINEER
Steve E. Stoner

MEMORANDUM

To: Auro Majumdar, P.E., PTOE – City of Dallas, Department of Transportation

From: Steve E. Stoner, P.E., PTOE

CC: Amy Meadows – Parks for Downtown Dallas

Date: July 14, 2023

Subject: **Traffic Safety Review—Southbound Lanes of US 75 "Central Boulevard"**
R0043758.00

The services of Pacheco Koch (PK), a Westwood company, were retained by Parks for Downtown Dallas (PfDD) to prepare a review the safety conditions along the southbound, at-grade lanes of N Central Expressway (referred to herein as "Central Boulevard") generally from the segment from the intersection with N Good Latimer Expressway to the intersection with Pacific Avenue. The impetus for the review is a recent (late 2022/early 2023) surge in crashes where vehicles have struck objects outside of the travel lanes in the vicinity of Carpenter Park, a public park that is actively used by pedestrians and bicyclists. In the immediate proximity of this location, the roadway transitions from a quarter-mile-long, very wide straightaway to a curved section that is near sidewalks and play areas. The logical theory is that some motorists are unaware of or misjudging the change in alignment and may be travelling at excessive speed that pose safety risk to park visitors and have caused property damage.

Existing Conditions

Central Boulevard originates from a two-lane exit from the US 75 freeway, which immediately widens to two travel lanes. In a short distance, the two-lane cross-section (approximately 22 feet of pavement) increases to six lanes (approximately 66 feet of pavement) with the addition of a two-lane merge from a Ross Avenue connector on the right side and a dual left-turn with 400 feet of turn-bay storage on the left side. The six-lane cross-section extends to the traffic-signal-controlled intersection with N Good-Latimer Expressway. Immediately south of the N Good-Latimer intersection is an at-grade intersection of the DART Light Rail line and an on-ramp to IH 345; three lanes continue southbound on Central Boulevard, which again flairs out to five travel lanes with the addition of two turn lanes at the signalized intersection with Live Oak Street. South of Live Oak Street, three southbound lanes continue where the curvature begins, adjacent to Carpenter Park. The three-lane cross-section continues, under the IH 345 viaduct, to the traffic-signal-controlled intersection with Pacific Avenue.

Existing signage includes overhead guide signs in advance of the Good-Latimer intersection, an advanced warning sign for the at-grade rail crossing, lane designation signs for the various, aforementioned intersection turn lanes, and intermittent regulatory parking signs exist in the vicinity of the Park. No posted speed limit signs are evident.

The roadway is curbed throughout the entire extent. Between Live Oak Street and Pacific Avenue, a sidewalk exists on the west (Park) side of the roadway. For the first 250 feet south of Live Oak, the sidewalk is separated by a narrow parkway with street trees. For the next 150 feet, the sidewalk is separated by three, recessed parking spaces designated for food trucks. Then, for the remainder of the block, the sidewalk is not separate from the curb; some portions are lined with steel bollards. On the east side of Central Boulevard, in proximity to the freeway overpass, segments of guard rails and Jersey barriers line the curb to protect vehicles from the freeway structure and adjacent section of northbound lanes.

Speed Limit

As mentioned earlier, no posted speed limit signage is currently along the southbound lanes of Central Boulevard. According to the Texas Department of Transportation (TxDOT) Statewide Planning website[1], the speed limit on the roadway is 45 MPH. Designated speed limits not 30 MPH on non-freeway/expressway City Streets are listed in Division 2, Section 28.44 of the Dallas City Code. No entry was apparent for a roadway that would seem to be considered Central Boulevard, although a cryptic entry may have been overlooked.

Pacheco Koch collected speed data on three mid-block locations on southbound Central Boulevard—(1) north of Bryan Street, (2) between Bryan Street and Live Oak Street, and (3) between Live Oak Street and Pacific Avenue—during a four-day period between March 23 (Thursday) to March 26 (Sunday), 2023. A summary of the data is provided in the following table (detailed data available upon request).

Table 1. Summary of Speed Data Collection

(Four-Day Averages)

MID-BLOCK COUNT LOCATION	85TH PERCENTILE SPEED	50TH PERCENTILE SPEED	MAX SPEED
Location 1 – N of Bryan St	57	51	86
Location 2 – Bryan to Live Oak	40	35	68
Location 3 – Live Oak to Pacific	37	33	64

Crash Data

Crash data from 2020 through 2022, obtained from the TxDOT Crash Records Information System (CRIS) database, was utilized for this analysis. A total of 233 crashes were reported during a three-year period within the geographic boundaries of the roadway; however, due to the physical proximity and overlap between the elevated freeway lanes and the at-grade roadway,

[1] https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

distinction between the data for the freeway main lanes versus the at-grade boulevard was difficult to establish. Therefore, the ability to analyze crash trends was not feasible. However, it is evident that multiple crashes did occur on the Central Boulevard section of roadway. A printout of the results is provided in the Appendix.

From first-hand information resulting from having to replace street trees and steel bollards along the Carpenter Park frontage, PfDD can account for at least three occasions within of a two-month period (December 2022-January 2023) where motorists have run off the road and destroyed the landscape and hardscape, which has been documented.

Recommendations

The anecdotal information alone is compelling enough to comprehend the potential risk to pedestrians and Park users adjacent to the southbound lanes of Central Boulevard resulting from possible run-off-road crashes, which is commonly a result of motorists travelling at excessive speeds. To reduce these risks, the following measures are recommended along the southbound lanes of Central Boulevard:

- Install a Reduced Speed Limit Ahead sign (W3-5) north of the Ross Avenue connection and at least one posted speed limit sign (R2-1), on both sides of the road, north of Bryan Street to advise motorists—especially those exiting the freeway—of the regulatory speed limit.

  <u>TMUTCD Guidance</u>: A Reduced Speed Limit Ahead (W3-5) sign should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgement indicates the need for advanced notice to comply with the posted speed limit ahead. [Section 2B.13, Paragraph 10]

- Install Pedestrian Warning signs (W11-2) just north of Live Oak Street in advance of Carpenter Park. CONSIDERATION: Integrate a Warning Beacon with the signs.

  <u>TMUTCD Guidance</u>:

  Option: Non-Vehicular Warning (W11-2, etc.) signs may be used to alert road users in advance of locations where unexpected entries into the roadway might occur… [Section 2C.50, Paragraph 01]

  Option: A Warning Beacon may be used with any Non-Vehicular Warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity. [Section 2C.50, Paragraph 09]

- Install curve ahead warning signs (W1-2) just south of Live Oak Street in advance of the existing curvature. Convert the existing "broken" lane lines to solid lane lines along the curved roadway segment of Central Boulevard south of Live Oak Street.

  <u>TMUTCD Guidance</u>: A variety of horizontal alignment warning signs, pavement markings, and delineation can be used to advise motorists of a change in the roadway alignment. Uniform application of these traffic control devices with respect to the amount of change in the roadway alignment conveys a consistent message establishing driver expectancy and promoting effective roadway operations. [Section 2C.06, Paragraph 01]

- Consider installation of transverse rumble strips or longitudinal rumble stripes.

<u>TMUTCD Guidance</u>:

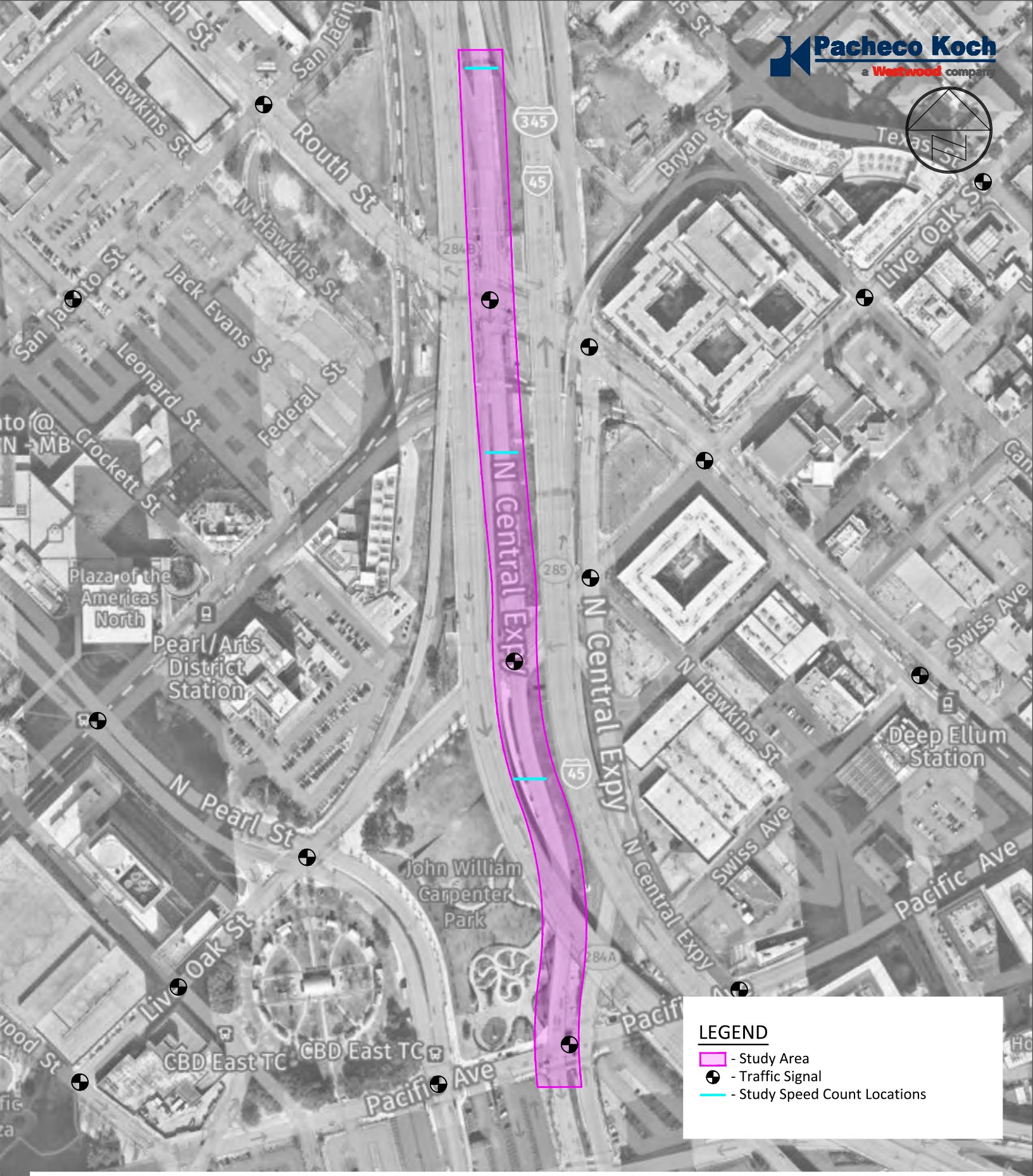
Support: Transverse rumble strips consist of intermittent narrow, transverse areas of rough-textured or slightly raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration, they attract the attention of road users to features such as unexpected changes in alignment and conditions requiring a reduction in speed or a stop. [Section 3J.02, Paragraph 01] Guidance: White transverse rumble strips used in a travel lane should not be placed in locations where they could be confused with other transvers markings such as strop lines or crosswalks. [Section 3J.02, Paragraph 04]

Support: Longitudinal rumble strips…[are] intended to alert inattentive drivers through vibration and sound that their vehicle has left the travel lane. [Section 3J.01, Paragraph 01] Option: An edge line or center line may be located over a longitudinal rumble strip to create a rumble stripe. [Section 3J.01, Paragraph 03] An edge line shall not be used in addition to a rumble strip that is located along a shoulder. [Section 3J.01, Paragraph 05]

- Other, alternative methods of speed control may also be effective and should be considered. For example, NACTO (the National Association of City Transportation Officials) states in the *City Limits: Setting Safe Speed Limits on Urban Streets* handbook (Summer 2020) that changing the character of a roadway, such as "adding street trees, shrubbery, or other neighborhood elements to indicate a different environment," may also be an effective measure to reduce speeds.

The preceding recommendations align with City-adopted plans and policies including Vision Zero Dallas (2022), which aims to eliminate all traffic-related deaths and reach a 50% reduction in severe injuries from crashes by 2030. According to the Vision Zero plan, "a pedestrian hit by a vehicle going 30 mph is twice as likely to die as one hit by a vehicle going 25 mph." Implementing the above recommendations may reduce vehicular speeds and prioritizes the safety of pedestrians and bicyclists traversing in and around Carpenter Park.

END OF MEMO

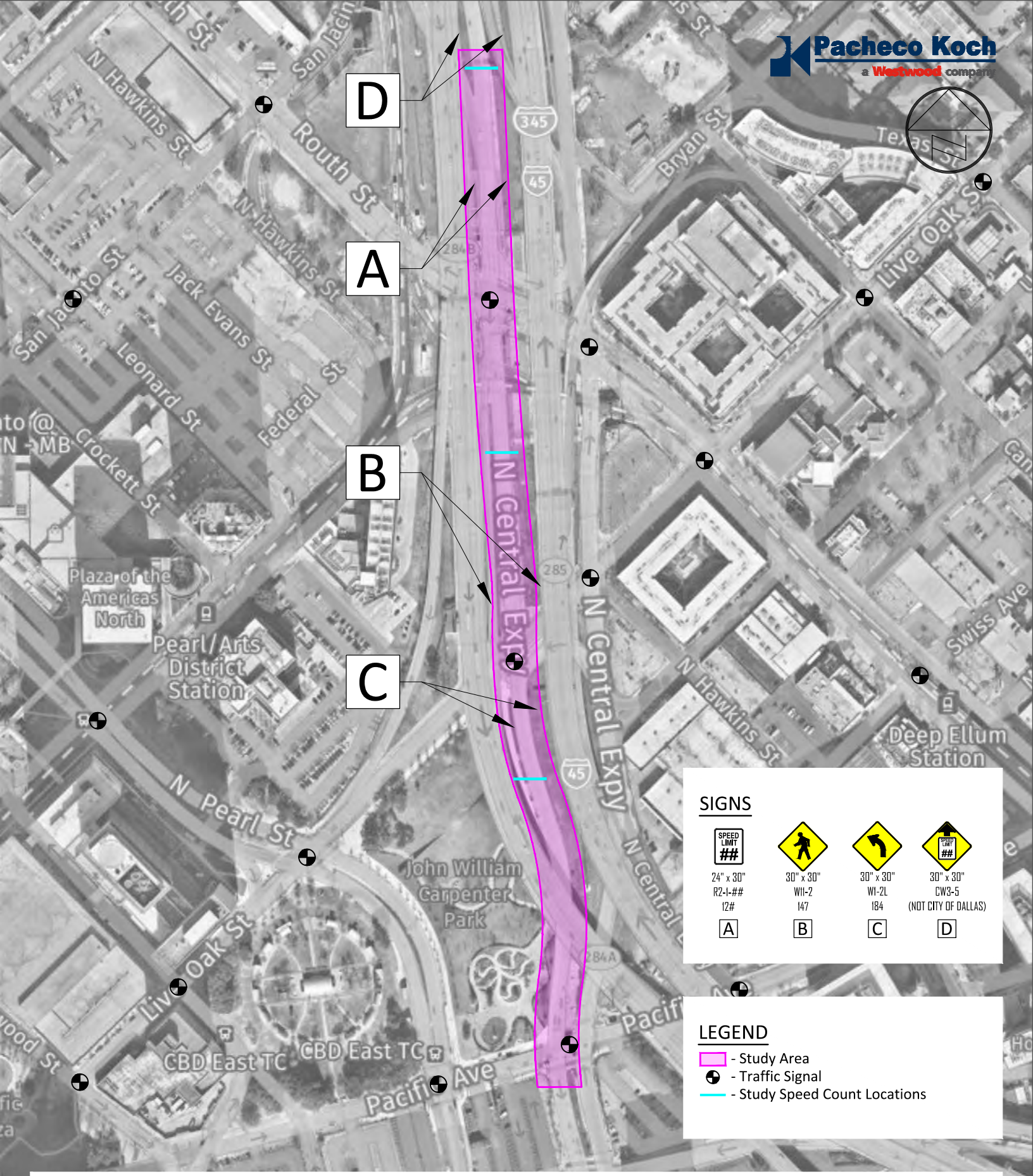


Site Location Map

Southbound Central Boulevard, Dallas, Texas

PK-WW R0043758.00 (LHC: 05/17/23)

EXHIBIT 1



Signage Recommendations (Conceptual)

Southbound Central Boulevard, Dallas, Texas

PK-WW R0043758.00 (LHC: 06/01/23)

EXHIBIT 2

Pacheco Koch
a Westwood company

APPENDIX

All crash data available using this tool represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 05/16/2023. The Department makes no warranty, representation or guaranty as to the content, accuracy, timeliness or completeness of any of the information provided as a result of your query. Any opinions and conclusions resulting from analysis performed on the crash data must be represented as your own and not those of the State of Texas or the Department.

Query Result Counts:
Your query returned a total of 233 Crashes containing 484 Units and 577 Persons
NOTE: Due to potential inconsistency of the reporting data, the following results were divided into three categories relative to applicability to this analysis.
CATEGORY I. Likely to have occurred on surface street.
CATEGORY II. May have occurred on surface street.
CATEGORY III. Assumed unlikely to have occurred on surface street.

Filters Applied to current Query:
Crash Year Is In 2020 or 2021 or 2022

Crash ID	Crash Date	Day of We	Crash Time	On System Flag	Street Name	Crash Severity	Roadway Function	Speed Limit	First Harmful Event	Manner of Collision	Object Struck	Contributing Factors	Other Factor	Property Damages	Light Condition	Surface Condition	Weather Condition	Contributing Factor 1	Contributing Factor 2	Contributing Factor 3	Charge	Citation	
CATEGORY I. The following crash records are assumed to have occurred on the surface street based on STREET NAME, ON SYSTEM, ROADWAY FUNCTION, SPEED LIMIT																							
17667793	4/12/2020	SUNDAY	1950	No	N GOOD LATIMER EXPY	C - POSSIBLE INJURY	No Data	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	FAILURE TO MAINTAIN FINANCIAL RESPONSIBILITY (NO INSURANCE)	C21-828639	
17667793	4/12/2020	SUNDAY	1950	No	N GOOD LATIMER EXPY	C - POSSIBLE INJURY	No Data	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17667793	4/12/2020	SUNDAY	1950	No	N GOOD LATIMER EXPY	C - POSSIBLE INJURY	No Data	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18131876	2/26/2021	FRIDAY	1156	No	LIVE OAK ST	N - NOT INJURED	No Data	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18131876	2/26/2021	FRIDAY	1156	No	LIVE OAK ST	N - NOT INJURED	No Data	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO DRIVERS LICENSE		77272
18353067	7/6/2021	TUESDAY	1230	No	LIVE OAK ST	N - NOT INJURED	No Data	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18353067	7/6/2021	TUESDAY	1230	No	LIVE OAK ST	N - NOT INJURED	No Data	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19047170	8/5/2022	FRIDAY	1537	No	N GOOD LATIMER EXPY	B - SUSPECTED MINOR INJURY	No Data	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
19047170	8/5/2022	FRIDAY	1537	No	N GOOD LATIMER EXPY	B - SUSPECTED MINOR INJURY	No Data	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18640002	#########	SATURDAY	1740	No	N CENTRAL EXPY	N - NOT INJURED	No Data	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - TURNING	NOT APPLICABLE	NONE	6 - DUSK	2 - WET	3 - RAIN	37 - FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	No Data	No Data	NO CHARGES	No Data	
18640002	#########	SATURDAY	1740	No	N CENTRAL EXPY	N - NOT INJURED	No Data	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - TURNING	NOT APPLICABLE	NONE	6 - DUSK	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
19289540	#########	THURSDAY	759	No	ROUTH ST	N - NOT INJURED	No Data	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
19289540	#########	THURSDAY	759	No	ROUTH ST	N - NOT INJURED	No Data	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
CATEGORY II. The following crash records MAY have occurred on the surface street based on the following conditions: ON SYSTEM=YES, STREET NAME=IH0345, ROADWAY FUNCTION=INTERSTATE, SPEED LIMIT<45																							
17535066	1/10/2020	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO CHARGES	No Data	
17535066	1/10/2020	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
17555860	2/1/2020	SATURDAY	143	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO CHARGES	No Data	
17555860	2/1/2020	SATURDAY	143	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO CHARGES	No Data	
17555860	2/1/2020	SATURDAY	143	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17627824	3/6/2020	FRIDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - TURNING	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	37 - FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C21-954706	
17627824	3/6/2020	FRIDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - TURNING	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17618244	3/10/2020	TUESDAY	1250	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO CHARGES	No Data	
17618244	3/10/2020	TUESDAY	1250	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17657927	4/14/2020	TUESDAY	1607	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE	CONSTRUCTION-WITHIN POSTED ROAD CO	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	66 - TURNED WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17657927	4/14/2020	TUESDAY	1607	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE	CONSTRUCTION-WITHIN POSTED ROAD CO	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	66 - TURNED WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17657927	4/14/2020	TUESDAY	1607	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE	CONSTRUCTION-WITHIN POSTED ROAD CO	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17758479	5/18/2020	MONDAY	1407	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17758479	5/18/2020	MONDAY	1407	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17751038	6/24/2020	WEDNESD/	740	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17751038	6/24/2020	WEDNESD/	740	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17852197	8/20/2020	THURSDAY	1840	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	FAILURE TO MAINTAIN FINANCIAL RESPONSIBILITY (NO INSURANCE)	C21-608198	
17852197	8/20/2020	THURSDAY	1840	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17852197	8/20/2020	THURSDAY	1840	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17927866	#########	MONDAY	1820	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - YIELD SIG	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	39 - FAILED TO YIELD RIGHT OF WAY - YIELD SIGN	No Data	No Data	NO CHARGES	No Data	
17927866	#########	MONDAY	1820	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	NOT APPLICABLE	FAILED TO YIELD RIGHT OF WAY - YIELD SIG	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17970485	#########	FRIDAY	1550	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17970485	#########	FRIDAY	1550	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17934887	#########	THURSDAY	520	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
17934887	#########	THURSDAY	520	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
17942218	11/2/2020	MONDAY	107	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DRIVER IN	ATTENTION DIVERTED FROM DRIVING	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	4 - CHANGED LANE WHEN UNSAFE	No Data	NO CHARGES	No Data	
17942218	11/2/2020	MONDAY	107	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DRIVER IN	ATTENTION DIVERTED FROM DRIVING	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17942218	11/2/2020	MONDAY	107	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DRIVER IN	ATTENTION DIVERTED FROM DRIVING	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17945809	11/2/2020	MONDAY	710	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	NOT APPLICABLE	DAMAGED YIELD SIGN	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17980466	#########	TUESDAY	955	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	45	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT OTHER FIXED OBJECT	OTHER (EXPLAIN IN NARRATIVE)	SWERVED OR VEERED-AVOIDING VEHICLE I	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
17974512	#########	FRIDAY	245	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAULTY EVASIVE ACTION;UNSAFE SPEED	SWERVED OR VEERED-AVOIDING VEHICLE I	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17974512	#########	FRIDAY	245	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAULTY EVASIVE ACTION;UNSAFE SPEED	SWERVED OR VEERED-AVOIDING VEHICLE I	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17974512	#########	FRIDAY	245	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAULTY EVASIVE ACTION;UNSAFE SPEED	SWERVED OR VEERED-AVOIDING VEHICLE I	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17981541	#########	SUNDAY	236	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP SIGN OR LIGHT	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	16 - DISREGARD STOP SIGN OR LIGHT	No Data	No Data	NO CHARGES	No Data	
17981541	#########	SUNDAY	236	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP SIGN OR LIGHT	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17986197	#########	TUESDAY	1218	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17986197	#########	TUESDAY	1218	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18023547	#########	TUESDAY	47	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT LUMINAIRE POLE	TURNED WHEN UNSAFE; UNDER INFLUENC	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	66 - TURNED WHEN UNSAFE	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18043986	#########	WEDNESD/	1140	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
18043986	#########	WEDNESD/	1140	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18041621	1/2/2021	SATURDAY	2045	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED; UNDER INFLUI	NOT APPLICABLE	SIGNAL LIGHT POLE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	DRIVING WHILE LICENSE INVALID	C22015363	
18041621	1/2/2021	SATURDAY	2045	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED; UNDER INFLUI	NOT APPLICABLE	SIGNAL LIGHT POLE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18041621	1/2/2021	SATURDAY	2045	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED; UNDER INFLUI	NOT APPLICABLE	SIGNAL LIGHT POLE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18081959	1/26/2021	TUESDAY	1715	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18081959	1/26/2021	TUESDAY	1715	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18201098	4/14/2021	WEDNESD/	858	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18201098	4/14/2021	WEDNESD/	858	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18207295	4/3/2021	SATURDAY	230	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18207295	4/3/2021	SATURDAY	230	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18216478	4/19/2021	MONDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C22014344	
18216478	4/19/2021	MONDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	65 - TURNED IMPROPERLY - WRONG LANE	No Data	No Data	NO CHARGES	No Data	
18216478	4/19/2021	MONDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18216478	4/19/2021	MONDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED IMPROPERLY - WRONG LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18269559	5/2/2021	SUNDAY	1230	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18269559	5/2/2021	SUNDAY	1230	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18264543	5/5/2021	WEDNESD/	1509	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO STOP AT PROPER PLACE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	29 - FAILED TO STOP AT PROPER PLACE	No Data	No Data	NO CHARGES	No Data	
18264543	5/5/2021	WEDNESD/	1509	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO STOP AT PROPER PLACE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18264543	5/5/2021	WEDNESD/	1509	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO STOP AT PROPER PLACE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18269523	5/8/2021	SATURDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED;OTHER (EXPLAI	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	FAILURE TO MAINTAIN FINANCIAL RESPONSIBILITY (NO INSURANCE), I	C22038340001, C22038340001	
18269523	5/8/2021	SATURDAY	1830	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED;OTHER (EXPLAI	SLOWING/STOPPING - FOR OFFICER, FLAGI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18295002	6/1/2021	TUESDAY	1045	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;UNSAFE SP	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18295002	6/1/2021	TUESDAY	1045	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;UNSAFE SP	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18314404	6/2/2021	WEDNESD/	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18314404	6/2/2021	WEDNESD/	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18314404	6/2/2021	WEDNESD/	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18314404	6/2/2021	WEDNESD/	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18320520	6/4/2021	FRIDAY	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18320520	6/4/2021	FRIDAY	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18320520	6/4/2021	FRIDAY	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18315559	6/17/2021	THURSDAY	1115	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	BACKED WITHOUT SAFETY;OTHER (EXPLAIN	CONSTRUCTION - WITHIN POSTED ROAD C	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	3 - BACKED WITHOUT SAFETY	No Data	No Data	NO CHARGES	No Data	
18315559	6/17/2021	THURSDAY	1115	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	BACKED WITHOUT SAFETY;OTHER (EXPLAIN	CONSTRUCTION - WITHIN POSTED ROAD C	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18339326	6/25/2021	FRIDAY	1246	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	CONSTRUCTION - WITHIN POSTED ROAD C	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18339326	6/25/2021	FRIDAY	1246	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	CONSTRUCTION - WITHIN POSTED ROAD C	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18467391	9/6/2021	MONDAY	1400	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18467391	9/6/2021	MONDAY	1400	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
18500004	9/16/2021	THURSDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18500004	9/16/2021	THURSDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18500004	9/16/2021	THURSDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18493751	9/18/2021	SATURDAY	243	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE; ROAD R/	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
18493751	9/18/2021	SATURDAY	243	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE; ROAD R/	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18481495	9/19/2021	SUNDAY	250	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE; WRONG WAY - O	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	71 - WRONG WAY - ONE WAY ROAD	66 - TURNED WHEN UNSAFE	No Data	NO CHARGES	No Data	
18481495	9/19/2021	SUNDAY	250	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE; WRONG WAY - O	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18481495	9/19/2021	SUNDAY	250	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE; WRONG WAY - O	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18505134	9/29/2021	WEDNESD/	1721	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C22086263	
18505134	9/29/2021	WEDNESD/	1721	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18505134	9/29/2021	WEDNESD/	1721	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18505134	9/29/2021	WEDNESD/	1721	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18502064	9/30/2021	THURSDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	HIT HIGHWAY SIGN	DISREGARD STOP AND GO SIGNAL; UNDER	NOT APPLICABLE	NO PARKING SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18502064	9/30/2021	THURSDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	HIT HIGHWAY SIGN	DISREGARD STOP AND GO SIGNAL; UNDER	NOT APPLICABLE	NO PARKING SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18502064	9/30/2021	THURSDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	HIT HIGHWAY SIGN	DISREGARD STOP AND GO SIGNAL; UNDER	NOT APPLICABLE	NO PARKING SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18502064	9/30/2021	THURSDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	HIT HIGHWAY SIGN	DISREGARD STOP AND GO SIGNAL; UNDER	NOT APPLICABLE	NO PARKING SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18502064	9/30/2021	THURSDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	HIT HIGHWAY SIGN	DISREGARD STOP AND GO SIGNAL; UNDER	NOT APPLICABLE	NO PARKING SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18548012	10/9/2021	SATURDAY	1910	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	

18548012	10/9/2021	SATURDAY	1910	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18548012	10/9/2021	SATURDAY	1910	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18673423	#########	SUNDAY	2216	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - TURNING LEFT	HIT OTHER FIXED OBJECT	DISTRACTION IN VEHICLE; DRIVER INATTEN	ATTENTION DIVERTED FROM DRIVING	TRAIN TRACKS LUBRICANT LINE COVER	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	19 - DISTRACTION IN VEHICLE	No Data	TX TRANSPORTATION CODE SEC. 521.025, TX TRANSPORTATION COD	420587, 420587	
18673423	#########	SUNDAY	2216	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - TURNING LEFT	HIT OTHER FIXED OBJECT	DISTRACTION IN VEHICLE; DRIVER INATTEN	ATTENTION DIVERTED FROM DRIVING	TRAIN TRACKS LUBRICANT LINE COVER	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	19 - DISTRACTION IN VEHICLE	No Data	NO CHARGES	No Data	
18693607	1/2/2022	SUNDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18693607	1/2/2022	SUNDAY	100	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	4 - CHANGED LANE WHEN UNSAFE	No Data	NO CHARGES	No Data	
18720941	1/22/2022	SATURDAY	1030	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18720941	1/22/2022	SATURDAY	1030	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18720941	1/22/2022	SATURDAY	1030	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18836215	4/4/2022	MONDAY	5	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18836215	4/4/2022	MONDAY	5	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18836215	4/4/2022	MONDAY	5	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18836215	4/4/2022	MONDAY	5	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18836215	4/4/2022	MONDAY	5	Yes	IH0345	N - NOT INJURED	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18843407	4/9/2022	SATURDAY	2300	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
18843407	4/9/2022	SATURDAY	2300	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18843407	4/9/2022	SATURDAY	2300	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18918220	5/2/2022	MONDAY	522	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	30	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT TREE, SHRUB, LANDSCAPING	OTHER (EXPLAIN IN NARRATIVE)	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18923820	5/22/2022	SUNDAY	1743	Yes	IH0345	K - FATAL INJURY	INTERSTATE	30	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT PIER OR SUPPORT AT UNDERPASS, TUNNEL OR OVERHEAD SIGN BRIDGE	UNSAFE SPEED;TAKING MEDICATION (EXPL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	60 - UNSAFE SPEED	67 - INTOXICATED - ALCOHOL	No Data	NO CHARGES	No Data	
18944867	5/26/2022	THURSDAY	700	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18944867	5/26/2022	THURSDAY	700	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18951234	5/26/2022	THURSDAY	1525	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
18951234	5/26/2022	THURSDAY	1525	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	15 - DISREGARD STOP AND GO SIGNAL	No Data	No Data	NO CHARGES	No Data	
18951234	5/26/2022	THURSDAY	1525	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	NOT APPLICABLE	DISREGARD STOP AND GO SIGNAL	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18958908	6/12/2022	SUNDAY	1741	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	NO VALID TEXAS DRIVER LICENSE, FAILURE TO MAINTAIN FINANCIAL F	C22077773, C22077773	
18958908	6/12/2022	SUNDAY	1741	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18968604	6/19/2022	SUNDAY	23	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	WRONG WAY - ONE WAY ROAD	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	71 - WRONG WAY - ONE WAY ROAD	No Data	No Data	NO CHARGES	No Data	
18968604	6/19/2022	SUNDAY	23	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	WRONG WAY - ONE WAY ROAD	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18968604	6/19/2022	SUNDAY	23	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	WRONG WAY - ONE WAY ROAD	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18968604	6/19/2022	SUNDAY	23	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	WRONG WAY - ONE WAY ROAD	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18968604	6/19/2022	SUNDAY	23	Yes	IH0345	N - NOT INJURED	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	WRONG WAY - ONE WAY ROAD	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19001153	6/27/2022	MONDAY	1800	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	FAILURE TO MAINTAIN FINANCIAL RESPONSIBILITY (NO INSURANCE)	C22086811	
19001153	6/27/2022	MONDAY	1800	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
19035132	7/16/2022	SATURDAY	2304	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAG	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
19035132	7/16/2022	SATURDAY	2304	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	30	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAG	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19056606	8/8/2022	MONDAY	1542	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAULTY EVASIVE ACTION	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
19056606	8/8/2022	MONDAY	1542	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAULTY EVASIVE ACTION	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19108963	9/1/2022	THURSDAY	2255	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19108963	9/1/2022	THURSDAY	2255	Yes	IH0345	N - NOT INJURED	INTERSTATE	45	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19257784	#########	WEDNESD	1220	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
19257784	#########	WEDNESD	1220	Yes	IH0345	N - NOT INJURED	INTERSTATE	40	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
19264619	12/3/2022	SATURDAY	1226	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	66 - TURNED WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
19264619	12/3/2022	SATURDAY	1226	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	35	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	TURNED WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	

CATEGORY III. The following crash records are NOT considered likely to have occurred on the local street due to: ON SYSTEM=YES, STREET NAME=IH0345, ROADWAY FUNCTION=INTERSTATE,   SPEED LIMIT>45

17495866	1/4/2020	SATURDAY	2225	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	No Data	No Data	No Data	FMFR		34360
17495866	1/4/2020	SATURDAY	2225	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17495866	1/4/2020	SATURDAY	2225	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	FLID	20-001001	
17514031	1/7/2020	TUESDAY	540	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17514031	1/7/2020	TUESDAY	540	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17523521	1/19/2020	SUNDAY	1340	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	NONE	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17523521	1/19/2020	SUNDAY	1340	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	NONE	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17523521	1/19/2020	SUNDAY	1340	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	NONE	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17650899	4/8/2020	WEDNESD	51	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	PARKED CAR	ONE MOTOR VEHICLE - GOING STRAIGHT	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
17652342	4/9/2020	THURSDAY	700	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17652342	4/9/2020	THURSDAY	700	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17654240	4/12/2020	SUNDAY	225	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	10 FEET OF METAL GUARDRAIL	3 - DARK, LIGHTED	2 - WET	1 - CLEAR	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17654240	4/12/2020	SUNDAY	225	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	10 FEET OF METAL GUARDRAIL	3 - DARK, LIGHTED	2 - WET	1 - CLEAR	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17660059	4/16/2020	THURSDAY	1750	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO DL		55958
17660059	4/16/2020	THURSDAY	1750	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17660448	4/18/2020	SATURDAY	40	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	OTHER (EXPLAIN IN NARRATIVE)	ATTENTION DIVERTED FROM DRIVING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
17678557	5/5/2020	TUESDAY	820	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	1 - DAYLIGHT	1 - DRY	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17698194	5/17/2020	SUNDAY	1	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17733493	6/9/2020	TUESDAY	1915	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	PARKED CAR	ONE MOTOR VEHICLE - GOING STRAIGHT	NOT APPLICABLE	NONE	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17738911	6/16/2020	TUESDAY	2140	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	DRIVER INATTENTION	ATTENTION DIVERTED FROM DRIVING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data	
17735690	6/19/2020	FRIDAY	940	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17735690	6/19/2020	FRIDAY	940	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	4 - CHANGED LANE WHEN UNSAFE	No Data	NO CHARGES	No Data	
17735976	6/20/2020	SATURDAY	353	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17764420	7/4/2020	SATURDAY	1919	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
17764420	7/4/2020	SATURDAY	1919	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C21-963962	
17764420	7/4/2020	SATURDAY	1919	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17756922	7/5/2020	SUNDAY	1903	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO DL, NO INSURANCE	037001, 037001	
17756922	7/5/2020	SUNDAY	1903	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
17756922	7/5/2020	SUNDAY	1903	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
17756922	7/5/2020	SUNDAY	1903	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
17756922	7/5/2020	SUNDAY	1903	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
17758845	7/6/2020	MONDAY	1055	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17758845	7/6/2020	MONDAY	1055	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17758845	7/6/2020	MONDAY	1055	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
17785834	7/18/2020	SATURDAY	1740	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17785834	7/18/2020	SATURDAY	1740	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17780315	7/20/2020	MONDAY	40	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
17783165	7/20/2020	MONDAY	2245	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17783165	7/20/2020	MONDAY	2245	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17783165	7/20/2020	MONDAY	2245	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17803566	7/24/2020	FRIDAY	2315	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FATIGUED OR ASLEEP; FAULTY EVASIVE AC	ATTENTION DIVERTED FROM DRIVING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	40 - FATIGUED OR ASLEEP	No Data	No Data	NO CHARGES	No Data	
17803566	7/24/2020	FRIDAY	2315	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FATIGUED OR ASLEEP; FAULTY EVASIVE AC	ATTENTION DIVERTED FROM DRIVING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17785335	7/26/2020	SUNDAY	155	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	UNSAFE SPEED;UNDER INFLUENCE - ALCOH	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	60 - UNSAFE SPEED	67 - INTOXICATED - ALCOHOL	No Data	DWI	20-059087	
17808871	8/10/2020	MONDAY	1650	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17808871	8/10/2020	MONDAY	1650	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17808871	8/10/2020	MONDAY	1650	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17808871	8/10/2020	MONDAY	1650	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17808871	8/10/2020	MONDAY	1650	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17824303	8/11/2020	TUESDAY	2108	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	25 FT OF GUARD RAIL	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
17845378	9/3/2020	THURSDAY	1530	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
17845378	9/3/2020	THURSDAY	1530	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17877673	9/4/2020	FRIDAY	315	Yes	IH0345	N - NOT INJURED	INTERSTATE	-1	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	OVERTURNED	PASSED IN NO PASSING LANE	VEHICLE PASSING OR ATTEMPTING TO PAS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	57 - PASSED IN NO PASSING LANE	No Data	No Data	NO CHARGES	No Data	
17877673	9/4/2020	FRIDAY	315	Yes	IH0345	N - NOT INJURED	INTERSTATE	-1	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	OVERTURNED	PASSED IN NO PASSING LANE	VEHICLE PASSING OR ATTEMPTING TO PAS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17857965	9/9/2020	WEDNESD	2350	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17894435	9/19/2020	SATURDAY	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	FAILURE TO MAINTAIN FINANCIAL RESPONSIBILITY (NO INSURANCE)	C22009041	
17894435	9/19/2020	SATURDAY	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C21-964163	
17894435	9/19/2020	SATURDAY	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17894435	9/19/2020	SATURDAY	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17894435	9/19/2020	SATURDAY	2025	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17891127	9/29/2020	TUESDAY	2151	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17891127	9/29/2020	TUESDAY	2151	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17909652	10/9/2020	FRIDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17909652	10/9/2020	FRIDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17909652	10/9/2020	FRIDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17903926	#########	SUNDAY	555	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
17948261	#########	SATURDAY	2300	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17948261	#########	SATURDAY	2300	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17931069	#########	MONDAY	930	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	60 - UNSAFE SPEED	41 - FAULTY EVASIVE ACTION	No Data	NO CHARGES	No Data	
17931069	#########	MONDAY	930	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
17931069	#########	MONDAY	930	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
17931887	#########	TUESDAY	148	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	OTHER NON COLLISION	ONE MOTOR VEHICLE - GOING STRAIGHT	JACK-KNIFED	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17931887	#########	TUESDAY	148	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	OTHER NON COLLISION	ONE MOTOR VEHICLE - GOING STRAIGHT	JACK-KNIFED	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17950588	#########	TUESDAY	1700	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	DRIVER INATTENTION	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data	
17949844	11/5/2020	THURSDAY	615	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17949844	11/5/2020	THURSDAY	615	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17949844	11/5/2020	THURSDAY	615	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	44 - FOLLOWED TOO CLOSELY	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	44 - FOLLOWED TOO CLOSELY	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17967710	11/8/2020	SUNDAY	232	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;FOLLOWED TO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
17957242	#########	TUESDAY	2205	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17957242	#########	TUESDAY	2205	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
17957242	#########	TUESDAY	2205	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17957242	#########	TUESDAY	2205	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17957308	#########	TUESDAY	2000	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17957308	#########	TUESDAY	2000	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
17965193	#########	SATURDAY	2303	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	IMPROPER START FROM PARKED POSITION	ONE VEHICLE FORWARD FROM PARKING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17965193	#########	SATURDAY	2303	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	IMPROPER START FROM PARKED POSITION	ONE VEHICLE FORWARD FROM PARKING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
17965193	#########	SATURDAY	2303	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	NOT APPLICABLE	IMPROPER START FROM PARKED POSITION	ONE VEHICLE FORWARD FROM PARKING	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	49 - IMPROPER START FROM A STOPPED, STANDING,	No Data	No Data	NO CHARGES	No Data	
17989337	#########	SATURDAY	2033	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17984439	#########	SUNDAY	245	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
17994319	12/3/2020	THURSDAY	1102	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
17994319	12/3/2020	THURSDAY	1102	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
17994319	12/3/2020	THURSDAY	1102	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18002229	12/8/2020	TUESDAY	1305	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18002229	12/8/2020	TUESDAY	1305	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18009089	#########	SUNDAY	207	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18009089	#########	SUNDAY	207	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18009089	#########	SUNDAY	207	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18015409	#########	WEDNESD	58	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	UNSAFE SPEED	NOT APPLICABLE	NONE	2 - DARK, NOT LIGHTE	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
18020261	#########	FRIDAY	2115	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18020261	#########	FRIDAY	2115	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	

18020261	#########	FRIDAY	2115	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18020261	#########	FRIDAY	2115	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18020989	#########	MONDAY	341	Yes	IH0345	99 - UNKNOWN	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	4 FT GUARDRAIL DAMAGE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18036256	#########	SUNDAY	1150	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18036256	#########	SUNDAY	1150	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18041411	#########	MONDAY	800	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18041411	#########	MONDAY	800	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18075753	1/5/2021	TUESDAY	1412	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18075753	1/5/2021	TUESDAY	1412	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18075753	1/5/2021	TUESDAY	1412	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18074093	1/23/2021	SATURDAY	1941	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	OVERTURNED	FAILED TO DRIVE IN SINGLE LANE;UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	NO CHARGES	No Data	
18074093	1/23/2021	SATURDAY	1941	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	OVERTURNED	FAILED TO DRIVE IN SINGLE LANE;UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18075404	1/23/2021	SATURDAY	536	Yes	IH0345	K - FATAL INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	OTHER (EXPLAIN IN NARRATIVE)	SWERVED OR VEERED-REASON NOT SPECIF	20 FT GUARD RAIL	4 - DARK, UNKNOWN	2 - WET	3 - RAIN	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18120723	2/9/2021	TUESDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
18120723	2/9/2021	TUESDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18120723	2/9/2021	TUESDAY	1815	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18125600	2/27/2021	SATURDAY	325	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	50	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	DISABLED IN TRAFFIC LANE	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18125600	2/27/2021	SATURDAY	325	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	50	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	DISABLED IN TRAFFIC LANE	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	14 - DISABLED IN TRAFFIC LANE	No Data	No Data	NO CHARGES	No Data	
18133199	2/27/2021	SATURDAY	321	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	SPEEDING - (OVERLIMIT)	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	61 - SPEEDING - (OVERLIMIT)	No Data	No Data	NO CHARGES	No Data	
18133199	2/27/2021	SATURDAY	321	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	SPEEDING - (OVERLIMIT)	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18145047	2/27/2021	SATURDAY	1219	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	NONE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18145047	2/27/2021	SATURDAY	1219	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	NONE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18145047	2/27/2021	SATURDAY	1219	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	NONE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data	
18140124	2/28/2021	SUNDAY	30	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	TURNED WHEN UNSAFE	NOT APPLICABLE	DO NOT ENTER STREET SIGN	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	66 - TURNED WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18139917	3/7/2021	SUNDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18139917	3/7/2021	SUNDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18139917	3/7/2021	SUNDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18139917	3/7/2021	SUNDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18158496	3/19/2021	FRIDAY	1856	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18158496	3/19/2021	FRIDAY	1856	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18158496	3/19/2021	FRIDAY	1856	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18158496	3/19/2021	FRIDAY	1856	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18205612	4/5/2021	MONDAY	2110	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	4 - DARK, UNKNOWN	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18205612	4/5/2021	MONDAY	2110	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	4 - DARK, UNKNOWN	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18208036	4/11/2021	SUNDAY	321	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C22022290	
18208036	4/11/2021	SUNDAY	321	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	C22004991	
18200070	4/13/2021	TUESDAY	1445	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18200070	4/13/2021	TUESDAY	1445	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18200070	4/13/2021	TUESDAY	1445	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18214640	4/13/2021	TUESDAY	427	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAILED TO CONTROL SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18201272	4/14/2021	WEDNESD	854	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FOLLOWED TOO CL	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18201272	4/14/2021	WEDNESD	854	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FOLLOWED TOO CL	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18201272	4/14/2021	WEDNESD	854	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FOLLOWED TOO CL	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18201272	4/14/2021	WEDNESD	854	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FOLLOWED TOO CL	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO DL		166049
18201272	4/14/2021	WEDNESD	854	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FOLLOWED TOO CL	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	44 - FOLLOWED TOO CLOSELY	No Data	NO CHARGES	No Data	
18219061	4/17/2021	SATURDAY	2250	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18219061	4/17/2021	SATURDAY	2250	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18215104	4/20/2021	TUESDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	-1	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18215104	4/20/2021	TUESDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	-1	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18215104	4/20/2021	TUESDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	-1	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18231494	4/24/2021	SATURDAY	1845	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18231494	4/24/2021	SATURDAY	1845	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18235379	4/26/2021	MONDAY	722	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18235379	4/26/2021	MONDAY	722	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18235379	4/26/2021	MONDAY	722	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18235379	4/26/2021	MONDAY	722	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18253831	4/27/2021	TUESDAY	815	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18253831	4/27/2021	TUESDAY	815	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18239744	4/30/2021	FRIDAY	1705	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAG	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18239744	4/30/2021	FRIDAY	1705	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING - FOR OFFICER, FLAG	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18257746	5/10/2021	MONDAY	1440	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18257746	5/10/2021	MONDAY	1440	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO DL		195566
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18263187	5/18/2021	TUESDAY	1330	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18269285	5/21/2021	FRIDAY	1047	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	A/C UNIT # 508063	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18269285	5/21/2021	FRIDAY	1047	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	A/C UNIT # 508063	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	DRIVING WHILE LICENSE INVALID		165600
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
18270323	5/22/2021	SATURDAY	1800	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE; FAULTY E	SWERVED OR VEERED-AVOIDING VEHICLE	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18287858	5/25/2021	TUESDAY	1240	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18287858	5/25/2021	TUESDAY	1240	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18282995	5/30/2021	SUNDAY	748	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18282995	5/30/2021	SUNDAY	748	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18305101	6/5/2021	SATURDAY	2335	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18297103	6/6/2021	SUNDAY	2120	Yes	IH0345	99 - UNKNOWN	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18347700	6/27/2021	SUNDAY	55	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18360607	7/10/2021	SATURDAY	600	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18358391	7/11/2021	SUNDAY	415	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18358391	7/11/2021	SUNDAY	415	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
18365334	7/11/2021	SUNDAY	531	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	UNSAFE SPEED	SWERVED OR VEERED-REASON NOT SPECIF	NONE	2 - DARK, NOT LIGHTE	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data	
18365336	7/11/2021	SUNDAY	533	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE STOPPED	HIT PREVIOUSLY WRECKED VEHICLE	DISABLED IN TRAFFIC LANE	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	4 - DARK, UNKNOWN	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18364794	7/13/2021	TUESDAY	1850	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18364794	7/13/2021	TUESDAY	1850	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18394777	7/30/2021	FRIDAY	2100	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18394777	7/30/2021	FRIDAY	2100	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18394777	7/30/2021	FRIDAY	2100	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18394777	7/30/2021	FRIDAY	2100	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO DRIVERS LICENSE		168298
18412896	8/9/2021	MONDAY	820	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18412896	8/9/2021	MONDAY	820	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO DL		188621
18443929	8/16/2021	MONDAY	1200	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO VALID TEXAS DRIVER LICENSE, FAILURE TO MAINTAIN FINANCIAL	C22038059, C22038059	
18443929	8/16/2021	MONDAY	1200	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18443929	8/16/2021	MONDAY	1200	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18427022	8/18/2021	WEDNESD	1020	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data	
18427022	8/18/2021	WEDNESD	1020	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18427022	8/18/2021	WEDNESD	1020	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18434892	8/23/2021	MONDAY	1634	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18434892	8/23/2021	MONDAY	1634	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18434892	8/23/2021	MONDAY	1634	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18434892	8/23/2021	MONDAY	1634	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18434892	8/23/2021	MONDAY	1634	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	20 - DRIVER INATTENTION	No Data	NO CHARGES	No Data	
18434918	8/23/2021	MONDAY	2215	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18440058	8/25/2021	WEDNESD	910	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT RETAINING WALL	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO INSURANCE		173188
18440058	8/25/2021	WEDNESD	910	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT RETAINING WALL	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18444640	8/29/2021	SUNDAY	1700	Yes	IH0345	99 - UNKNOWN	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data	
18448913	8/30/2021	MONDAY	1832	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18448913	8/30/2021	MONDAY	1832	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18453856	9/2/2021	THURSDAY	940	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18453856	9/2/2021	THURSDAY	940	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18456133	9/3/2021	FRIDAY	1901	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; HANDICA	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18456133	9/3/2021	FRIDAY	1901	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; HANDICA	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	46 - HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE)	No Data	NO CHARGES	No Data	
18456133	9/3/2021	FRIDAY	1901	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; HANDICA	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	46 - HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE)	No Data	NO CHARGES	No Data	
18481503	9/14/2021	TUESDAY	1000	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAULTY EVASIVE ACTION	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data	
18481503	9/14/2021	TUESDAY	1000	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAULTY EVASIVE ACTION	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18479200	9/16/2021	THURSDAY	1600	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	PASSED ON RIGHT SHOULDER	VEHICLE PASSING OR ATTEMPTING TO PAS	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	58 - PASSED ON SHOULDER	No Data	No Data	NO CHARGES	No Data	
18479200	9/16/2021	THURSDAY	1600	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	PASSED ON RIGHT SHOULDER	VEHICLE PASSING OR ATTEMPTING TO PAS	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18487642	9/21/2021	TUESDAY	735	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18487642	9/21/2021	TUESDAY	735	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO DL		166099
18508179	9/21/2021	TUESDAY	628	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	5 - DAWN	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18508179	9/21/2021	TUESDAY	628	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	5 - DAWN	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO DL		183590
18508179	9/21/2021	TUESDAY	628	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	5 - DAWN	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18496320	9/25/2021	SATURDAY	1315	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	22 - FAILED TO CONTROL SPEED	No Data	NO CHARGES	No Data	
18496320	9/25/2021	SATURDAY	1315	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	22 - FAILED TO CONTROL SPEED	No Data	NO CHARGES	No Data	
18496320	9/25/2021	SATURDAY	1315	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18496320	9/25/2021	SATURDAY	1315	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18522111	10/1/2021	FRIDAY	1651	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	DRIVER INATTENTION	SCHOOL BUS RELATED CRASH	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data	
18522111	10/1/2021	FRIDAY	1651	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	DRIVER INATTENTION	SCHOOL BUS RELATED CRASH	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data	
18522111	10/1/2021	FRIDAY	1651	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	DRIVER INATTENTION	SCHOOL BUS RELATED CRASH	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data	
18523638	10/2/2021	SATURDAY	1810	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18523638	10/2/2021	SATURDAY	1810	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18523638	10/2/2021	SATURDAY	1810	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data	
18523638	10/2/2021	SATURDAY	1810	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18523638	10/2/2021	SATURDAY	1810	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18574840	#########	FRIDAY	1847	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data	
18574840	#########	FRIDAY	1847	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18574840	#########	FRIDAY	1847	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18547599	#########	FRIDAY	1445	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18547599	#########	FRIDAY	1445	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18547599	#########	FRIDAY	1445	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE;OTHER (EX	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data	
18564460	#########	SUNDAY	247	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18564460	#########	SUNDAY	247	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18595219	#########	SUNDAY	1400	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	
18595219	#########	SUNDAY	1400	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	20 - DRIVER INATTENTION	22 - FAILED TO CONTROL SPEED	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18626516	12/5/2021	SUNDAY	624	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DRIVER INATTENTION; FAILED TO CONTRO	SLOWING/STOPPING-TO AVOID PREVIOUS	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data	
18646374	12/6/2021	MONDAY	800	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data	

18646374	12/6/2021	MONDAY	800	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18659572	#########	FRIDAY	1015	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18659572	#########	FRIDAY	1015	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
18664830	#########	SATURDAY	430	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; PARKED IN TRAFFIC	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data
18664830	#########	SATURDAY	430	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION; PARKED IN TRAFFIC	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	55 - PARKED IN TRAFFIC LANE	No Data	No Data	NO CHARGES	No Data
18665053	#########	SATURDAY	354	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18675287	1/1/2022	SATURDAY	110	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DISABLED	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18675287	1/1/2022	SATURDAY	110	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DISABLED	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	14 - DISABLED IN TRAFFIC LANE	No Data	No Data	NO CHARGES	No Data
18675287	1/1/2022	SATURDAY	110	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DISABLED	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
18675287	1/1/2022	SATURDAY	110	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; DISABLED	ONE VEHICLE PARKED IMPROPER LOCATIO	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
18687517	1/1/2022	SATURDAY	215	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18687517	1/1/2022	SATURDAY	215	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18686522	1/8/2022	SATURDAY	1405	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	CHANGED LANE WHEN UNSAFE; FAULTY EV	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	41 - FAULTY EVASIVE ACTION	4 - CHANGED LANE WHEN UNSAFE	No Data	NO DL	179118
18686522	1/8/2022	SATURDAY	1405	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	CHANGED LANE WHEN UNSAFE; FAULTY EV	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	41 - FAULTY EVASIVE ACTION	4 - CHANGED LANE WHEN UNSAFE	No Data	NO CHARGES	No Data
18686522	1/8/2022	SATURDAY	1405	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	CHANGED LANE WHEN UNSAFE; FAULTY EV	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18689619	1/10/2022	MONDAY	122	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	UNSAFE SPEED	NOT APPLICABLE	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
18708845	1/20/2022	THURSDAY	2318	Yes	IH0345	99 - UNKNOWN	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18708845	1/20/2022	THURSDAY	2318	Yes	IH0345	99 - UNKNOWN	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18707668	1/21/2022	FRIDAY	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18707668	1/21/2022	FRIDAY	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18720114	1/27/2022	THURSDAY	510	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT GUARDRAIL	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18720114	1/27/2022	THURSDAY	510	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT GUARDRAIL	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data
18784004	3/7/2022	MONDAY	2	Yes	IH0345	99 - UNKNOWN	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	UNSAFE SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
18809607	3/21/2022	MONDAY	1929	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAILED TO CONTROL SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18809607	3/21/2022	MONDAY	1929	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAILED TO CONTROL SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18809607	3/21/2022	MONDAY	1929	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAILED TO CONTROL SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18809607	3/21/2022	MONDAY	1929	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	FAILED TO CONTROL SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18811942	3/21/2022	MONDAY	2000	Yes	IH0345	99 - UNKNOWN	INTERSTATE	55	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT GUARDRAIL	NONE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18849456	3/21/2022	MONDAY	2248	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data
18849456	3/21/2022	MONDAY	2248	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18825510	3/22/2022	TUESDAY	525	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18825510	3/22/2022	TUESDAY	525	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
18846778	4/5/2022	TUESDAY	1430	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18846778	4/5/2022	TUESDAY	1430	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18873364	4/25/2022	MONDAY	1500	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18873364	4/25/2022	MONDAY	1500	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data
18875066	4/25/2022	MONDAY	550	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data
18875066	4/25/2022	MONDAY	550	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18879759	4/25/2022	MONDAY	539	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18879759	4/25/2022	MONDAY	539	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO DL	161738
18879757	4/28/2022	THURSDAY	730	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FOLLOWED TO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18879757	4/28/2022	THURSDAY	730	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FOLLOWED TO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18879757	4/28/2022	THURSDAY	730	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FOLLOWED TO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18879757	4/28/2022	THURSDAY	730	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FOLLOWED TO	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	44 - FOLLOWED TOO CLOSELY	No Data	NO DL	174637
18912460	5/17/2022	TUESDAY	1755	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18912460	5/17/2022	TUESDAY	1755	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
18952603	5/23/2022	MONDAY	1706	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO CONTROL SPEED; FAULTY EVASI	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	41 - FAULTY EVASIVE ACTION	No Data	NO CHARGES	No Data
18952603	5/23/2022	MONDAY	1706	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO CONTROL SPEED; FAULTY EVASI	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18943559	6/3/2022	FRIDAY	2000	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	FAILED TO DRIVE IN SINGLE LANE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18943559	6/3/2022	FRIDAY	2000	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	FAILED TO DRIVE IN SINGLE LANE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
18943559	6/3/2022	FRIDAY	2000	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT RETAINING WALL	FAILED TO DRIVE IN SINGLE LANE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	3 - RAIN	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data
18954642	6/3/2022	FRIDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	75	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data
18954642	6/3/2022	FRIDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	75	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18954642	6/3/2022	FRIDAY	1710	Yes	IH0345	N - NOT INJURED	INTERSTATE	75	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	2 - WET	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18965151	6/16/2022	THURSDAY	825	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;OTHER (EXPLAI	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO VALID TEXAS DRIVER LICENSE, FAILURE TO MAINTAIN FINANCIAL F	E00-734529, E00-734529
18965151	6/16/2022	THURSDAY	825	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;OTHER (EXPLAI	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
18965151	6/16/2022	THURSDAY	825	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED;OTHER (EXPLAI	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO VALID TEXAS DRIVER LICENSE	E00-734530
18984326	6/27/2022	MONDAY	1645	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
18984326	6/27/2022	MONDAY	1645	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19006821	7/12/2022	TUESDAY	1700	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO DL	177330
19006821	7/12/2022	TUESDAY	1700	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19006821	7/12/2022	TUESDAY	1700	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	FAILED TO DRIVE IN SINGLE LANE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19062845	8/14/2022	SUNDAY	2053	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19062845	8/14/2022	SUNDAY	2053	Yes	IH0345	N - NOT INJURED	INTERSTATE	50	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19072518	8/21/2022	SUNDAY	2241	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	PARKED IN TRAFFIC LANE;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	55 - PARKED IN TRAFFIC LANE	No Data	No Data	NO CHARGES	No Data
19072518	8/21/2022	SUNDAY	2241	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	PARKED IN TRAFFIC LANE;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	55 - PARKED IN TRAFFIC LANE	No Data	No Data	NO CHARGES	No Data
19072518	8/21/2022	SUNDAY	2241	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	PARKED IN TRAFFIC LANE;UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19072589	8/21/2022	SUNDAY	2240	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT FENCE	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NO DAMAGE OBSERVED TO GUARDRAIL	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19072589	8/21/2022	SUNDAY	2240	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT FENCE	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NO DAMAGE OBSERVED TO GUARDRAIL	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19119205	9/5/2022	MONDAY	25	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	RETAINING WALL	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19119205	9/5/2022	MONDAY	25	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	RETAINING WALL	3 - DARK, LIGHTED	1 - DRY	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
19104322	9/9/2022	FRIDAY	1925	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	6 - DUSK	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19104322	9/9/2022	FRIDAY	1925	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	6 - DUSK	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19104322	9/9/2022	FRIDAY	1925	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	6 - DUSK	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19121505	9/18/2022	SUNDAY	311	Yes	IH0345	99 - UNKNOWN	INTERSTATE	35	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT OTHER FIXED OBJECT	FAILED TO DRIVE IN SINGLE LANE	SWERVED OR VEERED-REASON NOT SPECIF	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	No Data	NO CHARGES	No Data
19121779	9/19/2022	MONDAY	600	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	5 - DAWN	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19121779	9/19/2022	MONDAY	600	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-FOR TRAFFIC	NONE	5 - DAWN	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO DL, NO INSURANCE	1954231, 1954231
19144387	9/30/2022	FRIDAY	2105	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO DL AND NO INSURANCE	218538
19144387	9/30/2022	FRIDAY	2105	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data
19144387	9/30/2022	FRIDAY	2105	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19144387	9/30/2022	FRIDAY	2105	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19144387	9/30/2022	FRIDAY	2105	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FOLLOWED TOO CLOSELY	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19145679	10/1/2022	SATURDAY	45	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO DL , INSURANCE	209005
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19148012	10/1/2022	SATURDAY	2012	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FAILED TO CONTROL SPEED	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19161069	10/1/2022	SATURDAY	50	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT MEDIAN BARRIER (CONCRETE OR CABLE)	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	5-7 FT OF GUARDRAIL DAMAGE	3 - DARK, LIGHTED	98 - OTHER (EXPLAIN I	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data
19158179	10/6/2022	THURSDAY	1046	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19158179	10/6/2022	THURSDAY	1046	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FAILED TO	VEHICLE CHANGING LANES	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	23 - FAILED TO DRIVE IN SINGLE LANE	No Data	NO CHARGES	No Data
19161041	#########	MONDAY	1950	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19161041	#########	MONDAY	1950	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19171163	#########	SUNDAY	630	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	UNSAFE SPEED	NOT APPLICABLE	NONE	5 - DAWN	3 - STANDING WATER	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19178357	#########	WEDNESDA	1700	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT RETAINING WALL	DRIVER INATTENTION	ATTENTION DIVERTED FROM DRIVING	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data
19192382	#########	WEDNESDA	1505	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19192382	#########	WEDNESDA	1505	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19192382	#########	WEDNESDA	1505	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19192382	#########	WEDNESDA	1505	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19192382	#########	WEDNESDA	1505	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19232417	11/5/2022	SATURDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19232417	11/5/2022	SATURDAY	1630	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19222592	11/7/2022	MONDAY	1917	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
19222592	11/7/2022	MONDAY	1917	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	2 - CLOUDY	No Data	No Data	No Data	NO CHARGES	No Data
19222592	11/7/2022	MONDAY	1917	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE; FOLLOWE	VEHICLE CHANGING LANES	NONE	2 - DARK, NOT LIGHTE	2 - WET	2 - CLOUDY	4 - CHANGED LANE WHEN UNSAFE	44 - FOLLOWED TOO CLOSELY	No Data	DL INVALID	191236
19241240	11/8/2022	TUESDAY	1145	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19241240	11/8/2022	TUESDAY	1145	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19241240	11/8/2022	TUESDAY	1145	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19241240	11/8/2022	TUESDAY	1145	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19241240	11/8/2022	TUESDAY	1145	Yes	IH0345	B - SUSPECTED MINOR INJURY	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19229593	#########	FRIDAY	1929	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FAILED TO STO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19229593	#########	FRIDAY	1929	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED; FAILED TO STO	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19239135	#########	WEDNESDA	1230	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	CONCRETE BARRIER	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data
19239135	#########	WEDNESDA	1230	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	CONCRETE BARRIER	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	601.191 NO INSURANCE	157959
19239135	#########	WEDNESDA	1230	Yes	IH0345	C - POSSIBLE INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	CONCRETE BARRIER	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19245121	#########	THURSDAY	156	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19245121	#########	THURSDAY	156	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19236724	#########	FRIDAY	1900	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19246203	#########	THURSDAY	105	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	OTHER NON COLLISION	ONE MOTOR VEHICLE - GOING STRAIGHT	JACK-KNIFED	UNSAFE SPEED	NOT APPLICABLE	NONE	4 - DARK, UNKNOWN L	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19248465	#########	THURSDAY	620	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT CONCRETE TRAFFIC BARRIER (NOT IN MEDIAN)	UNSAFE SPEED	LOST CONTROL OR SKIDDED (ICY OR SLICK I	NONE	3 - DARK, LIGHTED	2 - WET	3 - RAIN	60 - UNSAFE SPEED	No Data	No Data	NO CHARGES	No Data
19266483	12/5/2022	MONDAY	1020	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	BRIDGE RAIL	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data
19266483	12/5/2022	MONDAY	1020	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	BRIDGE RAIL	1 - DAYLIGHT	1 - DRY	1 - CLEAR	41 - FAULTY EVASIVE ACTION	No Data	No Data	NO CHARGES	No Data
19266483	12/5/2022	MONDAY	1020	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	BRIDGE RAIL	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19266483	12/5/2022	MONDAY	1020	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	65	FIXED OBJECT	ONE MOTOR VEHICLE - GOING STRAIGHT	HIT SIDE OF BRIDGE (BRIDGE RAIL)	FAULTY EVASIVE ACTION	SWERVED OR VEERED-AVOIDING VEHICLE S	BRIDGE RAIL	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19285373	12/5/2022	MONDAY	1820	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DISTRACTION IN VEHICLE	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	19 - DISTRACTION IN VEHICLE	No Data	No Data	NO CHARGES	No Data
19285373	12/5/2022	MONDAY	1820	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DISTRACTION IN VEHICLE	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19285373	12/5/2022	MONDAY	1820	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	DISTRACTION IN VEHICLE	SLOWING/STOPPING-FOR TRAFFIC	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19270149	12/6/2022	TUESDAY	840	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data
19270149	12/6/2022	TUESDAY	840	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	20 - DRIVER INATTENTION	No Data	No Data	NO CHARGES	No Data
19270149	12/6/2022	TUESDAY	840	Yes	IH0345	N - NOT INJURED	INTERSTATE	70	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	DRIVER INATTENTION	SLOWING/STOPPING-FOR TRAFFIC	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19283449	12/9/2022	FRIDAY	116	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	4 - DARK, UNKNOWN L	2 - WET	3 - RAIN	No Data	No Data	No Data	NO CHARGES	No Data
19283449	12/9/2022	FRIDAY	116	Yes	IH0345	A - SUSPECTED SERIOUS INJURY	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	NOT APPLICABLE	FOLLOWED TOO CLOSELY	SLOWING/STOPPING-REASON NOT SPECIFI	NONE	4 - DARK, UNKNOWN L	2 - WET	3 - RAIN	44 - FOLLOWED TOO CLOSELY	No Data	No Data	NO CHARGES	No Data
19288834	#########	SATURDAY	1850	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19288834	#########	SATURDAY	1850	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19288834	#########	SATURDAY	1850	Yes	IH0345	N - NOT INJURED	INTERSTATE	55	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	VEHICLE CHANGING LANES	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19313399	#########	TUESDAY	1515	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	99 - UNKNOWN	99 - UNKNOWN	22 - FAILED TO CONTROL SPEED	No Data	No Data	NO CHARGES	No Data
19313399	#########	TUESDAY	1515	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	NOT APPLICABLE	FAILED TO CONTROL SPEED	NOT APPLICABLE	NONE	1 - DAYLIGHT	99 - UNKNOWN	99 - UNKNOWN	No Data	No Data	No Data	NO CHARGES	No Data
19339337	#########	TUESDAY	1825	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19339337	#########	TUESDAY	1825	Yes	IH0345	N - NOT INJURED	INTERSTATE	60	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	3 - DARK, LIGHTED	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19304822	#########	SATURDAY	1055	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	4 - CHANGED LANE WHEN UNSAFE	No Data	No Data	NO CHARGES	No Data
19304822	#########	SATURDAY	1055	Yes	IH0345	N - NOT INJURED	INTERSTATE	65	MOTOR VEHICLE IN TRANSPORT	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	NOT APPLICABLE	CHANGED LANE WHEN UNSAFE	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	No Data	No Data	No Data	NO CHARGES	No Data
19323278	#########	SATURDAY	854	Yes	IH0345	99 - UNKNOWN	INTERSTATE	55	OTHER NON COLLISION	ONE MOTOR VEHICLE - OTHER	NOT APPLICABLE	OTHER (EXPLAIN IN NARRATIVE)	NOT APPLICABLE	NONE	1 - DAYLIGHT	1 - DRY	1 - CLEAR	98 - OTHER (EXPLAIN IN NARRATIVE)	No Data	No Data	NO CHARGES	No Data

#85

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 5:48:06 AM
Last Modified: Friday, April 05, 2024 5:51:41 AM
Time Spent: 00:03:35
IP Address: 70.113.142.165

Page 1

Q1

Comments / Comentarios:

The proposed connect with a light at the end of Allen St. is not an acceptable solution for the community that lives on the other side of that light. Allen street is a small neighborhood street, with many pedestrians walking, bikers, small small businesses - it is inappropriate to have a major thoroughfare empty into the neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Kristen Cordes**
Address/ Dirección:	**2885 Woodside St 210**
Phone/Teléfono:	**2145661809**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Kristen Cordes

Q5

Address / Dirreción:

2885 Woodside St.

Q6

Phone / Telefono:

2145661809

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

A neighbor - there has been no public notification.

#86

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 8:25:09 AM
Last Modified: Friday, April 05, 2024 8:27:07 AM
Time Spent: 00:01:58
IP Address: 2.59.157.148

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre: **Chad Crager**

Address/ Dirección: **2885 Woodside St**

Q4

Respondent skipped this question

Name/Nombre:

Q5

Address / Dirreción:

2885 Woodside St
Unit 302

Q6

Phone / Telefono:

2147248494

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Neighbor

#87

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 8:52:00 AM
Last Modified: Friday, April 05, 2024 8:58:37 AM
Time Spent: 00:06:37
IP Address: 15.220.185.43

Page 1

Q1

Comments / Comentarios:

I do not want a light added to the State Thomas neighborhood on Allen Street. Please do not drive traffic into our neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Cory Przelicki**
Address/ Dirección:	**2404 Worthington Street Dallas TX 75204**
Phone/Teléfono:	**9543245113**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Cory Przelicki

Q5

Address / Dirreción:

2404 Worthington Street Dallas TX 75204

Q6

Phone / Telefono:

9543245113

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

From my HOA

#88

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 9:05:28 AM
Last Modified: Friday, April 05, 2024 9:07:52 AM
Time Spent: 00:02:24
IP Address: 70.113.143.23

Page 1

Q1

Comments / Comentarios:

I am a homeowner at The Manor at State Thomas. We just learned of this project today and are emphatically opposed.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre: **Alexia Griffin**

Address/ Dirección: **2885 Woodside St**

Q4

Respondent skipped this question

Name/Nombre:

Q5

Address / Dirreción:

2885 Woodside St
#109

Q6

Phone / Telefono:

2143526565

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Word of mouth

#89

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 9:49:53 AM
Last Modified: Friday, April 05, 2024 9:51:15 AM
Time Spent: 00:01:22
IP Address: 47.44.199.22

Page 1

Q1

Comments / Comentarios:

Dear Council Member Paul E. Ridley,
City Council District 14,
OBJECTION:
At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.
State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.
I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Thank you,
Kristen Cordes
Board Member
Manor at State Thomas
2885 Woodside St., Dallas, 75204
214.566.1809

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Respondent skipped this question

Contact Information / Información de contacto

Q4

Name/Nombre:

Kristen Cordes

Q5

Address / Dirreción:

2885 Woodside St.
Dallas, TX 75204

Q6

Phone / Telefono:

214.566.1809

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

We did not hear about this meeting!!! Why is that??

Our community is VERY upset with this sneaky proposal.

No one in our neighborhood was communicated with regarding this proposal.

#90

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 10:00:44 AM
Last Modified: Friday, April 05, 2024 10:08:37 AM
Time Spent: 00:07:53
IP Address: 107.77.230.229

Page 1

Q1

Comments / Comentarios:

Please no southbound on-ramp at Allen Street. Allen is a narrow street with much parallel parking and many pedestrians. There is a school/church on Allen near the proposed on-ramp. Increased traffic would be dangerous. Other nearby streets like Lemmon, Hall and Maple/Routh Connector are better suited for heavy traffic.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**William Weinberg**
Address/ Dirección:	**2349 Allen Street**
Phone/Teléfono:	**214-418-0273**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#91

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 10:53:56 AM
Last Modified: Friday, April 05, 2024 10:57:36 AM
Time Spent: 00:03:39
IP Address: 76.86.243.24

Page 1

Q1

Comments / Comentarios:

The proposal to route traffic through Allen St. is ill-conceived, as it will increase congestion in a residential area and threaten the preservation of PD 225.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**David and Mary Mancini**
Address/ Dirección:	**2885 Woodside St., Dallas, TX 75204**
Phone/Teléfono:	**214-803-8082**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#92

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 10:45:28 AM
Last Modified: Friday, April 05, 2024 11:10:08 AM
Time Spent: 00:24:39
IP Address: 76.187.107.97

Page 1

Q1

Comments / Comentarios:

Uptown Dallas Inc. ("UDI") manages the Uptown Public Improvement District, consisting of approximately 2,181 properties and 20,000 residents occupying approximately 270 acres along the western edge of the I-345 Connects Project (CSJ: 0092-14-094 or the "Project"), from Hall St. at Central Expressway (U.S. 75) southwards to Woodall Rodgers Freeway (Spur 366) at Routh St.
Although UDI is strongly supportive of the Project's overall goal of reconnecting neighborhoods and encouraging walkability/multi-modal connectivity, we are opposed to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector") because it would introduce unacceptable levels of through motor vehicle traffic onto a local neighborhood street.
According to the City of Dallas Thoroughfare Plan (the "Plan"), which "must be used and adhered to in the improvement, development, extension, and creation of existing and new roadways." Allen St. is "a local street… not specifically incorporated into the Thoroughfare Plan." "Through traffic should be discouraged on local residential streets." Moreover, constructing the Allen St. connector as proposed would violate Policy Q1.7 of the Plan, which reads as follows: "Protect residential areas from intrusive commercial traffic through the design and operation of the roadway system." It is also worth noting that the entirety of Allen St. between McKinney Avenue and the Woodall Rodgers Southbound Service Road is located within the State-Thomas Historic District, where "neither existing street widths nor existing street right-of-way widths… may be increased."
In lieu of the proposed Allen St. Connector, UDI respectfully requests the two following traffic calming alternatives to the proposed plan:
1) A 10' wide off-street shared-use pedestrian bikeway, running along the same general alignment as the proposed Allen St. Connector, providing pedestrian and micro-mobility connectivity between the eastern terminus of Allen St. at Woodall Rodgers and the northeastern terminus of Ann Williams Way, with pedestrian-activated traffic control devices located at the intersection with each service road.
2) Existing freeway service road diet. Mirroring the service road "diet" from 3 lanes to 2 lanes being contemplated for the northeast bound Woodall Rodgers Service Road adjacent to the Arts District northeast of the U.S. 75 on-ramp northeast of Routh St., a road diet from 3 lanes to 2 lanes for the southwest bound Woodall Rodgers Service Road adjacent to Griggs Park and the historic State-Thomas neighborhood southwest of the I-345 on-ramp access south of Hall Street, running southbound to Routh St. Average daily traffic (ADT) counts on this portion of the roadway have been measured at only 9,959 (2009) to 12,611 (2018) vehicles per day.

Recapturing this lane would serve to calm traffic and reduce road noise adjacent to Griggs Park, the Notre Dame School of Dallas, St. Peter's Catholic Church, and several hundred residential dwelling units located under 50' away from the service road as presently configured.
We appreciate the opportunity to constructively engage with TxDOT as a part of its National Environmental Policy Act (NEPA) Assignment. Please feel free to reach out if you have any questions.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Uptown Dallas Inc**
Address/ Dirección:	**3600 McKinney Avenue**
Phone/Teléfono:	**4056414132**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Uptown Dallas Inc
Megan Mummaw
Planning & Public Realm Director

Q5

Address / Dirreción:

3600 McKinney Avenue
Suite 210
Dallas, TX 75204

Q6

Phone / Telefono:

405-641-4132

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Through Board members of Uptown Dallas Inc.

#93

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 11:35:02 AM
Last Modified: Friday, April 05, 2024 11:39:18 AM
Time Spent: 00:04:16
IP Address: 68.206.188.45

Page 1

Q1

Comments / Comentarios:

I oppose this proposal because of the routing through State Thomas where it will impact all resident in a big way due to traffic, congestion an risks to local residents.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Respondent skipped this question

Contact Information / Información de contacto

Q4

Name/Nombre:

Samarendra Mishra

Q5

Address / Dirreción:

Manor at State Thomas; 209
2885 Woodside Street, TX 75204

Q6

Phone / Telefono:

6099333737

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

from HOA Manager

#94

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 12:29:35 PM
Last Modified: Friday, April 05, 2024 1:09:15 PM
Time Spent: 00:39:40
IP Address: 104.5.64.124

Page 1

Q1

Comments / Comentarios:

The Uptown Neighborhood Association (TUNA), which supports and represents the interests of Uptown's 20,000 residents wishes to join with the Friends of State Thomas in expressing our strong opposition to the plan to construct a one-way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way (the "Allen St. Connector"), because it would introduce unacceptable levels of intrusive motor vehicle traffic onto a local neighborhood street in the State Thomas Neighborhood.

State Thomas is a mixed-use residential and commercial district representing the largest remaining collection of intact Victorian residential structures in Dallas. The district consists of one- and two-story frame houses in mostly the Italianate, Queen Anne and vernacular styles. Most of the neighborhood's streets are narrow, allowing for parallel parking on both sides.

Instead of constructing a new connection for motor vehicles running eastwards from Allen St. and the Woodall Rodgers Service Road, TUNA respectfully requests the two following modifications to the I-345 Connects plan:

1) A 10' wide off-street shared-use pedestrian bikeway (with no motor vehicle traffic allowed) running along the same general alignment as the proposed Allen St. Connector, connecting the State Thomas and Arts District neighborhoods between the intersection of Allen St. at Southbound Woodall Rodgers Service Road and Ann Williams Way at Southbound Central Expressway Service Road, with pedestrian-activated traffic control devices (HAWKs or RRFlocated at the intersection with each service road.

2) A narrowing of the Southbound Woodall Rodgers Service Road along Griggs Park/State Thomas neighborhood from three lanes to two lanes, based upon existing and projected traffic volumes, mirroring TxDOT's proposed plan to narrow the three lanes of the Northbound Woodall Rodgers Service Road adjacent to the Arts District. The preferred travel lane to recapture would be the lane directly adjacent to Griggs Park/State Thomas. By removing the travel lane and replacing it with turf, a 12' buffer would be created between the service road and the existing sidewalk, serving to create a more comfortable pedestrian environment, reducing sound levels in the neighborhood (including both a school and a church in close proximity), and calming traffic.

Thank you for this opportunity to provide input and feel free to contact us if you have any questions.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Anthony R. Page**
Address/ Dirección:	**3210 Carlisle Street, Dallas, TX 75204**
Phone/Teléfono:	**214-682-8473**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

The Uptown Neighborhood Association

Q5

Address / Dirreción:

3210 Carlisle St.
Dallas, TX 75204

Q6

Phone / Telefono:

214-682-8473

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Dallas Morning News

Ava Robicheaux

Subject: FW: TxDOT Internet E-Mail.

From: NoReply [redacted]
Sent: Friday, April 5, 2024 1:13 PM
To: DALINFO [redacted]
Subject: TxDOT Internet E-Mail.

Name : Anthony Page
Email : [redacted]
Phone : 2146828473
Requested Contact Method : Email
Reason for Contact : Customer Service
Comment : I-345 Connects

The Uptown Neighborhood Association, which supports and represents the interests of Uptown's 20,000 residents wishes to join with the Friends of State Thomas in expressing our strong opposition to the plan to construct a one way service road running southeastwards from Allen St. and the southwest bound Woodall Rodgers Freeway Service Road to the southbound I-345 Service Road near its intersection with Ann Williams Way, because it would introduce unacceptable levels of intrusive motor vehicle traffic onto a local neighborhood street in the State Thomas Neighborhood.

#95

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, April 05, 2024 1:16:02 PM
Last Modified:	Friday, April 05, 2024 1:19:26 PM
Time Spent:	00:03:24
IP Address:	198.205.17.200

Page 1

Q1

Comments / Comentarios:

RE: Access from I-345 to Baylor Scott and White Hospital, Dallas Campus aka Baylor University Medical Center (BUMC).

Baylor Scott & White Health (BSWH) is supportive of the presented “hybrid option” as an opportunity to connect Downtown with the Baylor University Medical Center (part of BSWH), Deep Ellum, and East Dallas by removing the current barrier of the raised I-345 highway. BSWH is grateful for the Texas Department of Transportation’s attention and support not only to our Baylor University Medical Center campus, but to all our facilities throughout Texas.

Specific Concerns:

In reviewing this particular proposal, BSWH has considered many factors in developing the following recommendations, including the path of vehicular travel for: emergency responders, public transportation access, patients, visitors, and staff, along with delivery of goods and services to and from our Baylor University Medical Center (BUMC) campus.

Alignment with Central Business District (CBD) / Fair Park Link and Urban Planning efforts: In coordination with NCTCOG and City of Dallas, BSWH requests that Texas Department of Transportation align the current planning of the CBD / Fair Park link with the I-345 project along with urban planning initiatives led by the City of Dallas planning team. BSWH has supported the CBD / Fair Park Link project for many years as a strategic access point to our campus from Gaston Avenue and I-345.

Access from I-45, (Northbound): BSWH recommends including an eastbound exit to Gaston Ave to facilitate access to BUMC. In addition, BSWH recommends including multiple opportunities to access Deep Ellum and surrounding neighborhoods.

Currently, the primary proposed path of travel has vehicular traffic exiting approximately one mile south of the BUMC campus, (south of I-30) traveling one and one quarter miles through the Deep Ellum Neighborhood. This traffic would include ambulances and large delivery trucks that would be required to navigate through a pedestrian environment along with narrowing streets with on street metered parking.

The secondary access off Bryan St. requires vehicles to pass the campus, then travel east on Bryan St. with multiple maneuvers to travel south. Primary access streets along this route are narrow and heavily traveled.

Access from Hwy 75 (Southbound): BSWH recommends simplifying the path of travel by providing an eastbound exit to Gaston Ave accessing the BUMC campus along with multiple opportunities to access Deep Ellum and other neighborhoods. Currently, the primary proposed path of travel has vehicular traffic exiting approximately one mile north (north of Woodall Rodgers Fwy), traveling through multiple signals and adjacent to the Deep Ellum DART station, creating delays and potential conflicts with pedestrians. Additional challenges will be present due to the amount of congested traffic traveling to Deep Ellum with the primary path of travel also being Good Latimer.

Access from Woodall Rodger Fwy: BSWH recommends connecting Woodall Rodgers Fwy and I-345 to allow traffic to flow from Woodall to I-345 and exit at Gaston / CBD Fair Park Link, avoiding travel through downtown to improve access and travel times. Currently, the primary proposed path of travel has vehicular traffic exiting approximately one and one quarter mile northwest of the BUMC campus traveling two miles through Downtown and multiple signals.

The North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center is a Level 1 trauma center for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents or permanent paralysis versus complete recovery is often minutes. Traffic delays have the potential to impact care.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Charles Shelburne**
Address/ Dirección:	**301 N. Washington**
Phone/Teléfono:	**2146798855**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Charles Shelburne
Baylor Scott & White

Q5

Address / Dirreción:

301 N. Washington
Dallas, Tx 75246

Q6

Phone / Telefono:

214.820.8674

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#96

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 1:45:16 PM
Last Modified: Friday, April 05, 2024 1:54:57 PM
Time Spent: 00:09:41
IP Address: 24.27.104.247

Page 1

Q1

Comments / Comentarios:

No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I do business with TxDOT. Tengo negocios con TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Paul Veilleux**
Address/ Dirección:	**2816 Thomas Ave, Unit #3, Dallas, Tx 75204**
Phone/Teléfono:	**206-295-6585**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Paul Veilleux

Q5

Address / Dirreción:

2816 Thomas Ave, Unit #3, Dallas, Tx 75204

Q6

Phone / Telefono:

206-295-6585

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

A neighbor

#97

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 1:56:44 PM
Last Modified: Friday, April 05, 2024 1:58:10 PM
Time Spent: 00:01:25
IP Address: 136.226.100.117

Page 1

Q1

Comments / Comentarios:

Oppose the Allen St access to I-345.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Sara Yungblut**
Address/ Dirección:	**2215 Cedar Springs Road #1104**
Phone/Teléfono:	**817-454-4955**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Sara Yungblut

Q5

Address / Dirreción:

2215 Cedar Spring Road #1104
Dallas, TX 75201

Q6

Phone / Telefono:

817-454-4955

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Friend

From:	345Connects
To:	Nicole Carrillo; Jonathan Gardea
Cc:	Grace Lo
Subject:	FW: OBJECTION TO TXDOT PROPOSAL/SHORTCUT THROUGH STATE THOMAS
Date:	Monday, April 8, 2024 9:02:57 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Please include in the CRM

From: [redacted]
Sent: Friday, April 5, 2024 2:09 PM
To: 345Connects <345Connects@txdot.gov>
Cc: Josephine Jenkins Mitchell [redacted]
Subject: OBJECTION TO TXDOT PROPOSAL/SHORTCUT THROUGH STATE THOMAS

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO TXDOT:

OBJECTION TO TXDOT PROPOSAL/SHORTCUT THROUGH STATE THOMAS

-
We own a condominium in the State Thomas neighborhood located at 2885 Woodside, Unit 301
:
At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.

State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

We strongly oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of the State Thomas neightborhood.

Joe D. Mitchell
Frrestone Holdings, LLC
2885 Woodside, Unit 301

Dallas, Texas 75204
Telephone: (214) 384-9925
Email:[redacted]

#98

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 2:24:12 PM
Last Modified: Friday, April 05, 2024 2:26:23 PM
Time Spent: 00:02:10
IP Address: 24.27.104.247

Page 1

Q1

Comments / Comentarios:

I strongly oppose the proposed Allen St. access to I-345

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Respondent skipped this question

Contact Information / Información de contacto

Q4

Name/Nombre:

Malin Lentini

Q5

Address / Dirreción:

2816 Thomas Ave

Q6

Phone / Telefono:

425-985-5622

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Word of mouth

#99

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 2:20:11 PM
Last Modified: Friday, April 05, 2024 2:30:36 PM
Time Spent: 00:10:25
IP Address: 97.79.250.34

Page 1

Q1

Comments / Comentarios:

I am fully opposed to any connections of this project via Allen Street thru State Thomas neighbor. Otherwise I like the idea of lowering I-345

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**john armstrong**
Address/ Dirección:	**2611 State St**
Phone/Teléfono:	**2142070893**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

John Armstrong

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My neighbors

#100

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 2:37:20 PM
Last Modified: Friday, April 05, 2024 2:40:29 PM
Time Spent: 00:03:09
IP Address: 76.184.180.59

Page 1

Q1

Comments / Comentarios:

This is a horrible idea. The unique, mixed use, walkable nature of State Thomas is a treasure for the city of Dallas. People from around the metroplex flock here on weekends to experience the vibe of the neighborhood.

If the goal of the project is to destroy the neighborhood, then this would certainly do it. This project simpl

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Christopher Guia**
Address/ Dirección:	**2366 Centurion Ct**
Phone/Teléfono:	**4803228478**
Email/ Correo electrónico:	[redacted]

Q4

Respondent skipped this question

Name/Nombre:

Q5

Respondent skipped this question

Address / Dirreción:

Q6

Respondent skipped this question

Phone / Telefono:

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

#101

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 2:42:49 PM
Last Modified: Friday, April 05, 2024 2:48:04 PM
Time Spent: 00:05:15
IP Address: 73.193.104.214

Page 1

Q1

Comments / Comentarios:

This is absolutely ridiculous! Some points on why you should not turn Allen Street into a MAJOR thoroughfare as commercial On-ramp to I-345
- First and foremost, Allen St. is a residential one not a commercial or commuter thoroughfare.
- Allen Street currently accommodates parallel parking on both sides, essentially creating a two-lane street. However, when a ride-share vehicle, delivery truck, or any other vehicle stops along the road, Allen Street effectively becomes a single-lane thoroughfare, which is inadequate for handling commuter and commercial (truck) traffic.
-Car stacking at the stop signs located at Allen Street and Thomas Avenue will lead to backups, which will in turn exacerbate traffic congestion and impede the flow of vehicles through the area.
-Construction trucks, especially dump trucks, are likely to utilize this access to reach I-45, as some already do. This increased traffic from construction vehicles could pose safety hazards and further exacerbate congestion in the area.
-Increased crime as perpetrators will now have a direct egress out of State Thomas to I-345.
-The Notre Dame School for children with intellectual disabilities (located on Allen) utilizes Allen for its bus(s) and parents pick up/drop off as well as access Griggs Park and other parts of State Thomas. Their safety would be adversely affected.
-St. Peters Catholic Church (located at the proposed intersection) parishioners park on Allen St, their safety will be adversely affected.
-Southbound traffic on the Woodall access road has limited visibility to the proposed lighted intersection as it curves on approach. This along with the speed of traffic to the intersection should be cause for concern to the city and TXDOT as it seems certain there will be traffic accidents.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I could benefit monetarily from the project or other item about which I am commenting.Podría beneficiarme monetariamente del proyecto o de los comentarios de haga.

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Nicole Smith**
Address/ Dirección:	**2816 Thomas Ave 5, Dallas, TX 75204**
Phone/Teléfono:	**206-465-8490**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Nicole Smith

Q5

Address / Dirreción:

2816 Thomas Ave 5, Dallas, TX

Q6

Phone / Telefono:

206-465-8490

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Homeowner group

#102

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 2:14:44 PM
Last Modified: Friday, April 05, 2024 3:03:27 PM
Time Spent: 00:48:42
IP Address: 76.184.176.193

Page 1

Q1

Comments / Comentarios:

I'm writing to oppose the connection between Allen St. and southbound I-345. I have lived in State-Thomas for 7 years and am the President of the 5th at State Townhome Owners Association, Inc., a small townhouse development at the corner of State St. and Worthington St.

We moved to State-Thomas for the experience of walkable urbanism, and we are often out on foot in the Uptown area. I have been concerned about traffic on Allen St. ever since I moved here. The corner of Allen St. and State St. is a busy pedestrian intersection, with two restaurants and a bar at the corner. One block down on Allen St., at the intersection with Thomas St., there are two more restaurants, a pet store and a coffee shop.

I have watched many drivers run the stop sign on Allen at State as they use Allen to cut through the neighborhood from McKinney Ave. to westbound Woodall Rogers. Late at night, those drivers often go very fast, increasing the danger to pedestrians. The proposed connection to southbound I-345 will simply encourage more of this dangerous traffic.

We recently had a hit-and-run in early morning (bar-closing) hours on Worthington, right in front of my townhouse, damaging a parked car. As bad as that was, I'm much more worried about the safety of people walking on sidewalks, crossing neighborhood streets, or sitting at sidewalk cafe tables.

I believe State-Thomas has the highest walkability score of any residential area in North Texas (it scores a 95, or "Walkers Paradise" on walkscore.com). Please respect this unique environment that encourages walking and use of public transportation. Don't invite more reckless drivers to cut through our neighborhood. Thank you.

Q2

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Ann Drumm**
Address/ Dirección:	**2325 Centurion Court**
Phone/Teléfono:	**214-675-0040**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Ann Drumm

Q5

Address / Dirreción:

2325 Centurion Court, Dallas TX 75204

Q6

Phone / Telefono:

214-675-0040

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Friend

From: 345Connects
To: Evan Sheets; 345Connects; Grace Lo; Ceason Clemens; Ashton Strong
Cc: [redacted]
Subject: RE: Downtown Dallas, Inc. Comments Regarding I-345 Design Progress
Date: Monday, April 8, 2024 10:46:19 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning Mr. Sheets,

TxDOT is in receipt of DDI's comments and would like to meet to discuss. I will contact you soon to set up a meeting convenient for DDI.

In the meantime, please feel free to contact me with any questions.

Sincerely,
Melissa Meyer

Melissa Meyer
Public Involvement Specialist
TxDOT Dallas District
4777 E Hwy 80
Mesquite, TX 75150
214.319.3506 (office)
512.658.2445 (cell)
Melissa.Meyer@txdot.gov

From: Evan Sheets [redacted]
Sent: Friday, April 5, 2024 3:56 PM
To: 345Connects [redacted]
Subject: Downtown Dallas, Inc. Comments Regarding I-345 Design Progress

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Lo:

On behalf of the DDI Mobility Committee, we are pleased to present the attached comments regarding the current I-345 design progress as presented at the March 19th and 21st, public meetings. We look forward to continued discussions as TxDOT advances the design and treatments of I-345 and the connecting surface street network. Should you have any questions regarding the attached comments, please contact me at (214) 744-1270 or [redacted].

Thank you,

Evan Sheets
VP, Planning & Policy
[redacted]

Downtown Dallas, Inc.
Main: 214.744.1270 | Cell: 214.801.1831
1401 Elm Street, Suite 500, Dallas, TX 75202
downtowndallas.com

ty districts.

Sincerely,

Jennifer Scripps

President and CEO

Josh Shane

Chair, DDI Mobility Committee

#103

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 4:47:33 PM
Last Modified: Friday, April 05, 2024 4:52:42 PM
Time Spent: 00:05:08
IP Address: 72.181.136.197

Page 1

Q1

Comments / Comentarios:

The current project has not taken into consideration DART's Pearl Arts Station. Specifically this is a more desirable station than the Deep Ellum station (4 train routes vs 1), and people want to be able to walk from the East side of I-345 over to the Pearl/Arts station, but the proposed street crossings do not make that easy. Specifically a direct route from Bryan Street on the East side of I-345 to Pearl/Arts Station - which is also on Bryan Street. Re-connect Bryan Street!

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Eric Williamson**
Address/ Dirección:	**3507 Bryan Street, Dallas, TX 75204**
Phone/Teléfono:	**9723657335**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Eric Williamson

Q5

Address / Dirreción:

3507 Bryan Street, Dallas, TX 75204

Q6

Phone / Telefono:

972-365-7335

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

US Mail

#104

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 5:51:38 PM
Last Modified: Friday, April 05, 2024 5:53:33 PM
Time Spent: 00:01:54
IP Address: 99.19.22.15

Page 1

Q1

Comments / Comentarios:

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.
State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County.

This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225.

This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Rattapol Srisinroongruang**
Address/ Dirección:	**2885 Woodside St**
Phone/Teléfono:	**2146991612**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Respondent skipped this question

Q5

Address / Dirreción:

Respondent skipped this question

Q6

Phone / Telefono:

Respondent skipped this question

Q7

Email / Correo Electrónico:

Respondent skipped this question

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Respondent skipped this question

From:	345Connects
To:	Nicole Carrillo; Jonathan Gardea
Cc:	Grace Lo
Subject:	FW: I-345 proposal
Date:	Monday, April 8, 2024 9:01:36 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Please include in the CRM

From: Rattapol S[redacted]
Sent: Friday, April 5, 2024 5:55 PM
To: 345Connects <345Connects@txdot.gov>
Subject: I-345 proposal

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

At the TxDot Public Meeting on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S.
State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County.

This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225.

This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home.

I oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225.

2885 Woodside St
Dallas, TX 75204
--
Rattapol S

#105

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 8:15:50 PM
Last Modified: Friday, April 05, 2024 8:16:48 PM
Time Spent: 00:00:57
IP Address: 47.209.83.153

Page 1

Q1

Comments / Comentarios:

No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I do business with TxDOT. Tengo negocios con TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre: **My Matthews**

Address/ Dirección: **2816 Thomas Ave**

Q4

Name/Nombre:

Respondent skipped this question

Q5

Address / Dirreción:

2816 Thomas Ave
Unit 4

Q6

Phone / Telefono:

4085068981

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Fellow State Thomas neighbors

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 05, 2024 10:42:25 PM
Last Modified: Friday, April 05, 2024 10:50:56 PM
Time Spent: 00:08:31
IP Address: 75.49.158.49

Page 1

Q1

Comments / Comentarios:

Do not approve of access point at Allen St and Woodall Rodgers. Neighborhood that is older with small streets and cannot handle this traffic well and dangerous for pedestrian traffic that is heavy in this neighborhood.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

I am employed by TxDOT. Soy un empleado del TxDOT

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Jean Dymott**
Address/ Dirección:	**2305 Worthington St, #208**
Phone/Teléfono:	**7167850429**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Jean Dymott

Q5

Address / Dirreción:

2305 Worthington St, #208
Dallas, TX 75204

Q6

Phone / Telefono:

7167850429

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

Email

#107

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 06, 2024 7:21:12 AM
Last Modified: Saturday, April 06, 2024 7:23:14 AM
Time Spent: 00:02:02
IP Address: 107.127.28.113

Page 1

Q1

Comments / Comentarios:

No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.

Q2 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3 **Respondent skipped this question**

Contact Information / Información de contacto

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8 **Respondent skipped this question**

How did you hear about the meeting? / Cómo supo de la reunión?:

#108

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 06, 2024 7:23:33 AM
Last Modified: Saturday, April 06, 2024 7:24:03 AM
Time Spent: 00:00:29
IP Address: 107.127.28.113

Page 1

Q1

Comments / Comentarios:

No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.

Q2 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3 **Respondent skipped this question**

Contact Information / Información de contacto

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8 **Respondent skipped this question**

How did you hear about the meeting? / Cómo supo de la reunión?:

#109

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 06, 2024 7:26:11 AM
Last Modified: Saturday, April 06, 2024 7:26:55 AM
Time Spent: 00:00:43
IP Address: 174.249.180.188

Page 1

Q1

Comments / Comentarios:

No to State-Thomas via Allen Street to Southbound I-345 service road. This will completely destroy our State Thomas neighborhood.

Q2 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Q3 **Respondent skipped this question**

Contact Information / Información de contacto

Q4 **Respondent skipped this question**

Name/Nombre:

Q5 **Respondent skipped this question**

Address / Dirreción:

Q6 **Respondent skipped this question**

Phone / Telefono:

Q7 **Respondent skipped this question**

Email / Correo Electrónico:

Q8 **Respondent skipped this question**

How did you hear about the meeting? / Cómo supo de la reunión?:

From: Melissa Meyer
To: [redacted]
Subject: FW: Allen Street Access proposal
Date: Monday, April 8, 2024 10:25:40 AM

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning Mrs. Alley,

TxDOT is in receipt of your comment.

We have received comments from several concerned citizens about the impacts to the State-Thomas neighborhood and are arranging a visit to the neighborhood to meet with residents to better understand their concerns. We will include City of Dallas staff since TxDOT is working closely with the City on the design of the I-345 Connects project.

Thank you for taking time to send in your comments and I will be in touch soon to set up a date for the neighborhood visit.

In the meantime, feel free to contact me if you have any questions.

Sincerely,
Melissa Meyer

Melissa Meyer
Public Involvement Specialist
TxDOT Dallas District
4777 E Hwy 80
Mesquite, TX 75150
214.319.3506 (office)
512.658.2445 (cell)
Melissa.Meyer@txdot.gov

-----Original Message-----
From: janet alley [redacted]
Sent: Saturday, April 6, 2024 4:03 PM
To: [redacted]
Subject: Allen Street Access proposal

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it may concern,

We own a property in the beautiful residential area of State -Thomas . Our daughter lived there for 15 years and now we own a place there. It is a lovely residential/ urban area and would not accommodate the amount of traffic this proposal would bring to the area. It is also highly populated with elderly and young families with children, who walk and enjoy the amenities. This would pose a severe risk factor by bringing in the amount of traffic this proposal would surely bring.
Thank you to those who oppose this plan and to the ones that don't, please give the thought and consideration to the

residents and their quality of living. I'm sure you can find a better access.

Regards,
Janet Alley

-----Original Message-----
From: Sam Alley [redacted]
Sent: Sunday, April 7, 2024 7:15 AM
To: Sam Alley [redacted]
Subject: Re: Allen Street Access proposal

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>
> To Whom it may concern,
>
> We own a property in the beautiful residential area of State -Thomas . Our daughter lived there for 15 years and now we own a place there. It is a lovely residential/ urban area and would not accommodate the amount of traffic this proposal would bring to the area. It is also highly populated with elderly and young families with children, who walk and enjoy the amenities. This would pose a severe risk factor by bringing in the amount of traffic this proposal would surely bring.
> Thank you to those who oppose this plan and to the ones that don't, please give the thought and consideration to the residents and their quality of living. I'm sure you can find a better access.
>
>
> Regards,
> Sam Alley

[A Texas Department of Transportation (TxDOT) message]<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C02%7Cjgardea%40HNTB.com%7C2fa57c7bbfa24419ac3c08dc57d139ee%7Cbf1bfd0531074bf684cd92ce598ea9cd%7C0%7C0%7C638481803329360826%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=0Im7ZqiGUCHsbpskMMf%2By1yXr83Kzcx6muhFUBX3tdQ%3D&reserved=0>

#110

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 08, 2024 8:15:11 AM
Last Modified: Monday, April 08, 2024 8:24:37 AM
Time Spent: 00:09:26
IP Address: 76.184.191.138

Page 1

Q1

Comments / Comentarios:

The traffic implications for the State Thomas Historical district in Uptown would be terrible. This historic district is rich in pedestrian foot traffic and one of the very few charming historic areas in Dallas. Part of the reason for much of the economic growth in Uptown is due to the charming State Thomas Historical gem. Routing through traffic straight through it will ruin the neighborhood. Much investment has been made in preserving and revitalizing this historic area. This part of the plan doesn't look like progress for the overlying mission of the city.

Q2

(Texas Transportation Code, §201.811(a)(5): Check each ofthe following boxes that apply to you:Código de Transporte Texas, §201.811(a)(5): Marque cadauna de las siguientes casillas que se apliquen a usted:

Respondent skipped this question

Q3

Contact Information / Información de contacto

Name/ Nombre:	**Lisa ROBISON**
Address/ Dirección:	**2516 THOMAS AVE**
Phone/Teléfono:	**2145389243**
Email/ Correo electrónico:	[redacted]

Q4

Name/Nombre:

Lisa ROBISON

Q5

Address / Dirreción:

2516 Thomas Ave, Dallas TX 75214

Q6

Phone / Telefono:

2145389243

Q7

Email / Correo Electrónico:

[redacted]

Q8

How did you hear about the meeting? / Cómo supo de la reunión?:

My neighbor

Public Meeting Comment Form
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0092-14-094
Dallas County, Texas
Tuesday, March 19, 2024 & Thursday, March 21, 2024

The Texas Department of Transportation is seeking your feedback on the proposed project. All written comments are welcome. All written comments must be received or postmarked by **Friday, April 5, 2024,** to be included in the official public meeting record. Written comments can also be emailed to 345connects@txdot.gov.

COMMENTS (PLEASE PRINT):

With money from the land which will be left over from the project and sold, some of this money should be returned to the families whose land was taken to build I-345.

In accordance with Texas Transportation Code, §201.811(a)(5): Check all that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

NAME: Greg Goolsby
ADDRESS: 707P Mistflower Ln.
CITY: Dallas **STATE:** TX **ZIP:** 75231
EMAIL: [redacted]
HOW DID YOU HEAR ABOUT THE MEETING? Social Media

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple)

Fold Here

Fold Here

Gregory Goodsby
7078 Mistflower Ln.
Dallas TX 75231

RECEIVED TXDOT-DAL

APR 1 1 2024

DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: MS. GRACE LO, P.E.
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

RE: I-345 CONNECTS
CSJ: 0092-14-094

PDO

Jonathan Gardea

To: Nicole Carrillo
Subject: RE: TRACK ID 297968 (Joan Glynn) and TRACK ID 297969 (Curtis Glynn)

Subject: TRACK ID 297968 (Joan Glynn) and TRACK ID 297969 (Curtis Glynn)

Please note, there is a TRACK complaint below regarding two duplicate submissions with different names. Thank you.

Case Information	
Case Subject	Projects
ID	297968
Description	"At the TxDot Public Mee. ng on March 19, 2024, TxDot proposed a shortcut through State-Thomas via Allen St. to Southbound I-345 S. State-Thomas, PD225, established by the Dallas City Council in 1986, was intended to protect what remained of Freedman's Town and the adjacent State-Thomas Historic District, the largest Victorian neighborhood still intact in all of Dallas County. In addition, there is a school for the handicapped on Allen St. This proposal is another route, as was I-75 and I-345 at the time of their construction, to separate successful communities and to further erode and destroy the vision of the Dallas City Council to preserve what remained of Victorian Dallas and Freedman's Town by creating PD 225. This proposal is an insult to the work of the City Council in creating PD 225 and the thousands of Dallas citizens who call State-Thomas home. I vehemently oppose TxDot's proposed shortcut through State-Thomas. This proposal is antithetical to the very existence and survival of PD 225. "
Date of Occurrence	4/11/2024 5:00 AM
Complaint Location Notes	Allen St, Dallas, Texas, 75204
Contact	Joan Glynn [redacted] Curtis Glynn [redacted]
Issue Type	Projects
Case Type	Complaint

A Texas Department of Transportation message

HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

April 17, 2024

Ms. Grace Lo, PE
TxDOT Dallas District Office
4777 E. Highway 80
Mesquite, Texas 75150

Subject: I-345 Public Meeting Comments

Dear Ms. Lo:

Thank you for continuing to keep Dallas Area Rapid Transit (DART) informed about the I-345 project given the interface with the existing DART system and potential future DART projects. We look forward to continued collaboration as your design work proceeds.

While the DART Board deferred the D2 Subway project from the 20-year financial plan, we are monitoring ridership and regional growth to determine when additional system capacity may be needed. As such, we continue to support preservation of right-of-way based on the joint agency effort conducted by Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG), the City of Dallas, and DART for the D2 Subway project east end alignment, which can be found on DART.org at https://www.dart.org/about/plans-projects-and-initiatives/expansion/d2-subway.

Thank you again for the continued collaboration. Please contact me at [redacted] should you have any questions.

Sincerely,

Dee Leggett
Executive Vice President/Chief Development Officer

c: Caitlin Holland, Vice President Real Estate and Economic Development
Trey Walker, Vice President Capital Design & Construction
Tanya Brooks, Assistant Vice President Capital Planning
Development File Room