



I-345 CONNECTS

DESIGN CHANGES SINCE FEASIBILITY STUDY



FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | MARCH 19 & 21, 2024

The changes to the proposed design were in coordination with the City of Dallas.

Changes to the recommended alternative from the 2022 I-345 Feasibility Study include:



City street typical section to accommodate multimodal mobility, including pedestrian, bicycle, streetcar, number of lanes/turn lanes, and median width.



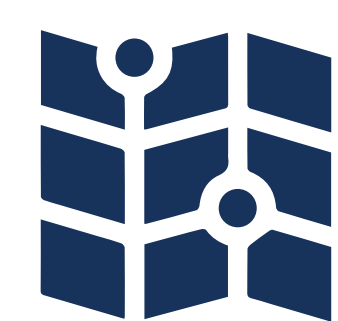
Hawkins St. will run between Commerce St. and Main St. and Live Oak St. and Bryan St.



Coordinate with the I-30 East Corridor project - the Malcolm X Blvd. bridge is planned to be built during the I-30 project and can accommodate the proposed I-345/I-30 interchange without reconstruction.



Refinements to update geometrics to the latest design criteria and design speed, including vertical clearance, sight distance and ramp spacing.



Increased surplus ROW to 9.5 acres due to street grid coordination with City of Dallas.



Potential capping area decreased to 7.7 acres due to street grid coordination with City of Dallas.

Note: The 2022 I-345 Feasibility Study reported 9 acres of potential capping areas and 8.7 acres of surplus ROW.