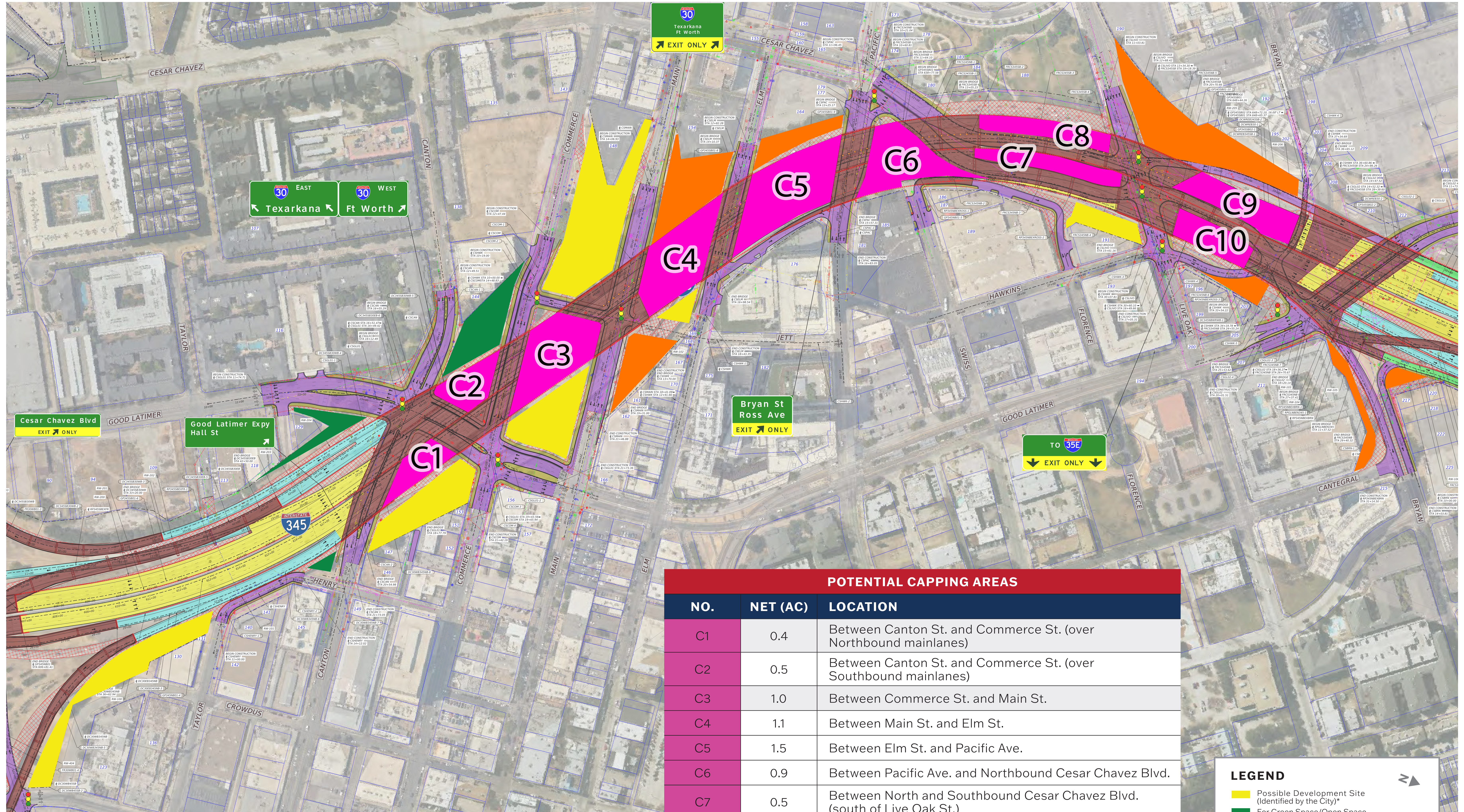




I-345 CONNECTS POTENTIAL CAPPING AREAS



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



POTENTIAL CAPPING AREAS		
NO.	NET (AC)	LOCATION
C1	0.4	Between Canton St. and Commerce St. (over Northbound mainlanes)
C2	0.5	Between Canton St. and Commerce St. (over Southbound mainlanes)
C3	1.0	Between Commerce St. and Main St.
C4	1.1	Between Main St. and Elm St.
C5	1.5	Between Elm St. and Pacific Ave.
C6	0.9	Between Pacific Ave. and Northbound Cesar Chavez Blvd.
C7	0.5	Between North and Southbound Cesar Chavez Blvd. (south of Live Oak St.)
C8	0.5	Carpenter Park (west of Southbound Cesar Chavez Blvd. between Pacific Ave. and Live Oak St.)
C9	0.8	Between Live Oak St. and Hawkins St. (over Southbound mainlanes)
C10	0.5	Between Live Oak St. and Hawkins St. (over Northbound mainlanes)
Subtotal	7.7	Acreage

LEGEND

- Possible Development Site (Identified by the City)*
- For Green Space/Open Space (Identified by the City)*
- Potential Private Development Site (Identified by the City)*
- Potential Capping Areas
- Proposed Mainlanes
- Proposed Frontage Roads
- Proposed Cross Streets or Driveways (TxDOT Limits of Construction)
- Proposed Ramps and Direct Connectors
- Proposed Bridge
- Proposed Sidewalk (SW) or Median

Project details not to scale
*Subject to change; Proposed land use for surplus ROW shown on map determined by the City of Dallas.

March 2024

Source: Schematic Plans from March 2024

Areas shown for potential capping are preliminary and subject to change. Funding for capping elements will be covered by others (not TxDOT). The areas shown have only been analyzed for enough vertical elevation to allow for structures over the mainlanes. Capital costs; maintenance costs; and fire, life and safety elements have not been studied yet and would be determined at a later design stage. The capping locations and the number of caps will be determined later with City of Dallas coordination.

THERE IS NO NEW PROPOSED RIGHT OF WAY (ROW). TOTAL POTENTIAL CAPPING AREA IS 7.7 ACRES.

The potential capping areas do not include potential surplus ROW. From the 2022 I-345 Feasibility Study Report, 9 acres were reported as potential capping areas for the recommended alternative. Through design refinement and coordination with the City of Dallas, potential capping areas have decreased by 1.3 acres due to revised city street typical sections and street grid realignment.

Potential capping areas are preliminary and subject to change based on public and stakeholder input and technical review.