



The objective at this phase of the project is to set the width of the cross street bridges to verify adequate vertical clearance with the depressed or below-grade mainlanes.

The configuration and amenities within the proposed width can be determined at a later phase of the project. In coordination with the City of Dallas, the team has designed the cross streets to accommodate the following:



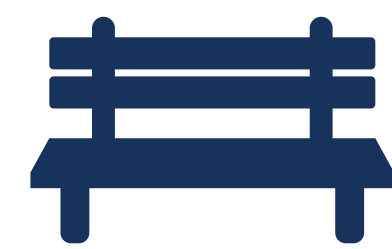
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot buffer between the curb and sidewalk.



Proposed bicycle lanes are 5-feet-wide and are median/curb separated from vehicles and/or pedestrians.



All proposed cross streets/bridges can accommodate future street cars.



Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.



The number of proposed lanes shown on the typical sections has been coordinated with the City of Dallas. Turn lanes will be further evaluated with traffic analysis and provided where reasonable and feasible within existing right of way. The number of lanes is preliminary and subject to change in coordination with the City of Dallas Thoroughfare Plan and the Complete Streets Manual.