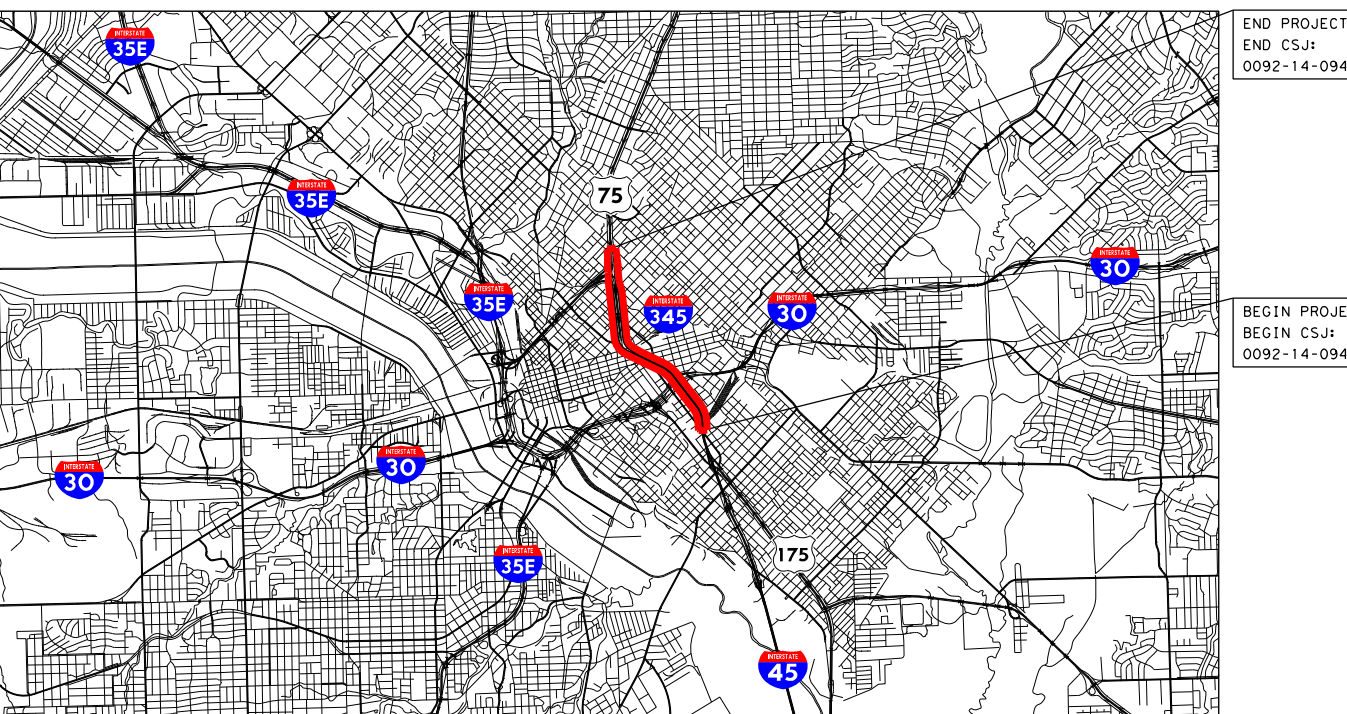


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E. - DISTRICT ENGINEER
CONCEPTUAL ALTERNATIVE
I-345 FEASIBILITY STUDY
DALLAS COUNTY
CSJ: 0092-14-094
FROM SOUTH OF I-30 TO SP 366
PROJECT LENGTH - 1.4 MILES

GENERAL PURPOSE LANES	DESIGN SPEED
DIRECT CONNECTORS	40 MPH
BRIDGES	40 MPH
FRONTAGE ROADS	40 MPH
CROSS STREETS	30 MPH

HIGHWAY CLASSIFICATION
URBAN FREEWAY



NOTES:

- EXISTING ROW SHOWN IS APPARENT ROW, NOT SURVEYED ROW. THE EXISTING ROW WAS COMPILED FROM FILES PROVIDED BY TxDOT IN SEPTEMBER 2019 AND SUPPLEMENTAL EXISTING ROW IN JUNE 2020. ADDITIONAL ROW SURVEY AND FIELD INVESTIGATION PENDING ALTERNATIVE DEVELOPMENT.
- AERIAL IMAGERY IS FROM 2018. THE BACKGROUND PICTURE MIGHT NOT REFLECT THE LATEST DEVELOPMENTS.
- ALL DIMENSIONS ARE TO THE NOMINAL FACE OF CURB, EDGE OF PAVEMENT, RAIL, BARRIER OR WALL UNLESS NOTED OTHERWISE.
- THE DART D2 ALIGNMENT IS PRELIMINARY, SUBJECT TO CHANGE PENDING FURTHER COORDINATION WITH NCTCOG, DART, TxDOT AND OTHER AGENCIES.
- THE I-345 PROJECT IS NOT CURRENTLY FUNDED. ANTICIPATED CONSTRUCTION TIME OF I-345 IS TO BE DETERMINED.
- THE CITY STREETS ADHERE TO THE CITY OF DALLAS 2016 THOROUGHFARE PLAN. THE CITY OF DALLAS AND TxDOT ARE WORKING TOGETHER TO COORDINATE PROPOSED ALTERNATIVES AND THE CITY STREET IMPROVEMENTS. ANTICIPATED CONSTRUCTION TIME FOR CITY STREETS IS TO BE DETERMINED.
- PEDESTRIAN AND BICYCLE ACCESS IS PRELIMINARY AND SUBJECT TO CHANGE. THE INTENT IS TO HAVE CONTINUOUS SHARED USE PATH WITH A BUFFER ALONG FRONTAGE ROADS AND SIDEWALKS ALONG CROSS STREETS WHERE FEASIBLE.
- MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE F&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
- RETAINING WALL AND NOISE WALL LOCATIONS NOT YET SHOWN, PENDING FURTHER DESIGN AND ANALYSIS.
- WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE PAVING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
- EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED UNLESS NOTED OTHERWISE.
- CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED AT A LATER PHASE OF THE PROJECT. LARGE GUIDE SIGNS ARE ONLY SHOWN AT THE EXIST GORE LOCATIONS TO AID THE PUBLIC TO UNDERSTAND ACCESS. A LARGE GUIDE SIGN SCHEMATIC THAT INCLUDES ADVANCED WARNING SIGNS WILL BE DEVELOPED AT A LATER PHASE OF THE PROJECT.
- BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
- SIDEWALK INTERSECTION ADA RAMP LOCATIONS NOT YET SHOWN, PENDING FURTHER DESIGN, ANALYSIS AND PUBLIC INPUT. DRIVEWAY LOCATIONS ARE SUBJECT TO CHANGE PENDING FURTHER DESIGN INPUT.
- POTENTIAL DECK PARKS/PLAZAS LOCATIONS ARE FEASIBLE AND BEING COORDINATED WITH THE CITY OF DALLAS. THE CITY WOULD BE RESPONSIBLE FOR FUNDING AND BUILDING DECK PARKS/PLAZAS BUT TxDOT WILL WORK WITH THE CITY TO ACCOMMODATE ACCORDINGLY. TUNNEL VENTILATION OR FIRE SUPPRESSION REQUIREMENTS HAVE NOT BEEN STUDIED YET AND WOULD BE DETERMINED AT A LATER PHASE OF THE PROJECT. COST TO ACCOMMODATE DECK PARKS/PLAZAS IS NOT INCLUDED IN THE CURRENT COST ESTIMATES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE: JUNE 18, 2021
PREPARED BY: HNTB
UNDER THE SUPERVISION OF: NICOLE M. CARRILLO, P.E.

SERIAL NO. 101321

ROLL 1 OF 1

ELEVATED ALTERNATIVE

PRELIMINARY CONCEPT, SUBJECT TO CHANGE
BASED ON FURTHER DEVELOPMENTS RESULTING FROM
PUBLIC INPUT, TECHNICAL REVIEW, FURTHER EVALUATION OF
CONSTRUCTABILITY/PHASING AND IMPACTS TO EXISTING UTILITIES.

LEGEND

- Existing Ramp to Remain
 - Existing Ramp to be Removed
 - Proposed Ramp that does not exist in the No Build
 - Existing Cross Street to Remain
 - Existing Cross Street to be Removed
 - Proposed Cross Street that does not exist in the No Build
- Project details not to scale



I-345 EXISTING TYPICAL SECTION

FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION

Section A-A

Between Commerce Street and Elm Street*

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section B-B

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section C-C

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section D-D

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section E-E

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section F-F

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section G-G

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section H-H

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section I-I

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section J-J

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section K-K

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

I-345 ELEVATED PROPOSED TYPICAL SECTION

FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION

Section A-A

Between Commerce Street and Elm Street*

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section B-B

Approx. 500' South of Ross Avenue

*See the not to scale section for the section location relative to the plan view for all alternatives.

Section C-C

Approx. 500' South of Ross Avenue

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