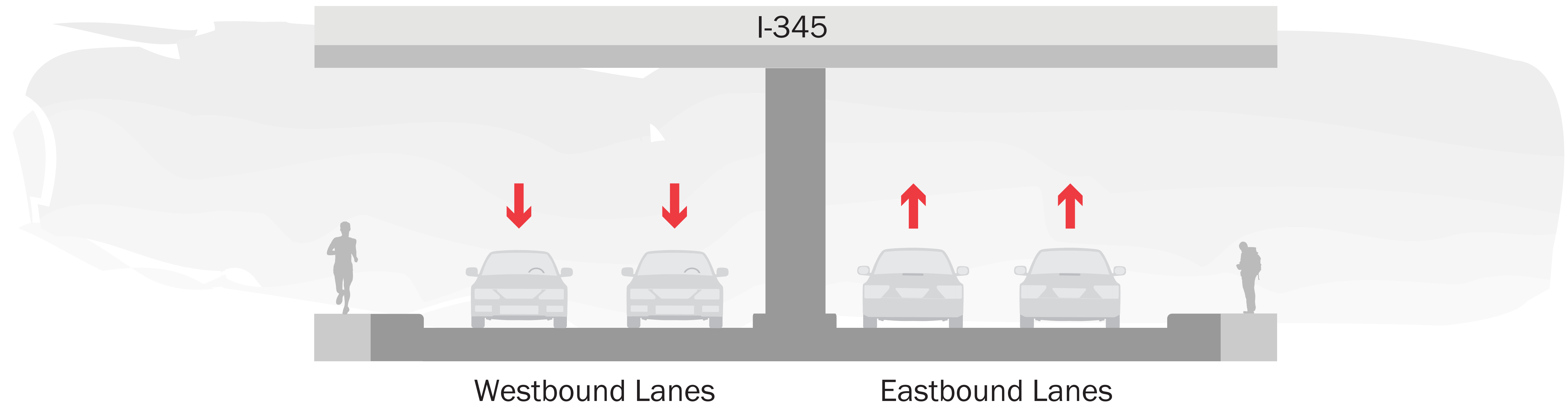
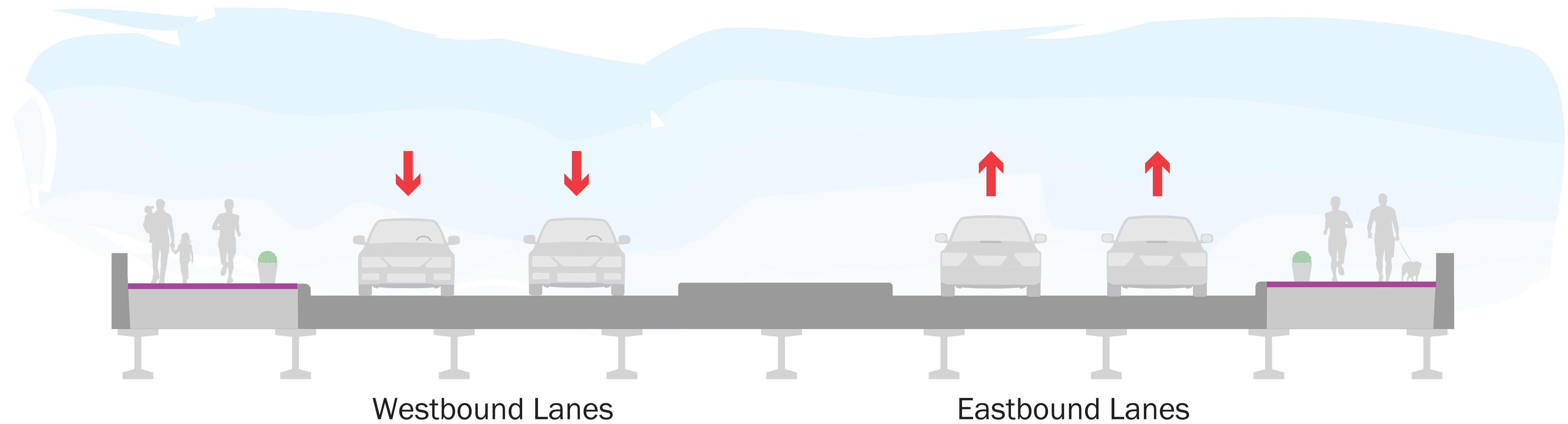


### EXISTING CANTON ST. UNDER I-345



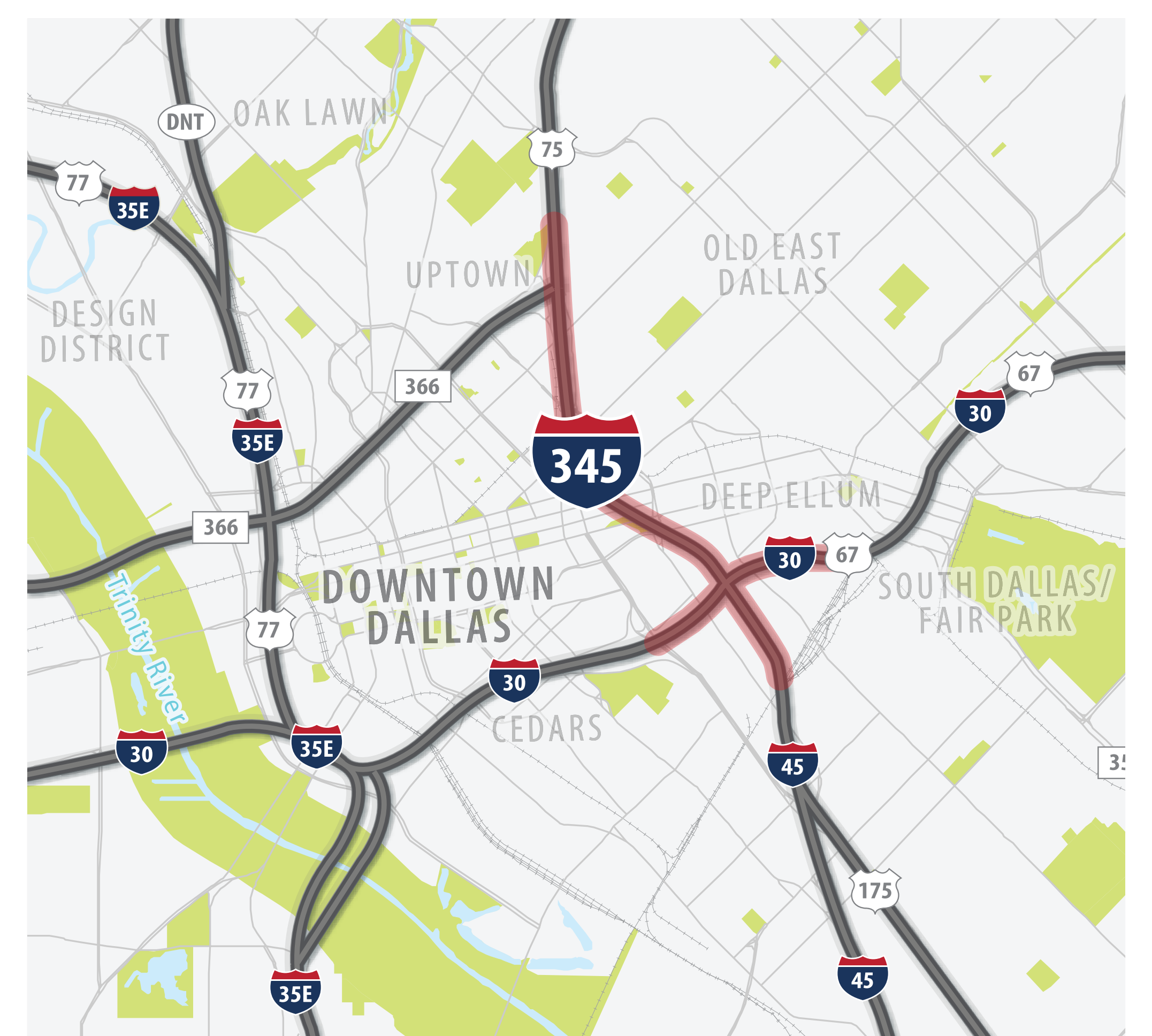
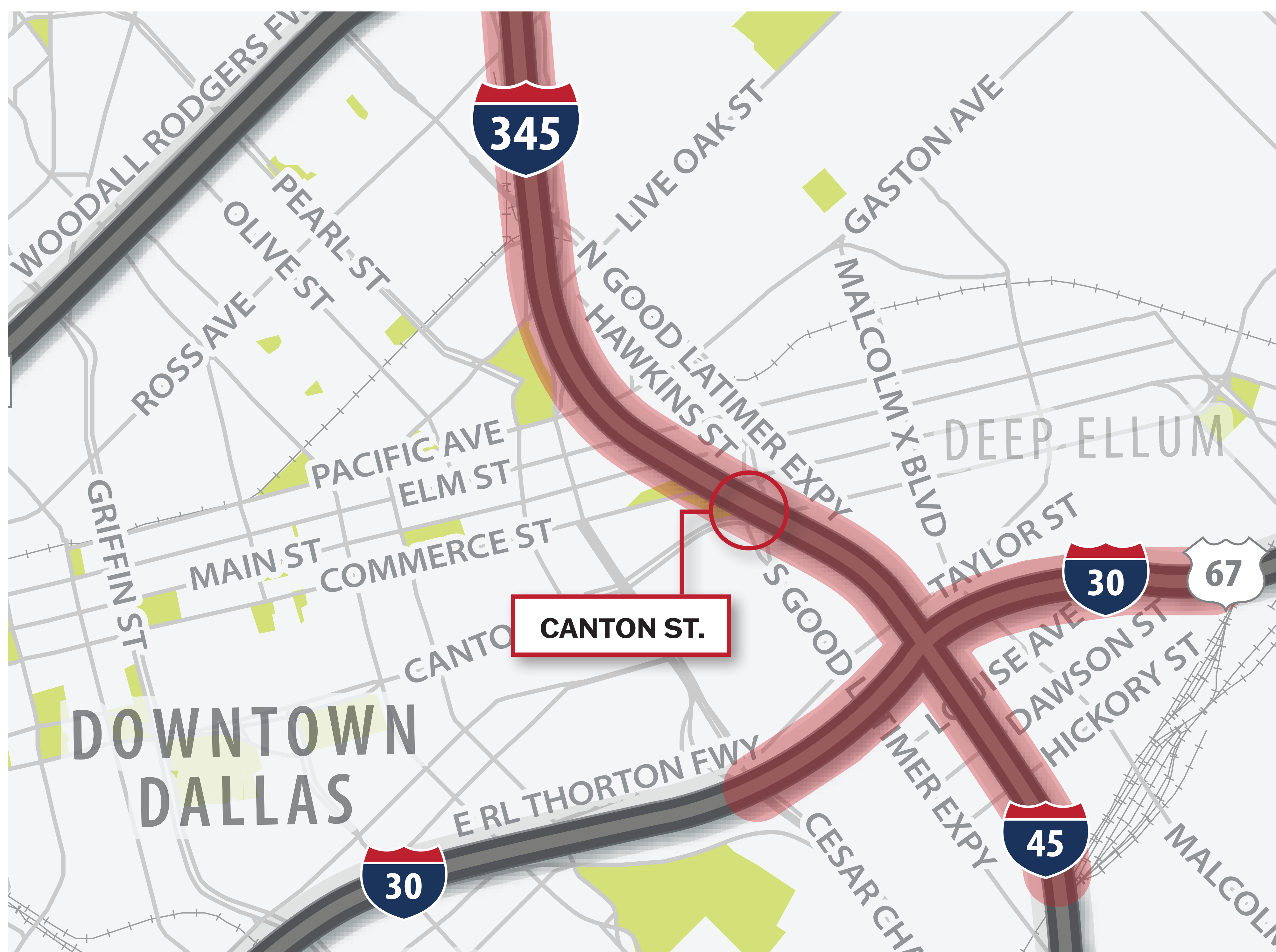
### PROPOSED CANTON ST. OVER I-345



Proposed cross street improvements

Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

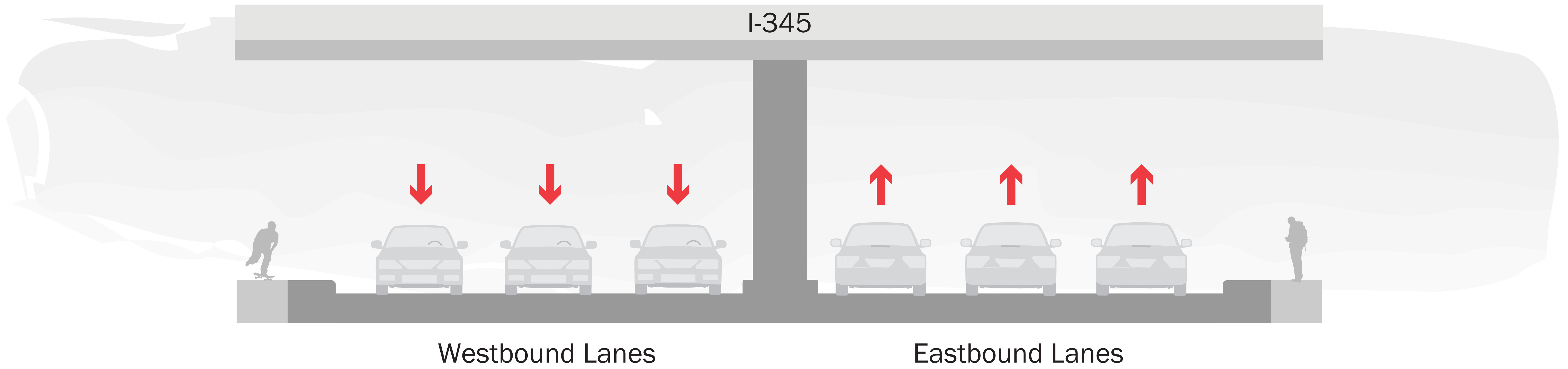
Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.



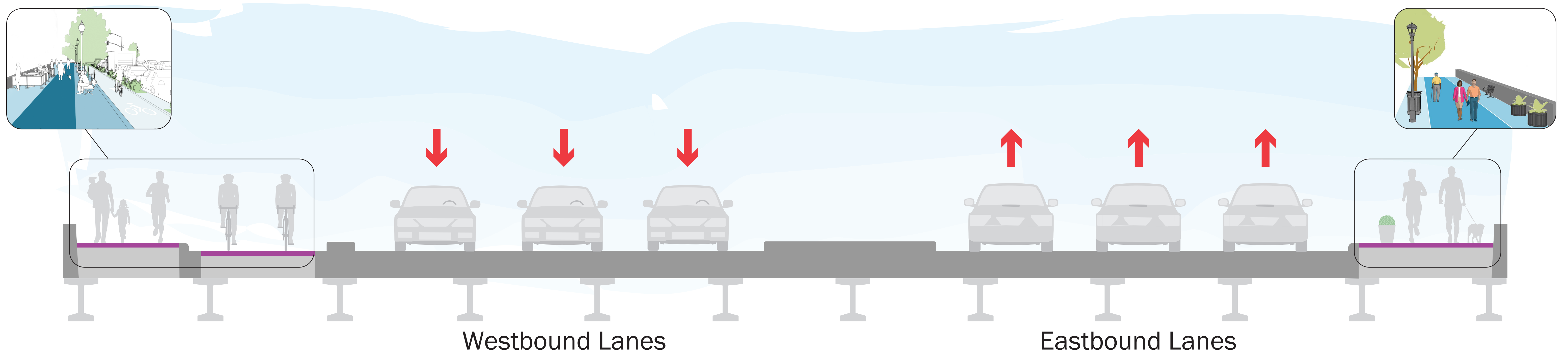
PROJECT LIMITS



### EXISTING GOOD LATIMER EXPY. (SOUTH CROSSING) UNDER I-345



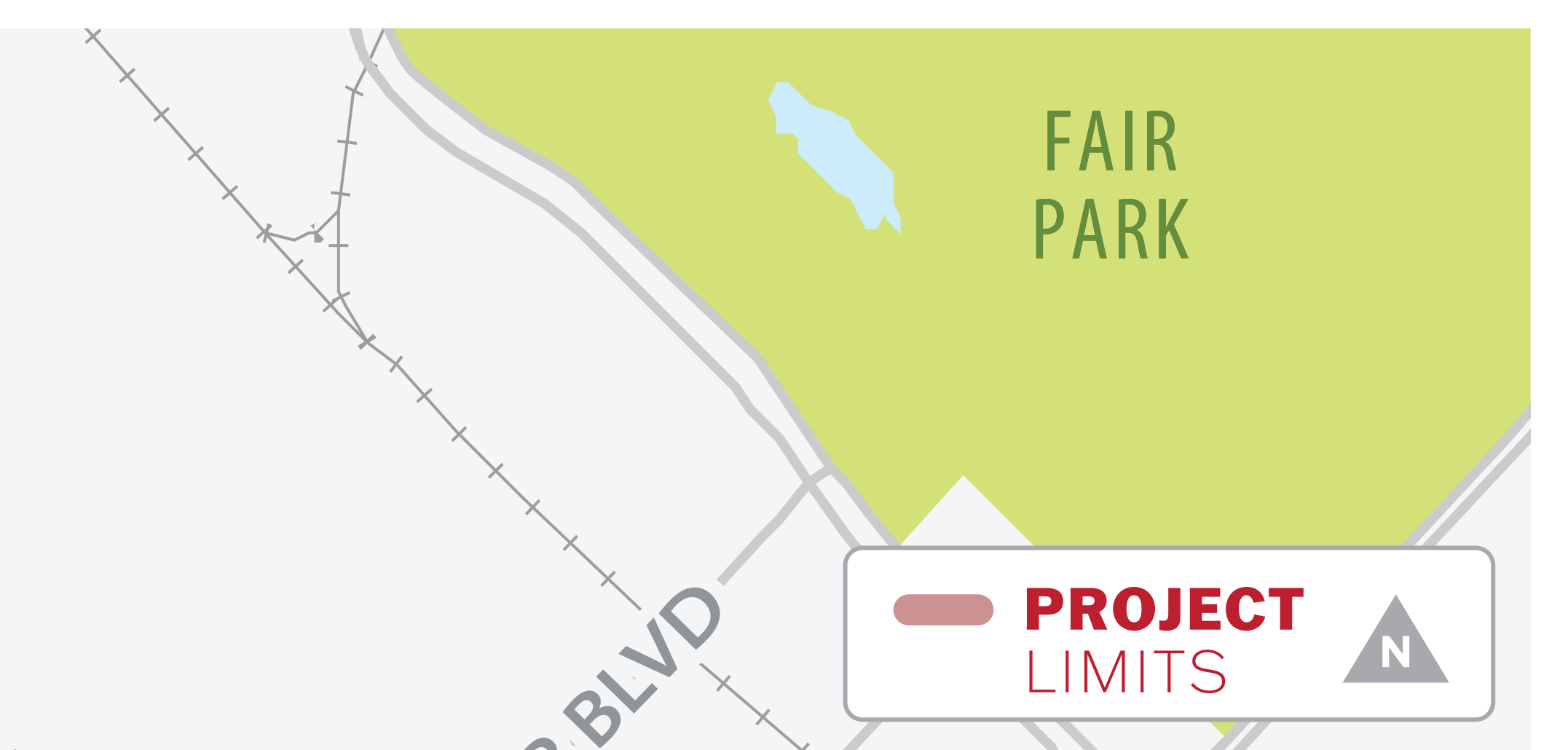
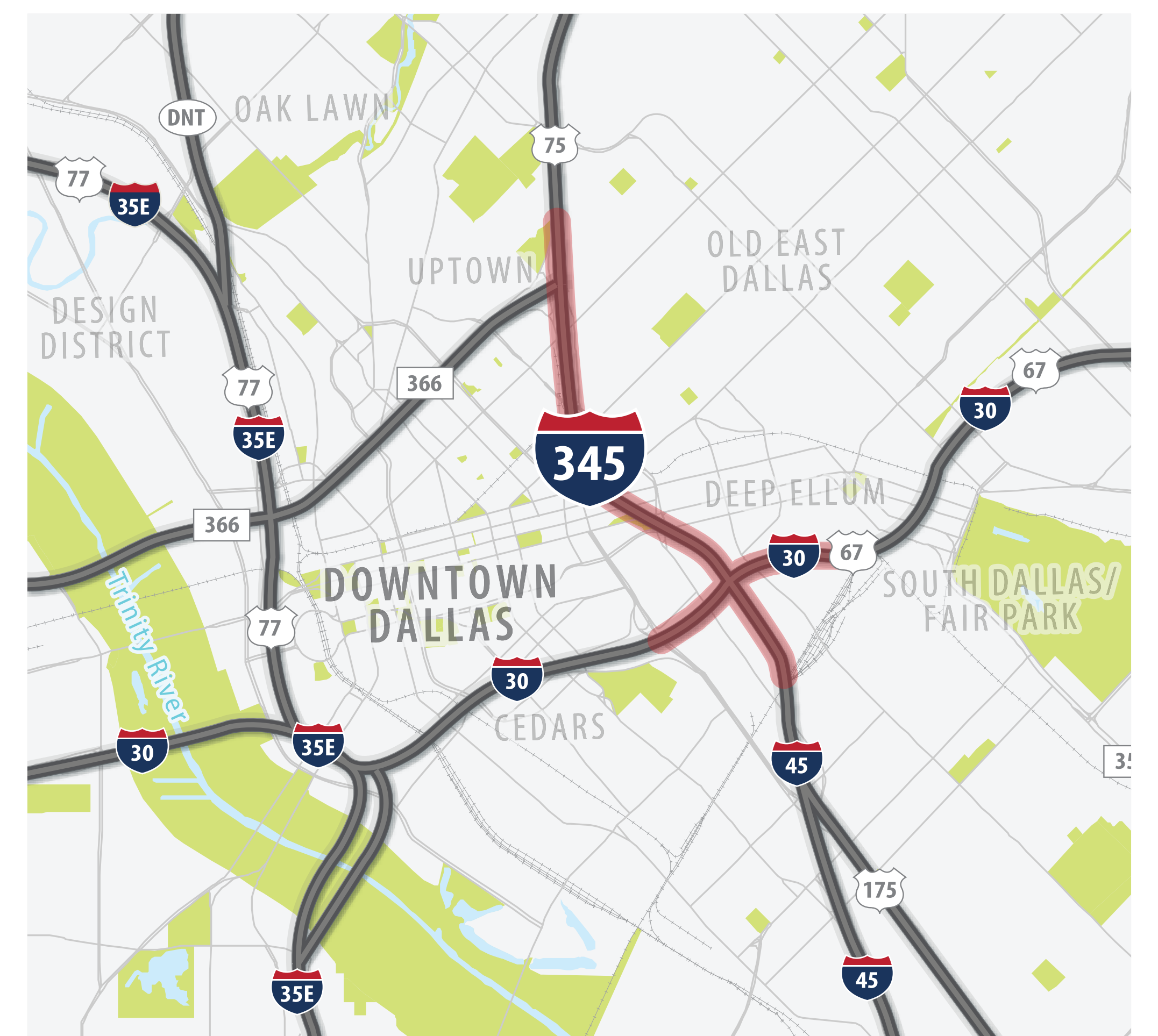
### PROPOSED GOOD LATIMER EXPY. (SOUTH CROSSING) OVER I-345



Proposed cross street improvements

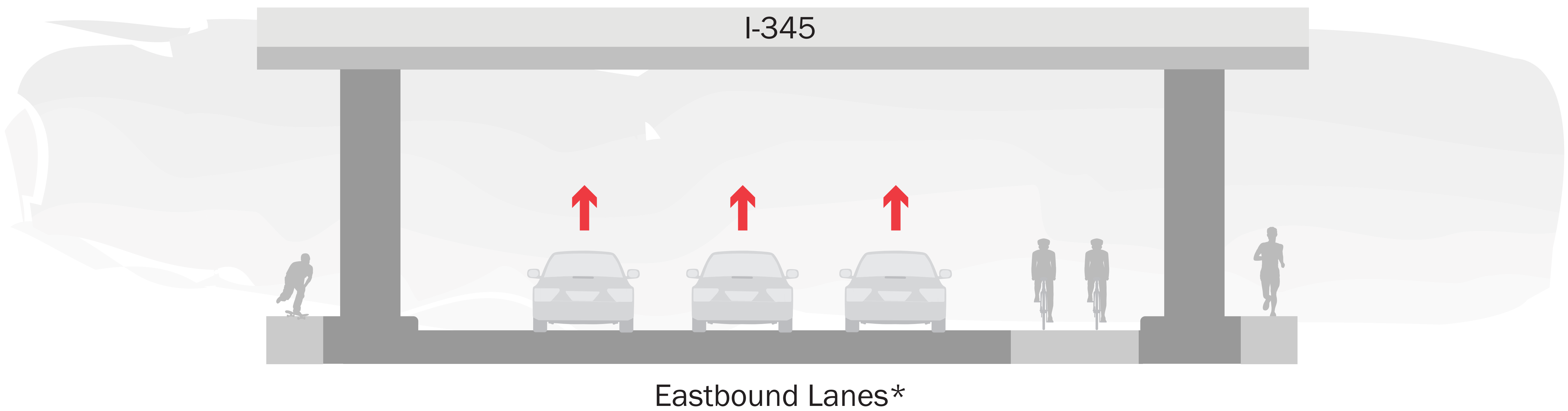
Proposed pedestrian accommodations include 15' total space behind the curb. All sidewalk zone design considerations will be determined at a later date. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated but must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

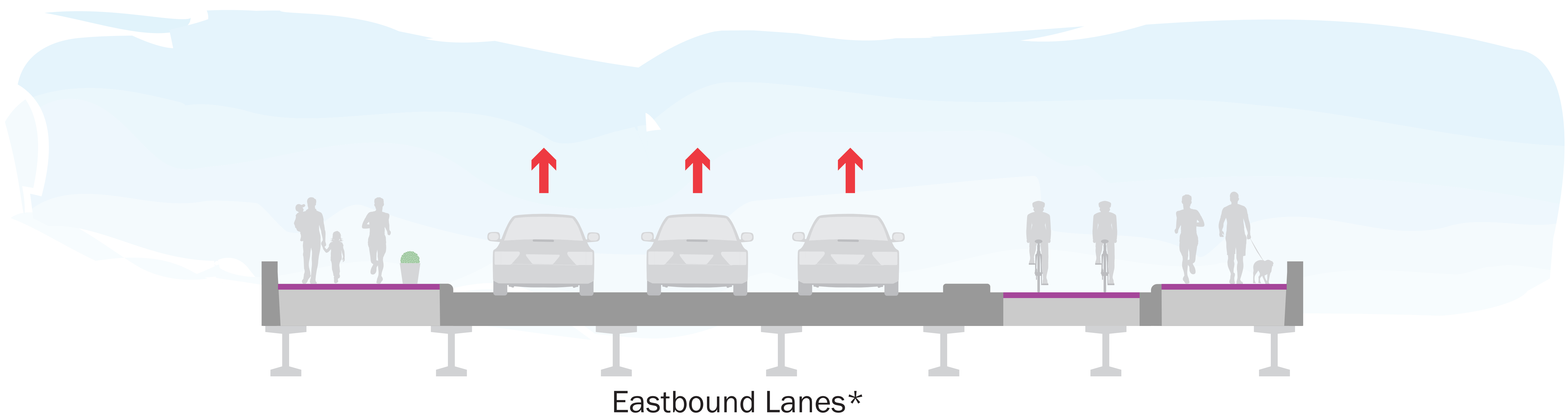




### EXISTING COMMERCE ST. UNDER I-345



### PROPOSED COMMERCE ST. OVER I-345

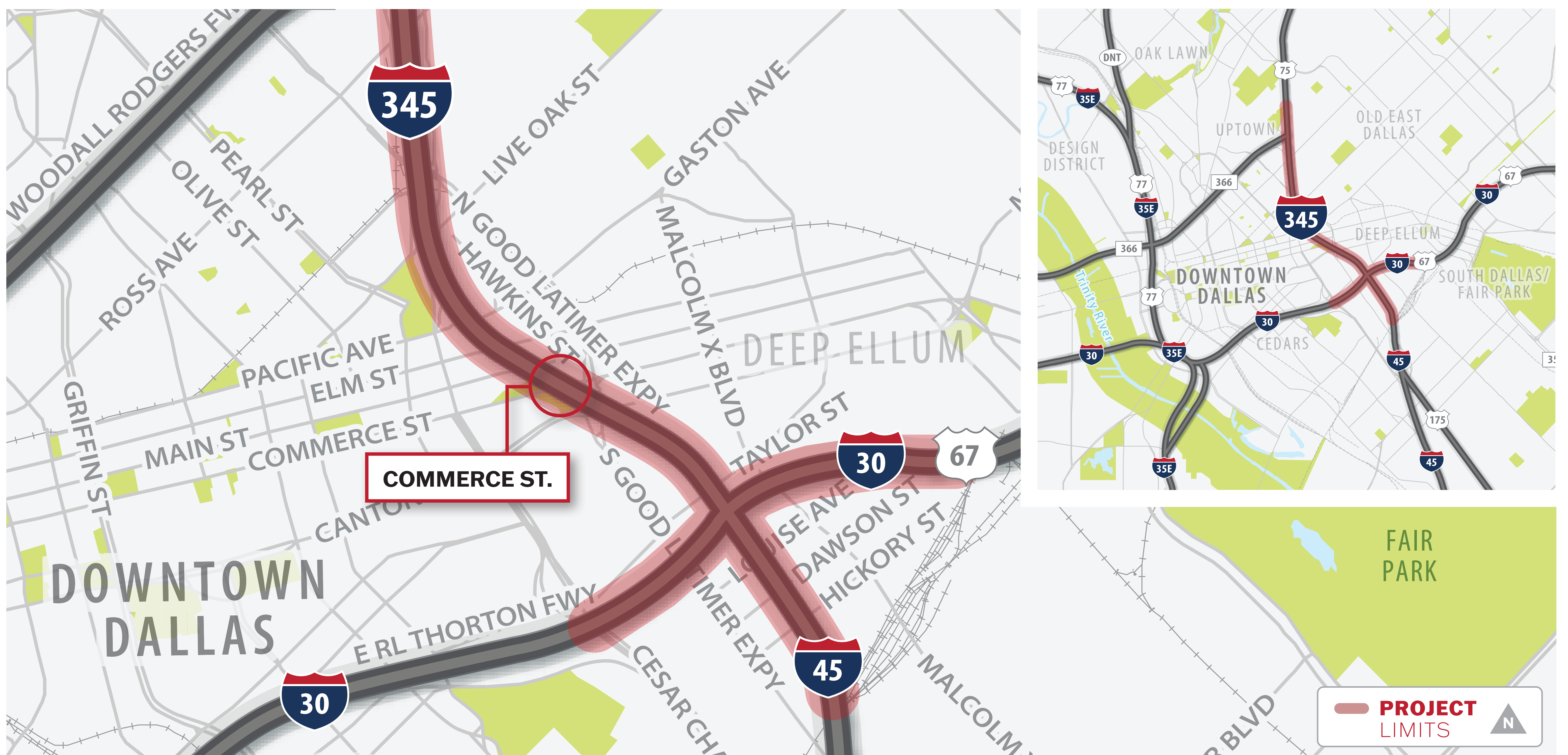


\*Commerce St. is a one-way street

Proposed cross street improvements

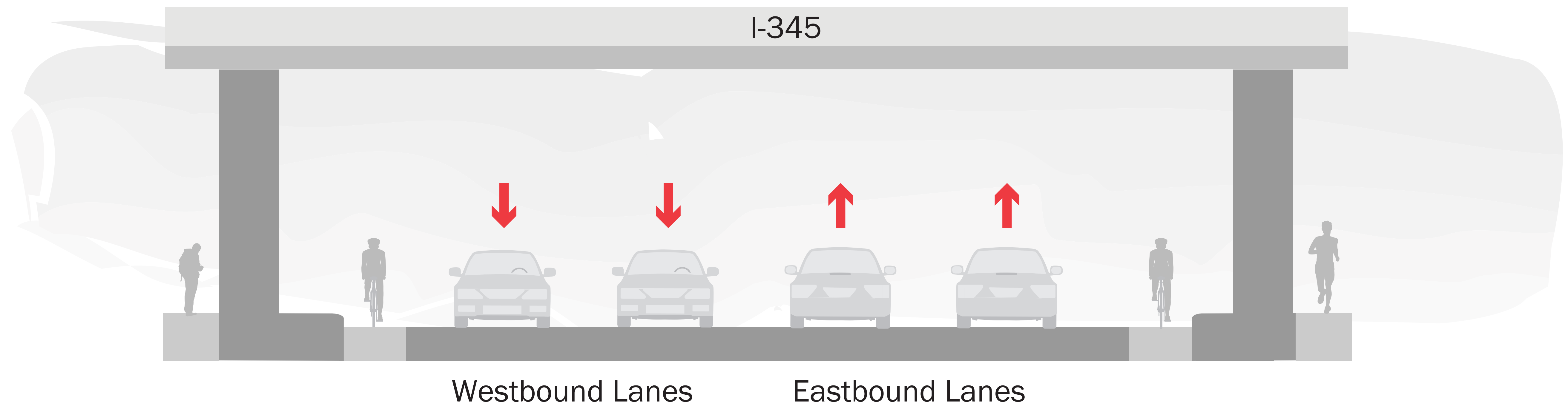
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

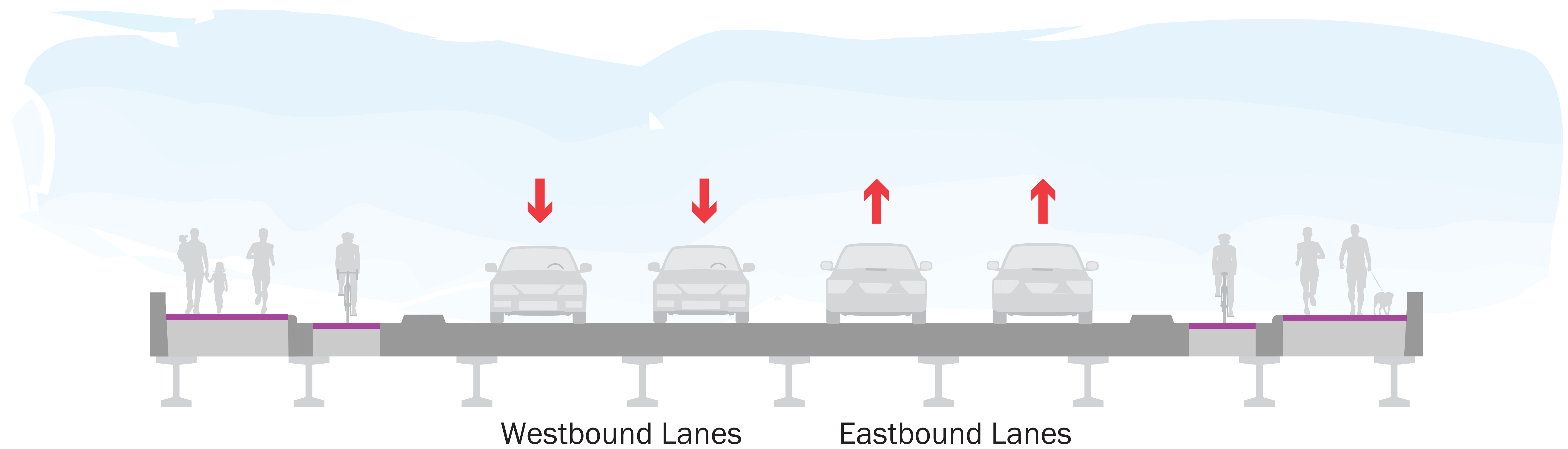




### EXISTING MAIN ST. UNDER I-345



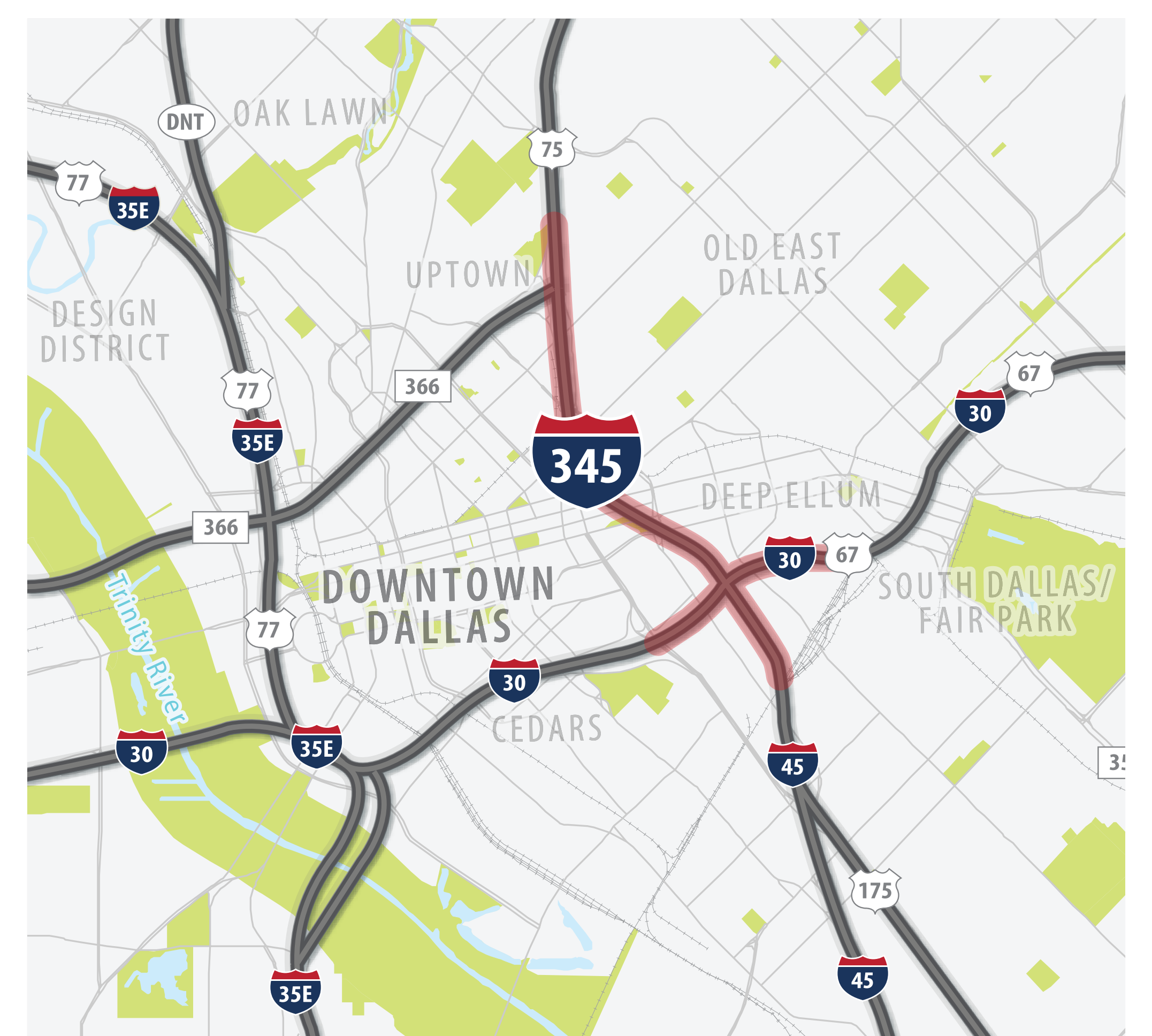
### PROPOSED MAIN ST. OVER I-345



Proposed cross street improvements

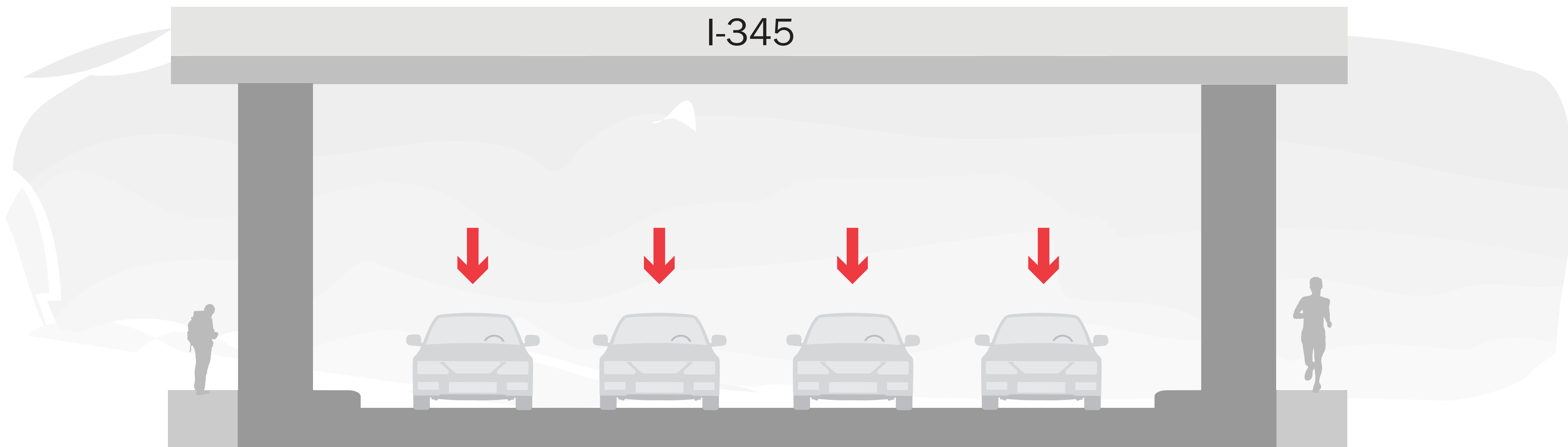
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.



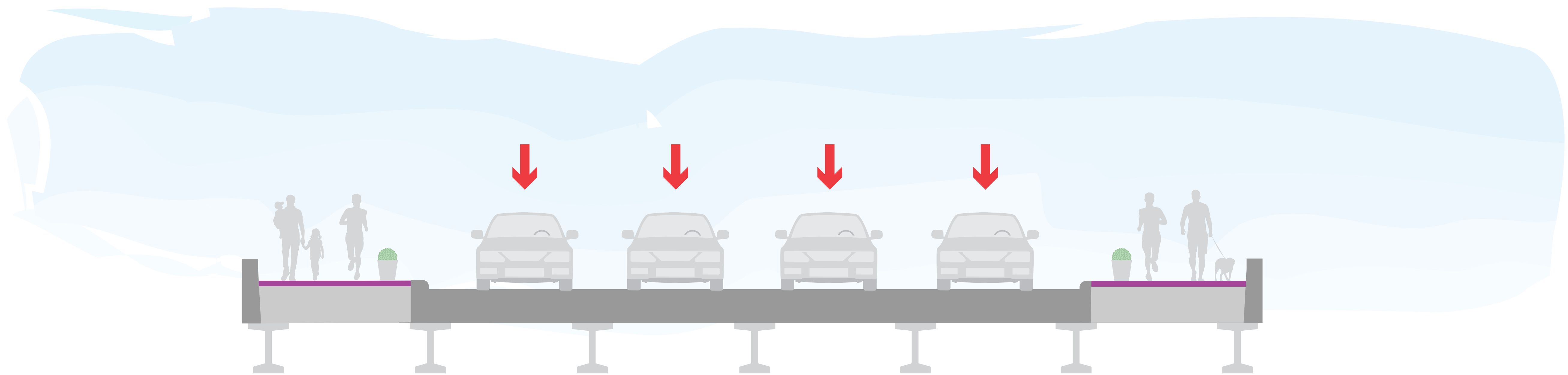


### EXISTING ELM ST. UNDER I-345



Westbound Lanes\*

### PROPOSED ELM ST. OVER I-345



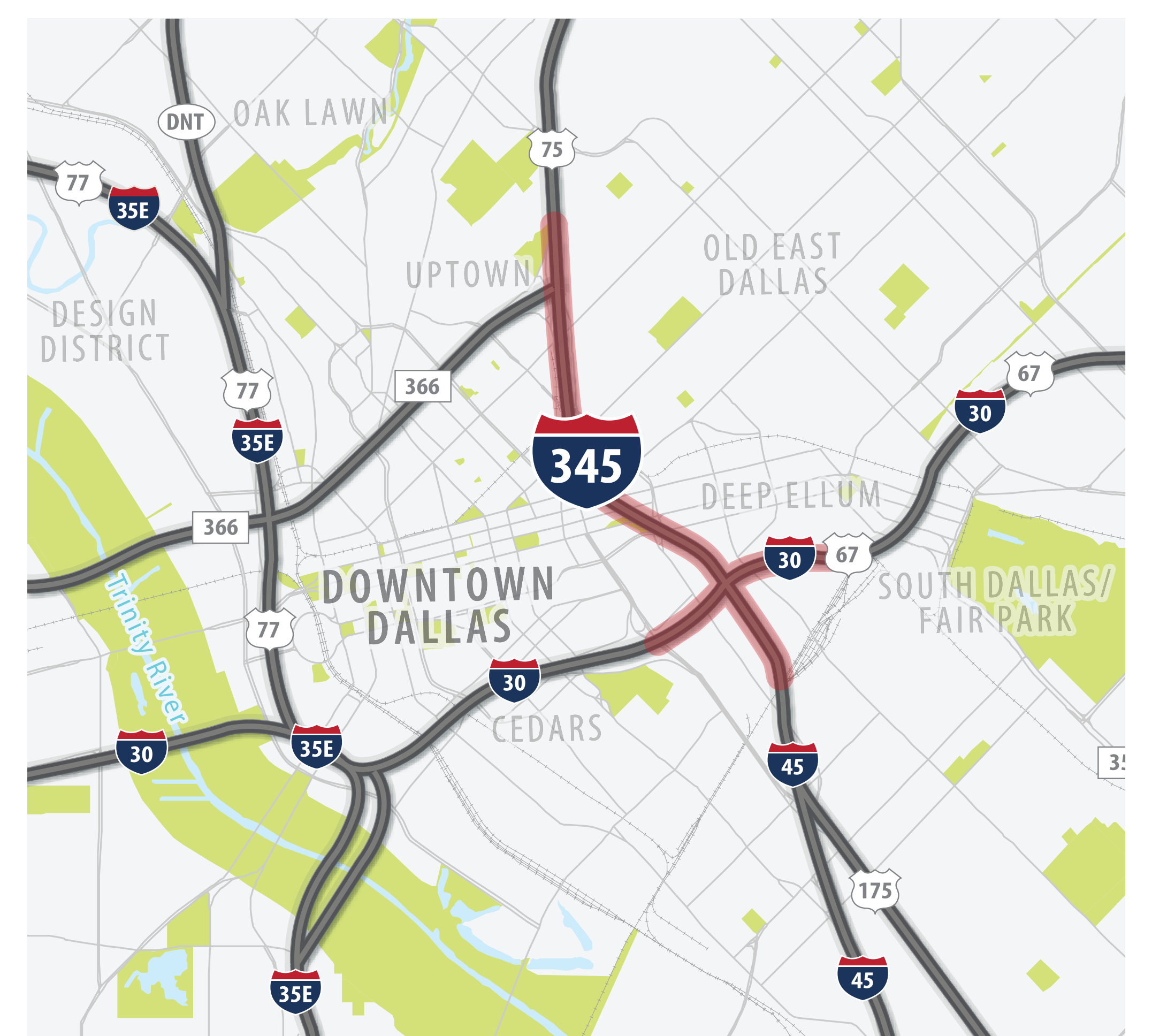
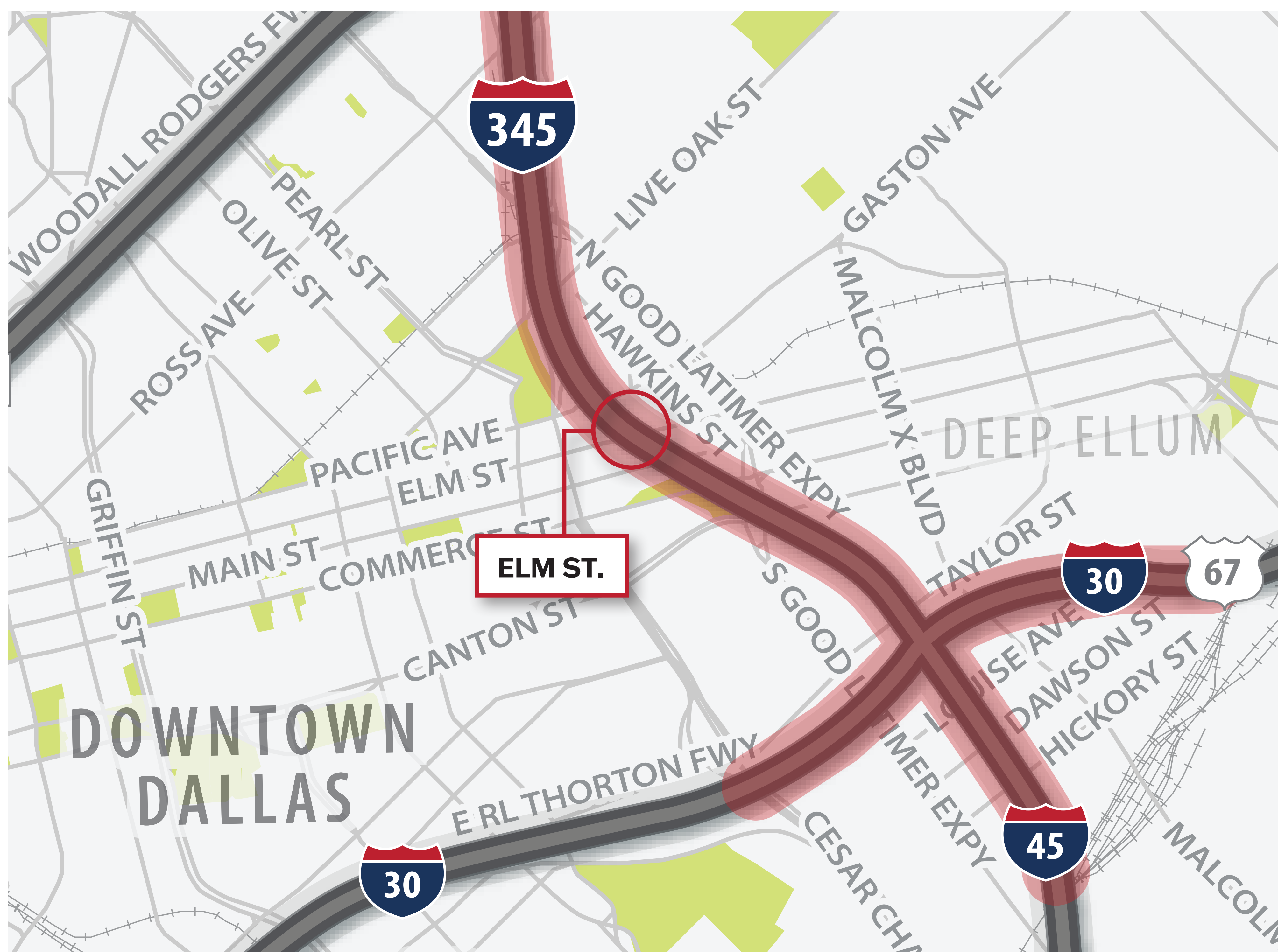
Westbound Lanes\*

\*Elm St. is a one-way street

Proposed cross street improvements

Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.



PROJECT LIMITS



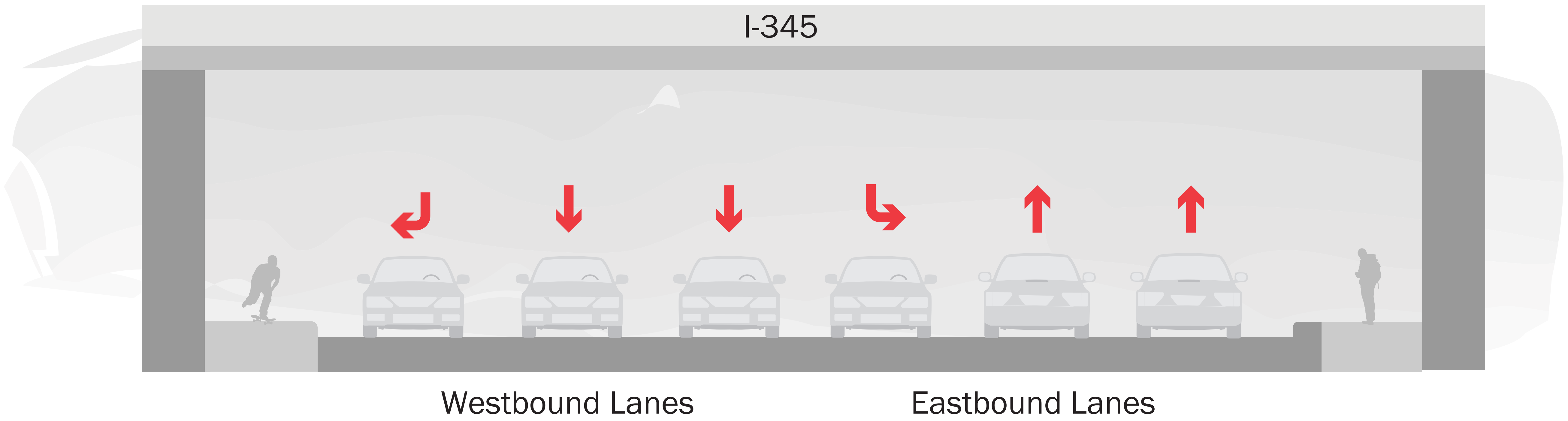


# I-345 CONNECTS TYPICAL SECTION

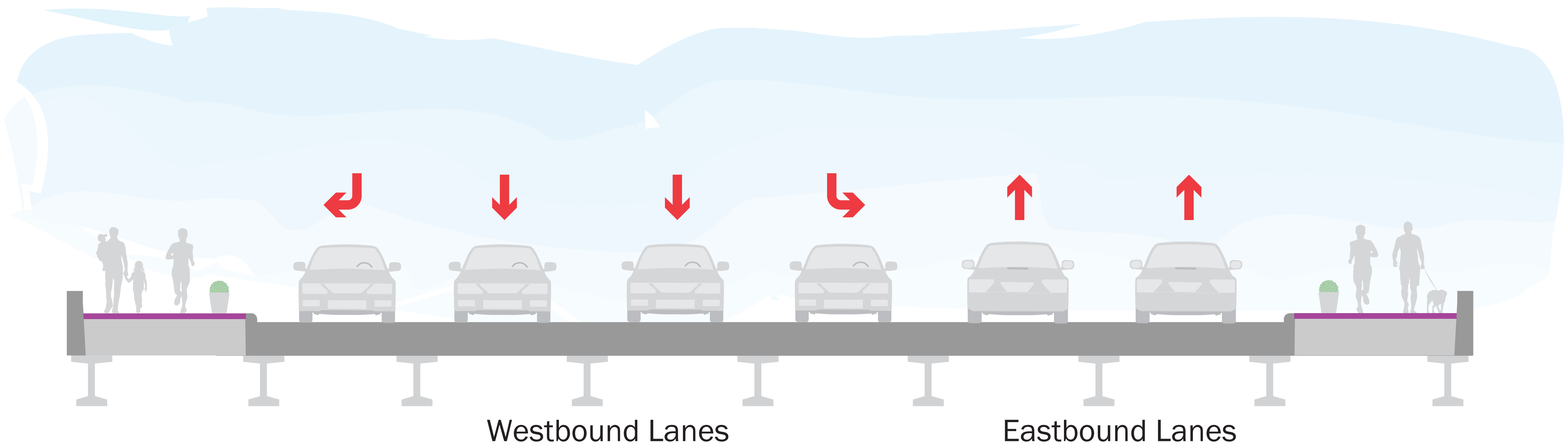


FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | MARCH 19 & 21, 2024

## EXISTING PACIFIC AVE. UNDER I-345



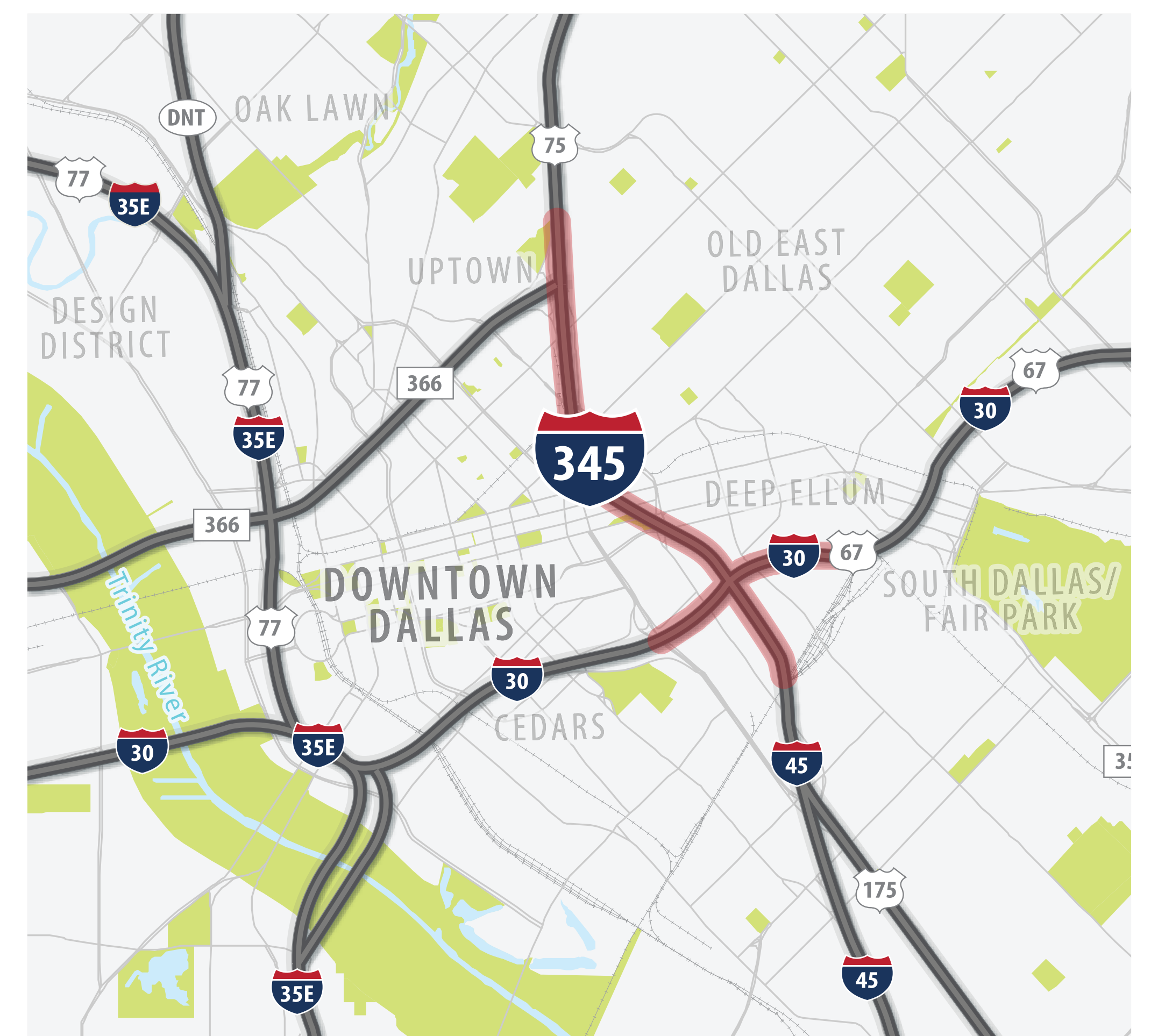
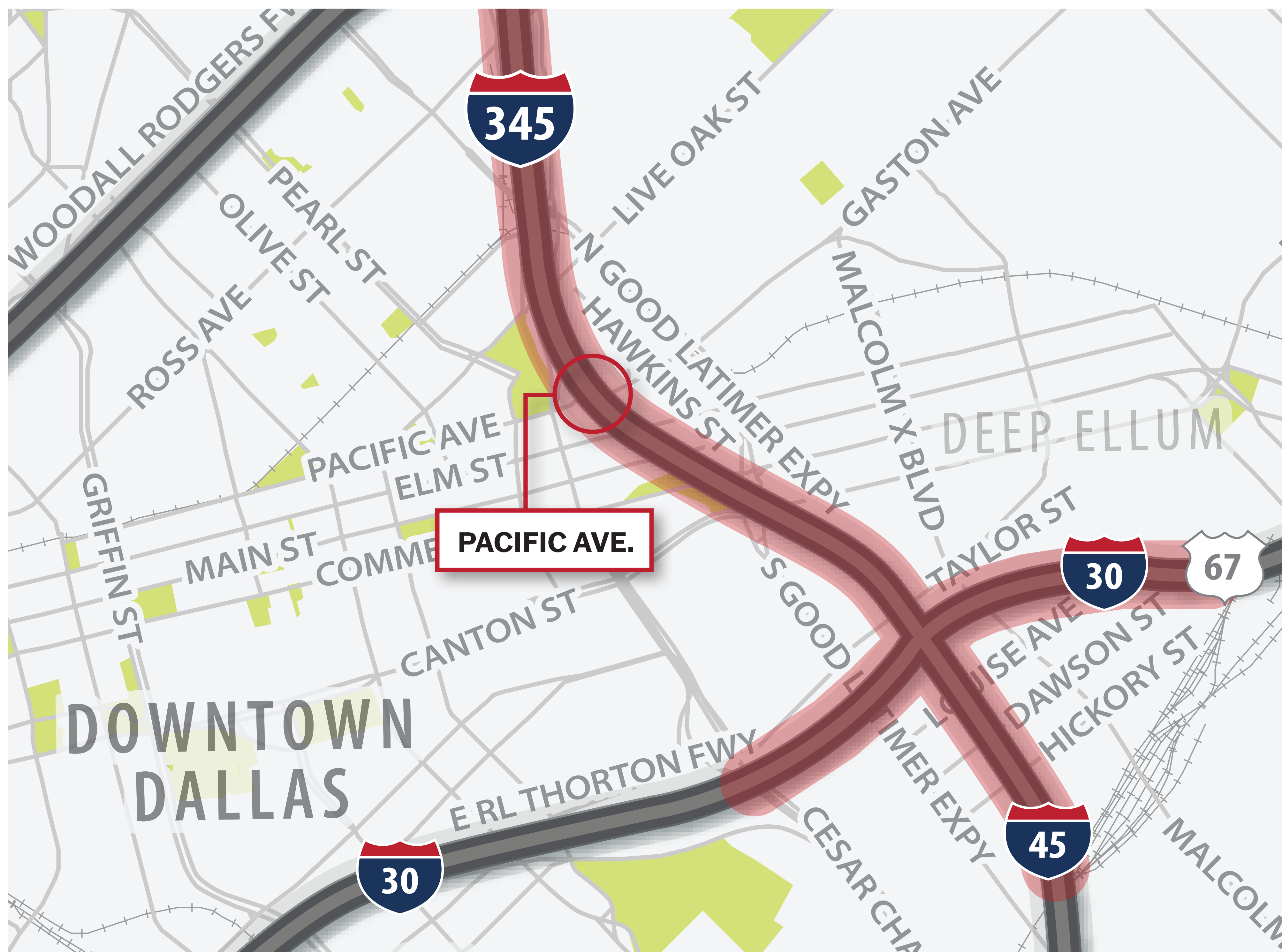
## PROPOSED PACIFIC AVE. OVER I-345



Proposed cross street improvements

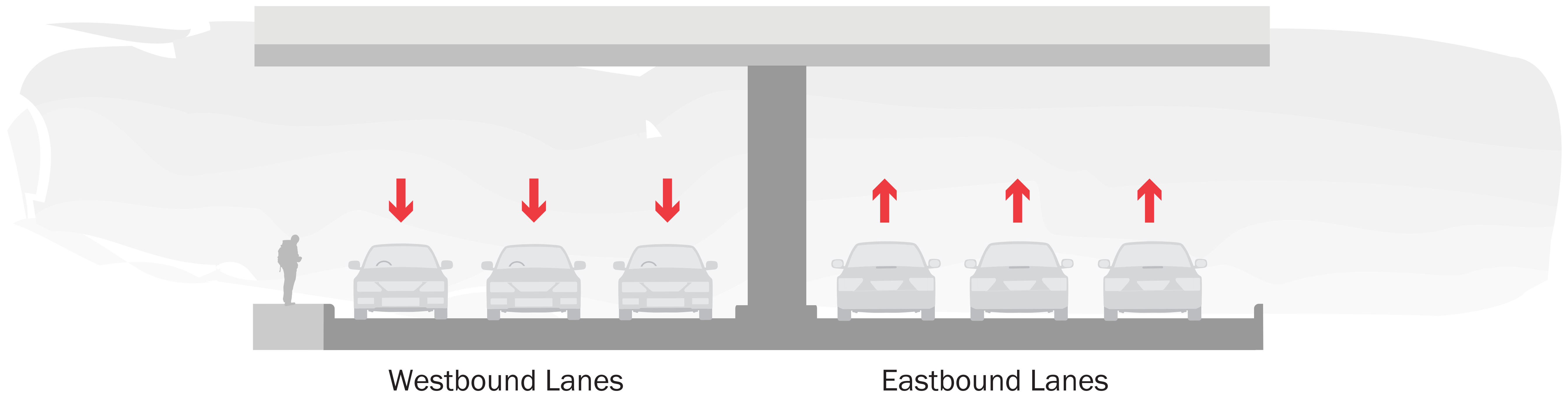
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

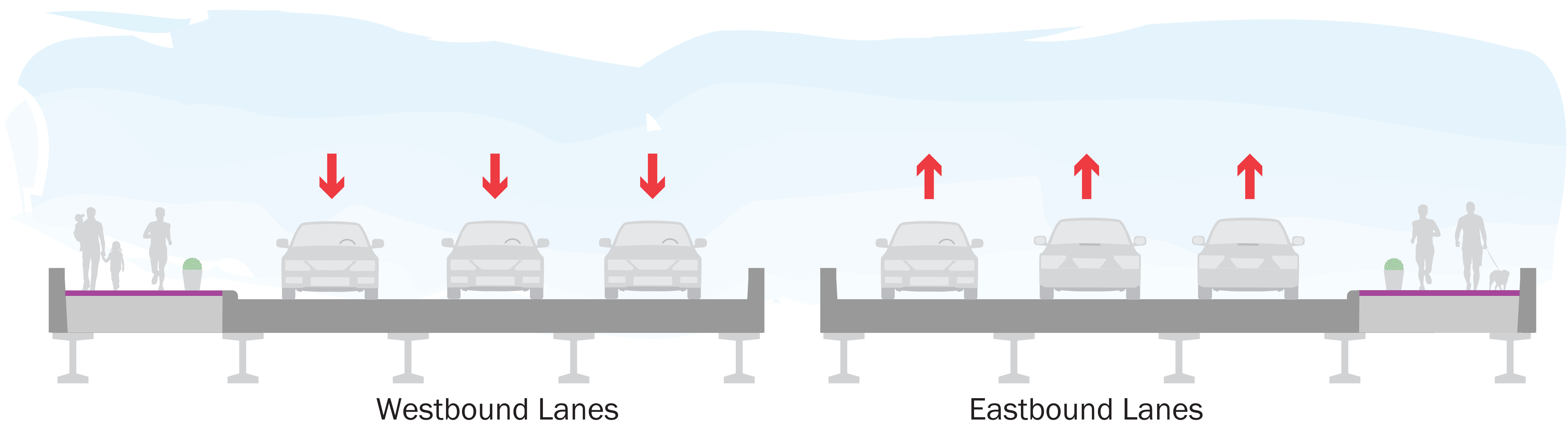




### EXISTING CESAR CHAVEZ BLVD. UNDER I-345



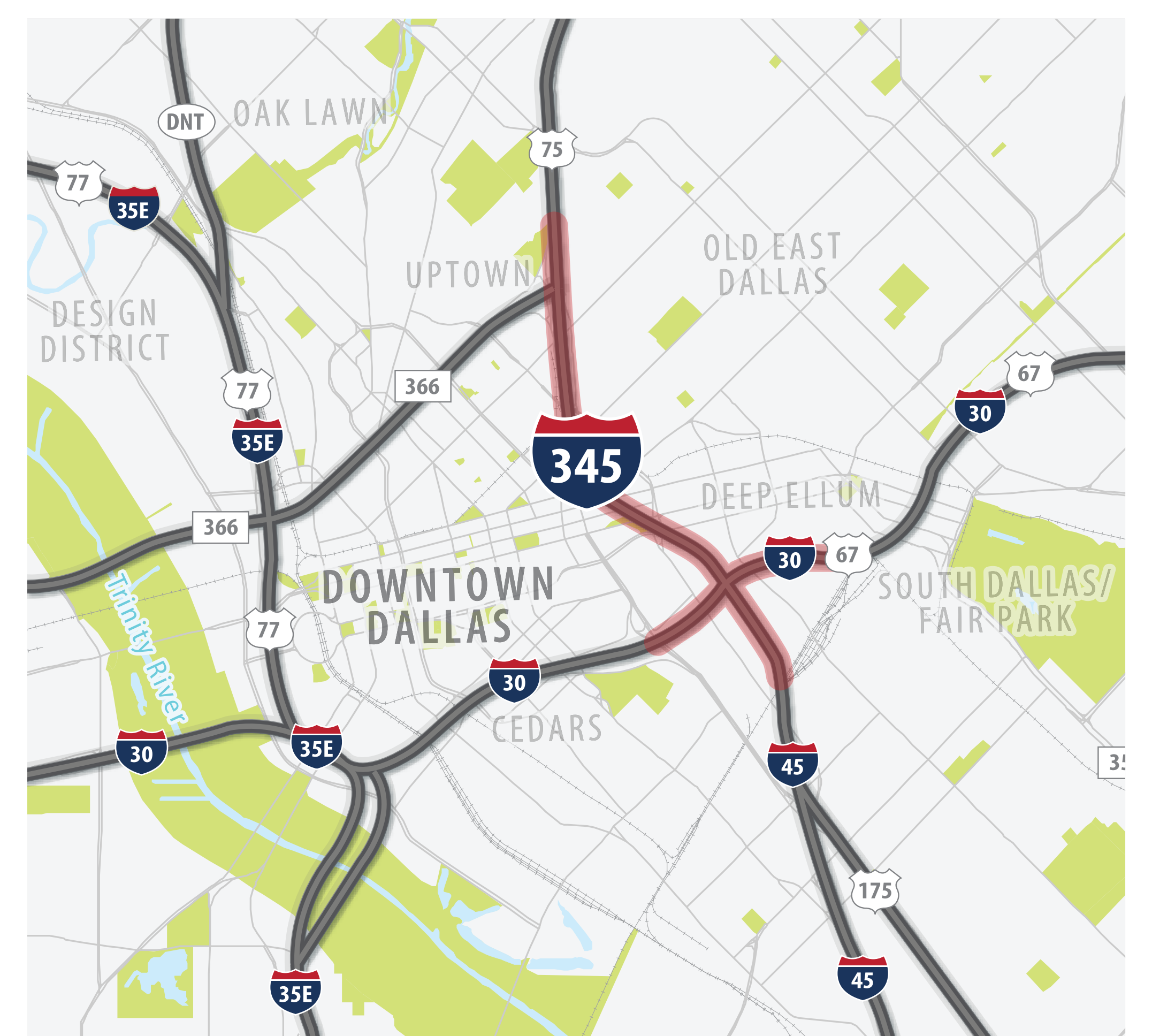
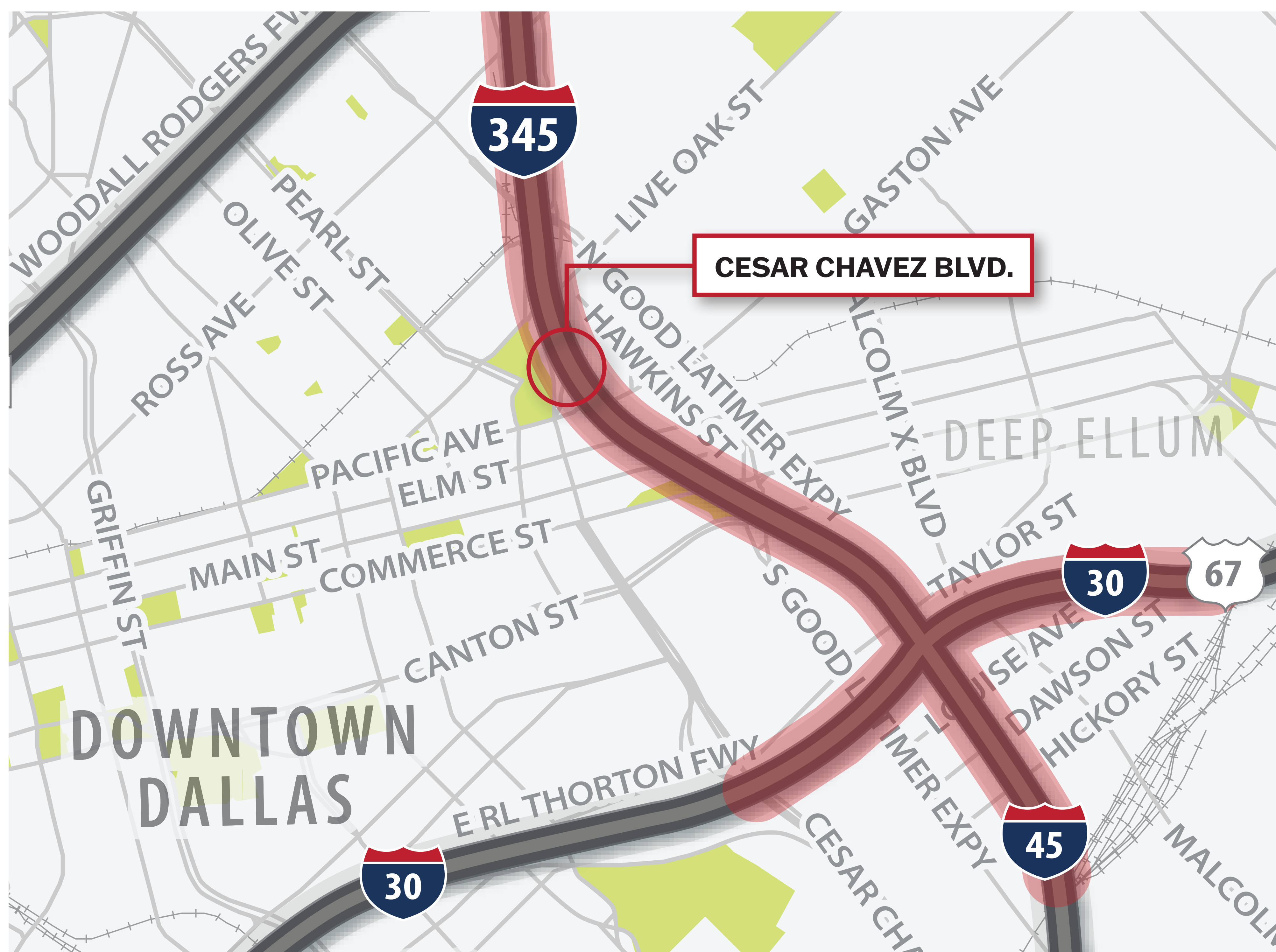
### PROPOSED CESAR CHAVEZ BLVD. OVER I-345



Proposed cross street improvements

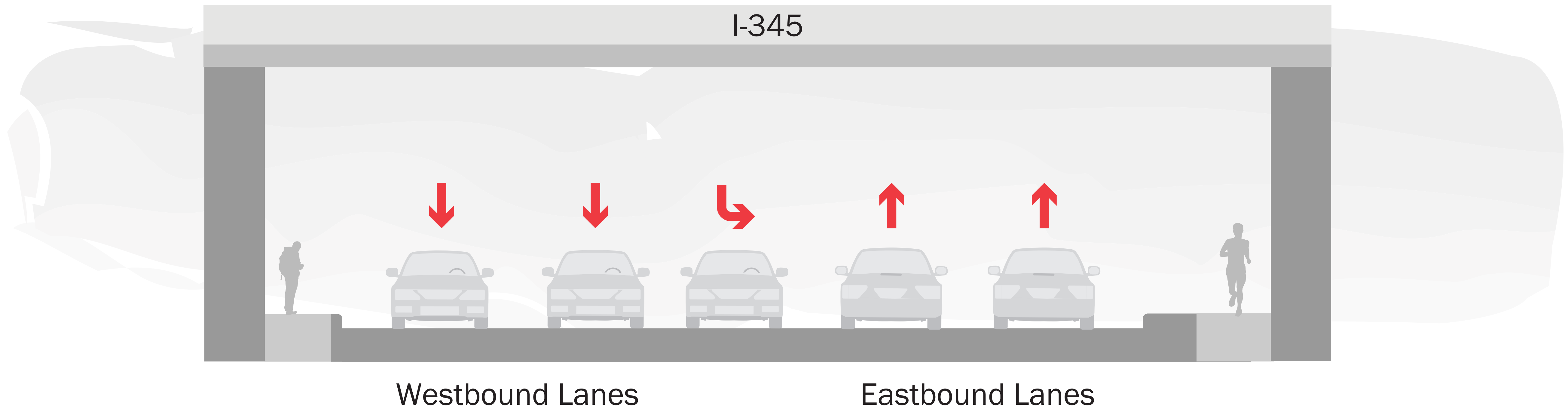
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

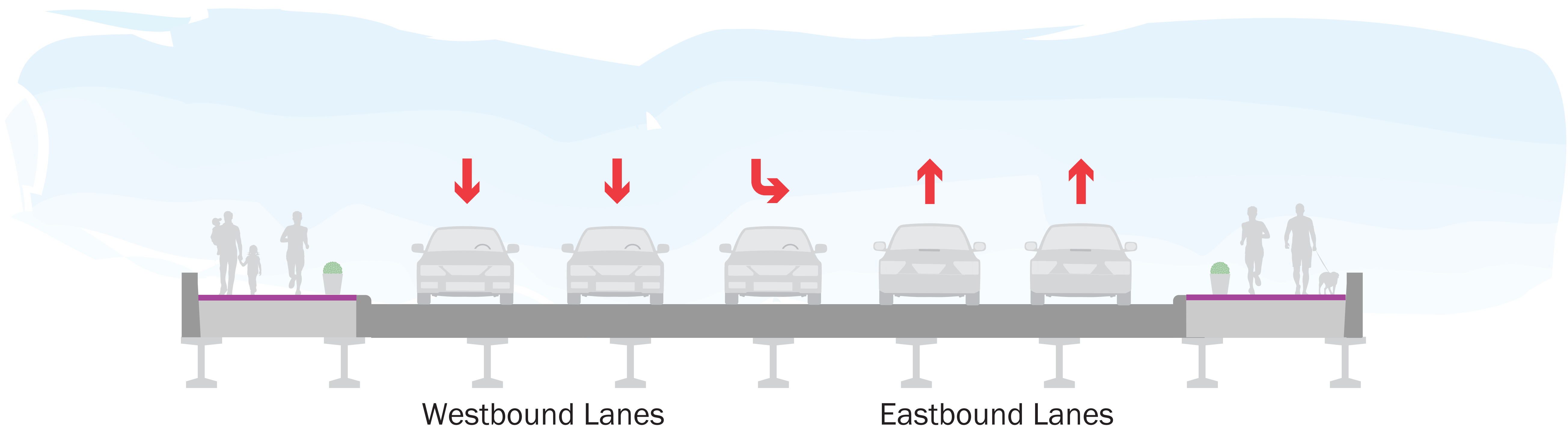




### EXISTING LIVE OAK ST. UNDER I-345



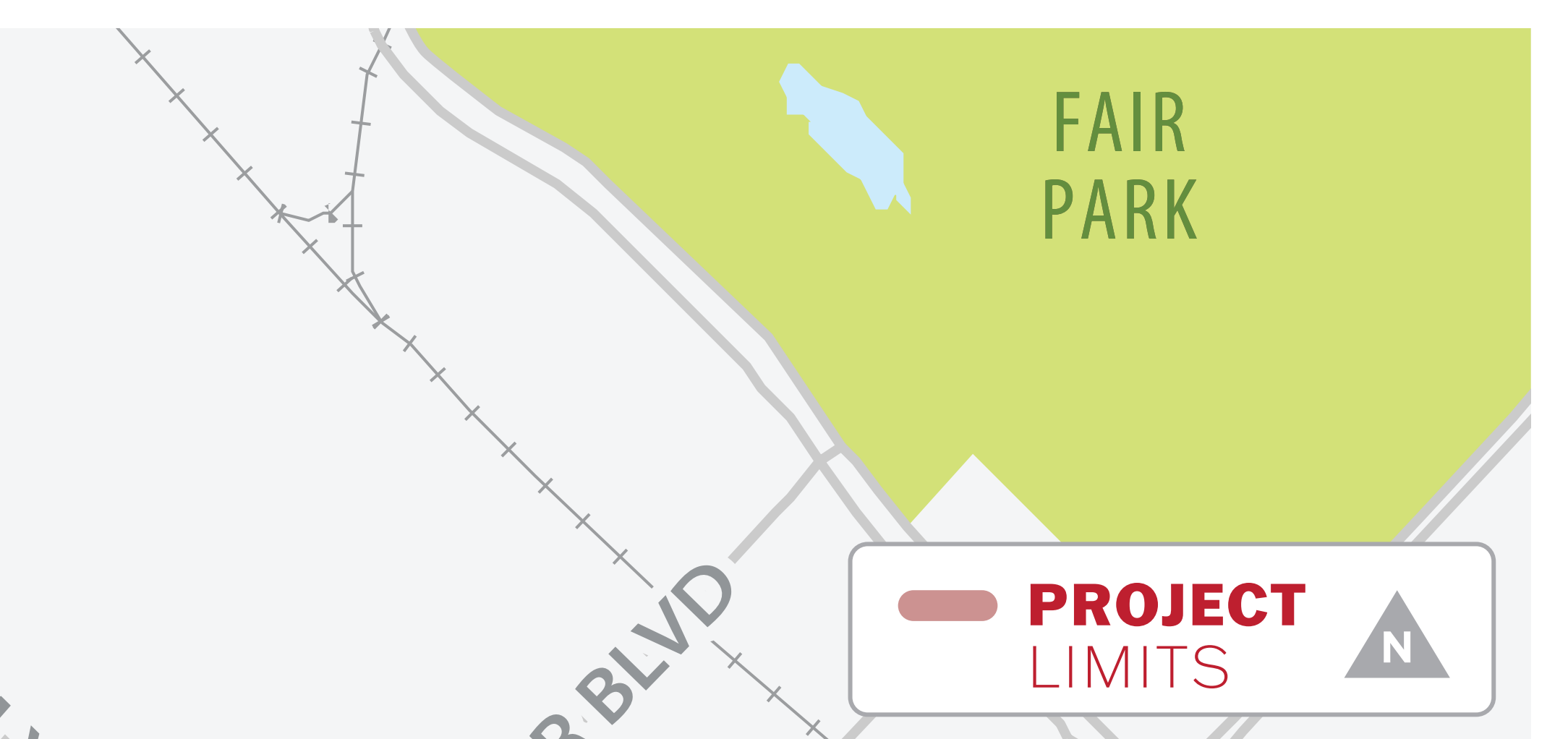
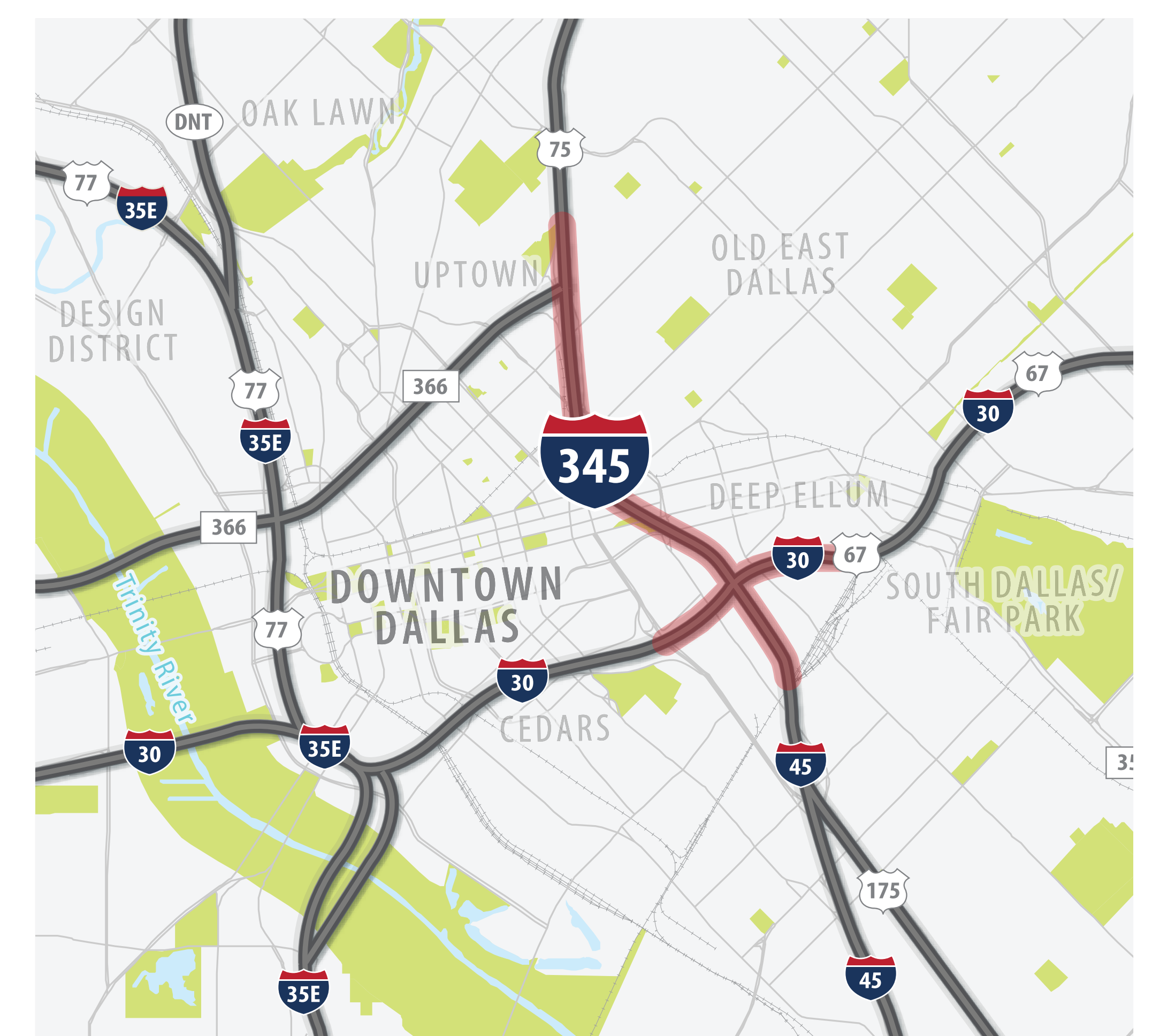
### PROPOSED LIVE OAK ST. OVER I-345



Proposed cross street improvements

Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.







# I-345 CONNECTS TYPICAL SECTION

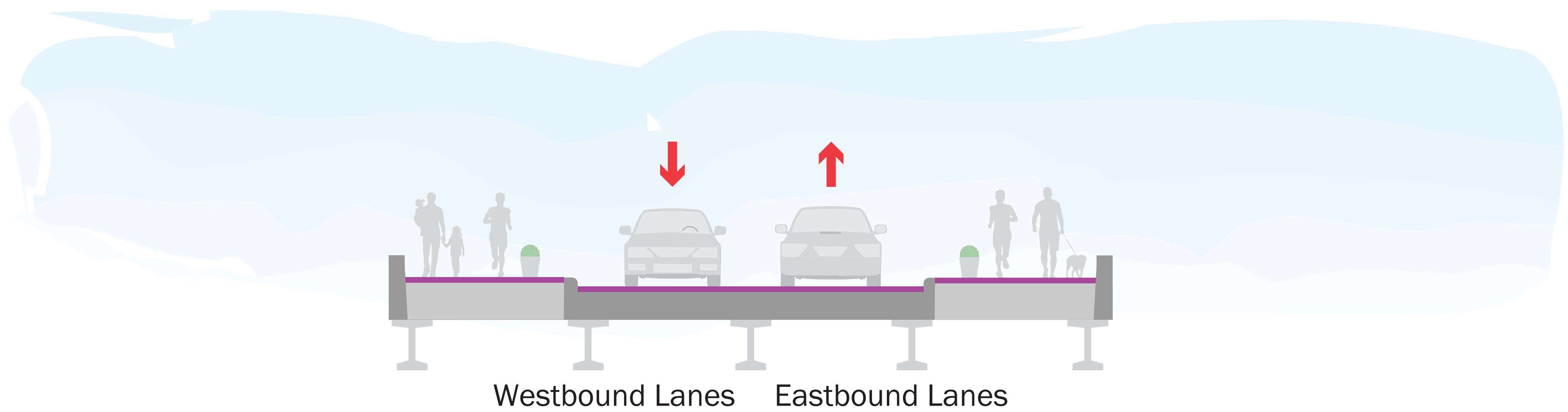


FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | MARCH 19 & 21, 2024

## EXISTING HAWKINS ST. AT I-345

**NO EXISTING CROSSING**

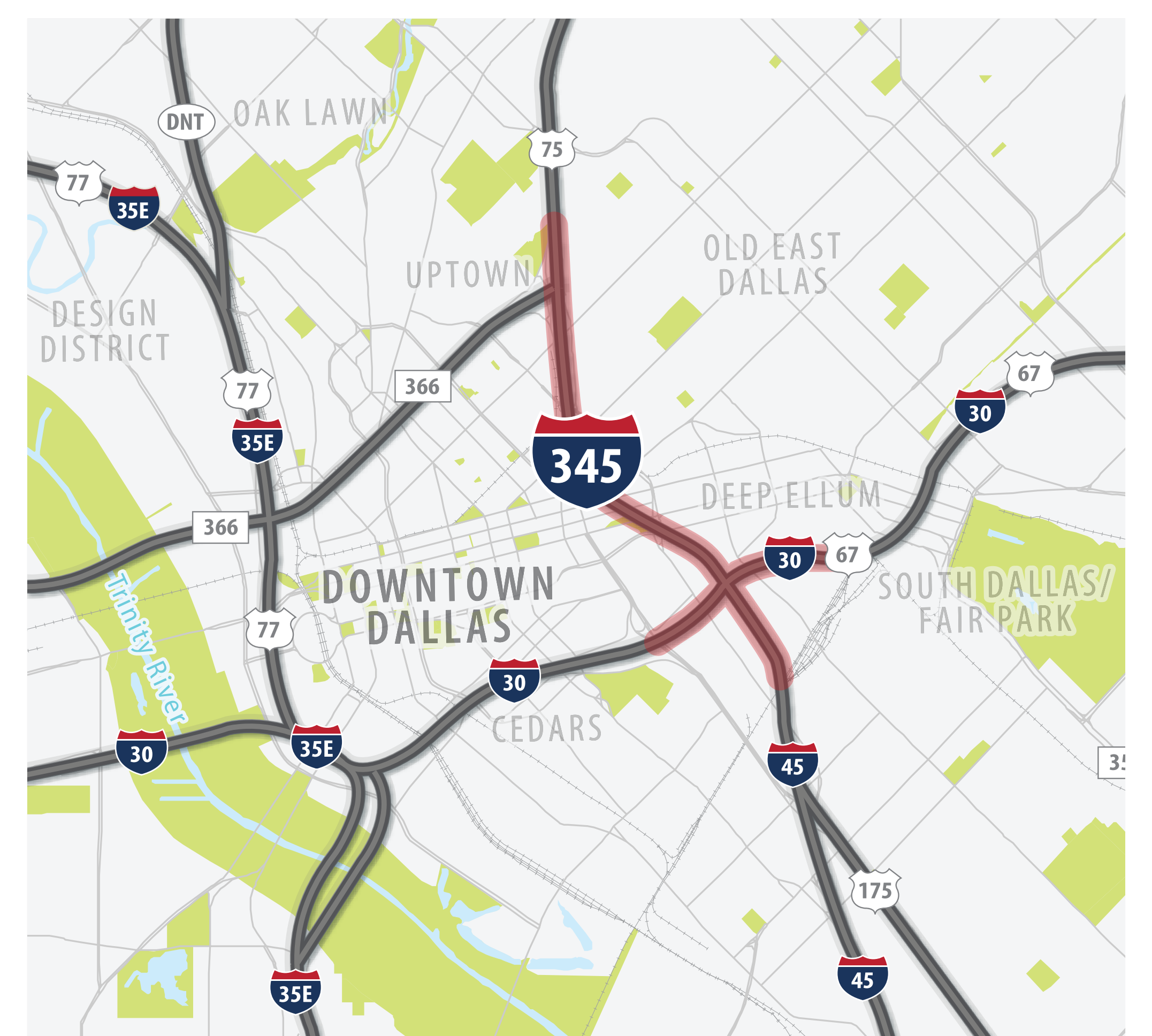
## PROPOSED HAWKINS ST. OVER I-345



Proposed cross street improvements

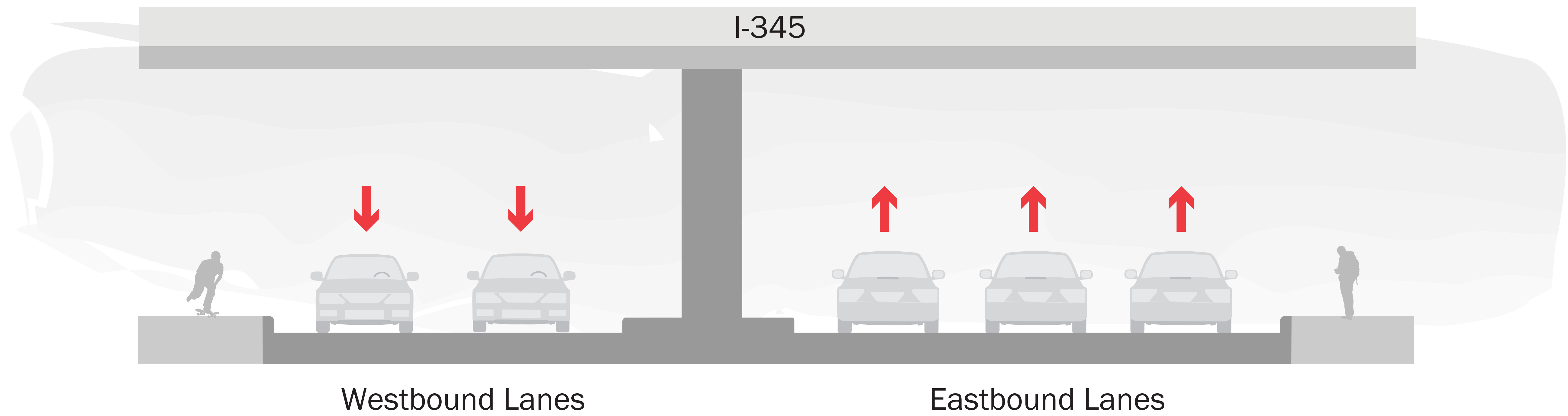
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

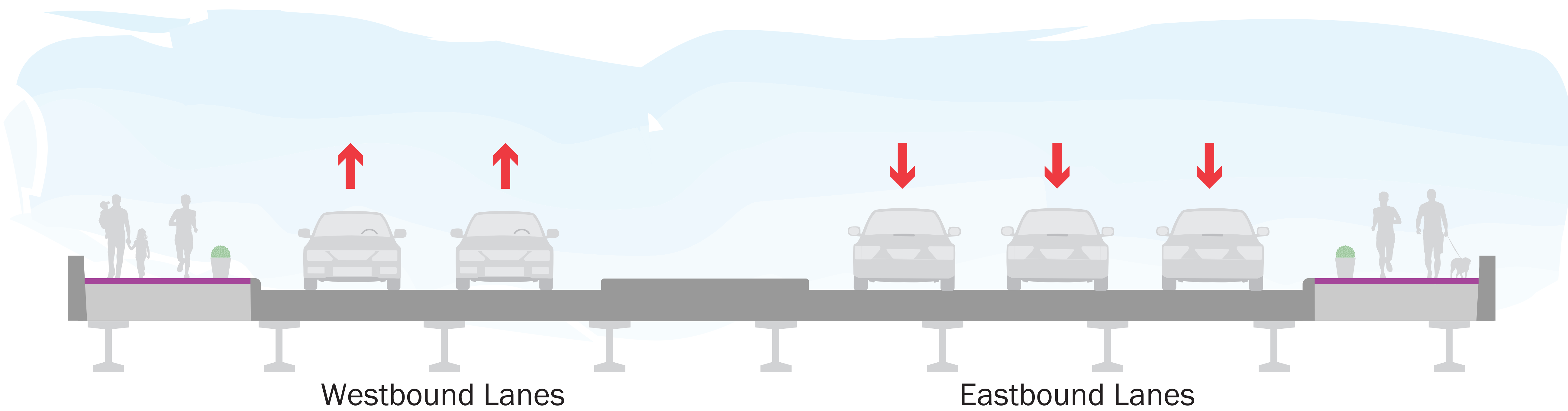




### EXISTING GOOD LATIMER EXPY. (NORTH CROSSING) UNDER I-345



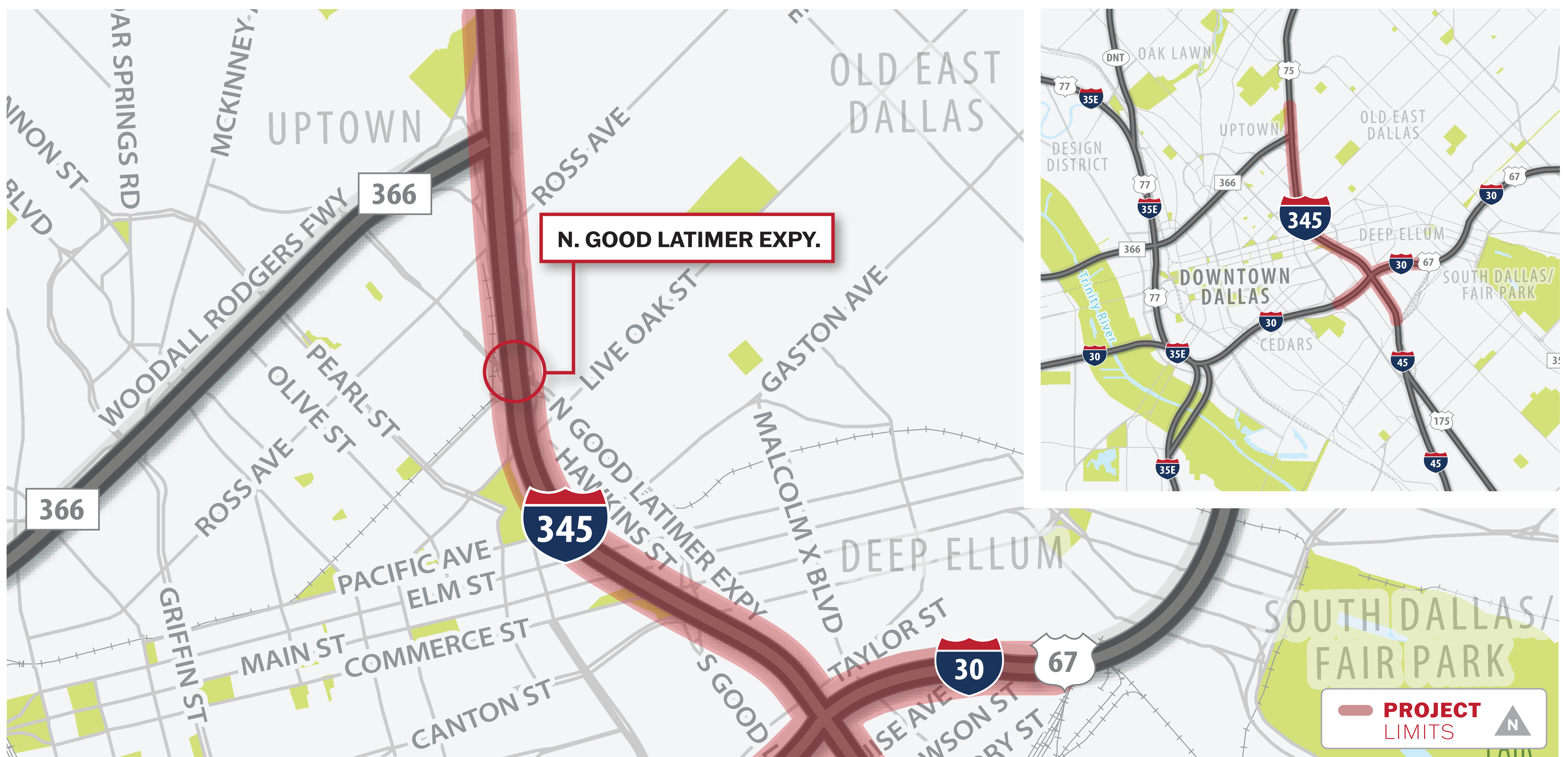
### PROPOSED GOOD LATIMER EXPY. (NORTH CROSSING) OVER I-345



Proposed cross street improvements

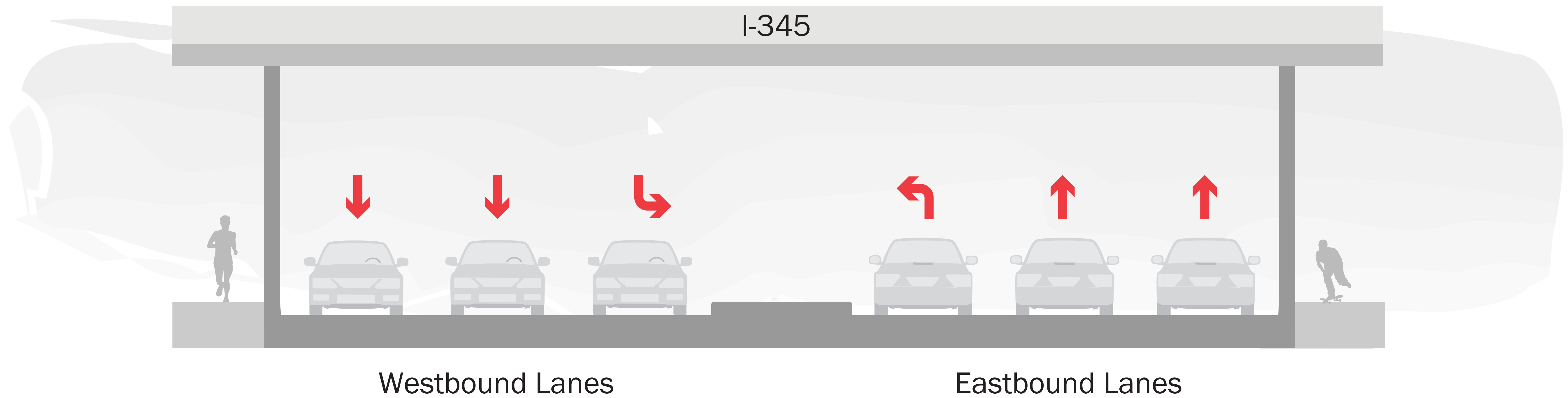
Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

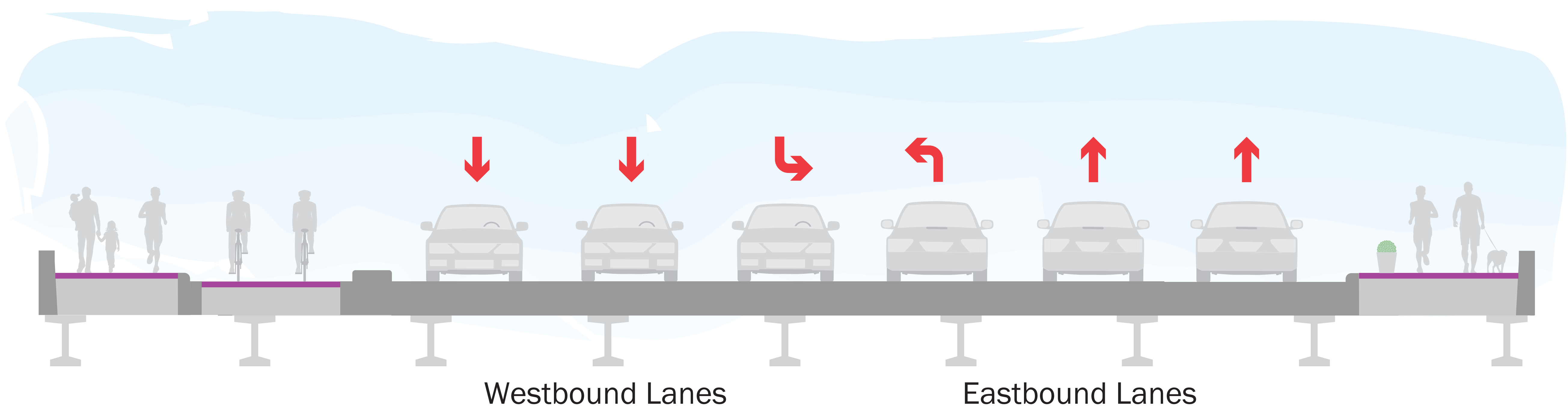




### EXISTING ROSS AVE. UNDER I-345



### PROPOSED ROSS AVE. OVER I-345



Proposed cross street improvements

Proposed pedestrian accommodations include a 10-foot-wide sidewalk with a 5-foot-wide buffer between the curb and sidewalk. Amenities, including items like planters, decorative pavers, benches, etc. can be accommodated. Amenities must be funded by others.

Note: Subject to change. Proposed typical sections have been coordinated with the City of Dallas and subject to change per public input and further technical review.

