

Proposed Mainlanes

Proposed Bridge

DART D2

Proposed Sidewalk

Removal Areas

Potential Displacements (TxDOT Responsibility)

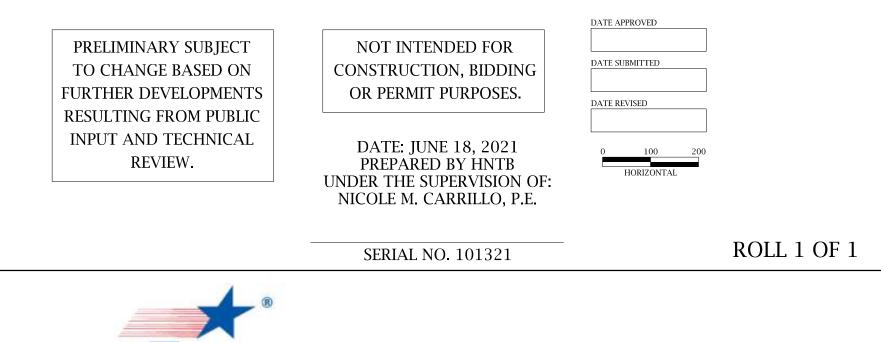
Potential Surplus ROW

 Project By Others Existing ROW

Centerline DART Track

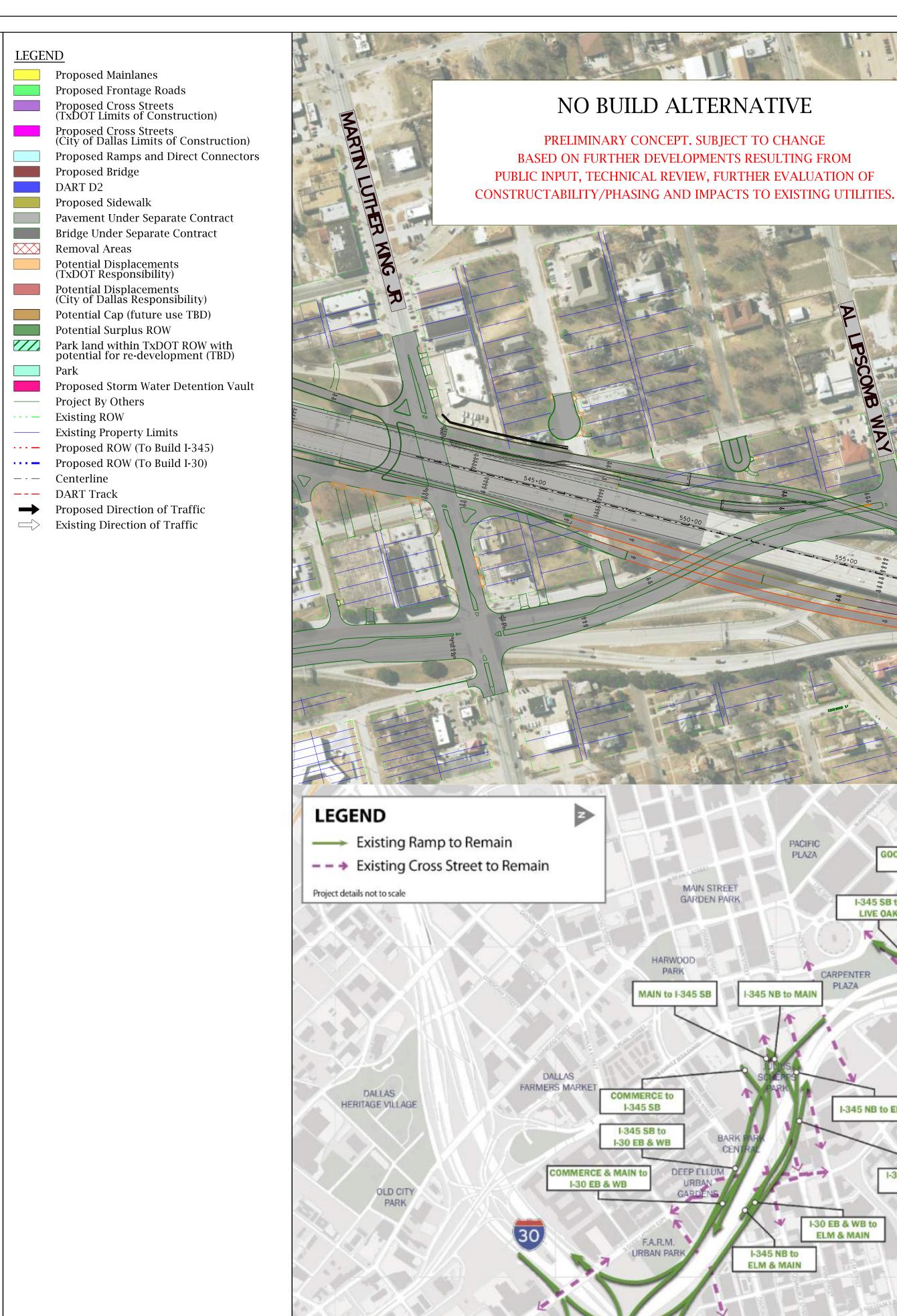
Park

- THE I-345 PROJECT IS NOT CURRENTLY FUNDED. ANTICIPATED CONSTRUCTION TIME OF I-345 IS TO BE
- 6. 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.
- 7. PEDESTRAIN 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.
- 8. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
- 9. RETAINING WALL AND NOISE WALL LOCATIONS NOT YET SHOWN. PENDING FURTHER DESIGN AND ANALYSIS.
- 10. 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.
- 1. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
- 12. 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.
- 13. 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.
- 4. 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/PLA CATIONS 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 SUPRESSION 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.



Texas Department of Transportation

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BEGIN STUDY

