



We value your input and have made several changes to the design based on feedback we heard from YOU.

Community Cohesion

CHALLENGE

Highway perceived as a barrier between communities

SOLUTION

The recommended alternative would allow for potential capping areas and amenities over I-345 to be determined at a later stage by others. The community could be unified by inviting green space or development opportunity that provides bicycle, pedestrian, and transit friendly connection.

Pedestrian Safety

CHALLENGE

Concerns about pedestrian and bicycle safety

SOLUTION

The recommended alternative accommodates bicycle and pedestrian access. Along the at-grade streets and bridges over I-345, a 10 foot, shared use path is proposed.

Connection

CHALLENGE

Risk of losing connectivity between south and southern Dallas and north Dallas

SOLUTION

The recommended alternative maintains the same number of south and northbound mainlanes and connects I-345 between I-30 and Woodall Rodgers (Spur 366). There are auxiliary lanes proposed between I-30 and Woodall Rodgers in both directions to facilitate the entrance and exit ramps.

Agency Coordination

CHALLENGE

Multiple agencies with ongoing projects and goals

SOLUTION

- The proposed DART D2 alignment has been revised since the last public meeting in June 2021.
- Conducted listening sessions with stakeholders that provided position papers.
- Continual coordination with the City of Dallas and NCTCOG to evaluate design refinements and meeting materials.

Economic Development

CHALLENGE

Identify surplus right of way (ROW)

SOLUTION

The recommended alternative does not propose any ROW. There is potential for surplus ROW for development and enhancements over and around the depressed mainlanes, including reconfiguring existing parks and potential areas for capping.



The following design refinements were made to the Hybrid alternative presented at the 2021 public meetings...

- 1** Revised westbound connection between Hall St. and Good Latimer Expy. from one-way to two-way
- 2** Removed median on Good Latimer Expy.
- 3** Minimized impacts to Carpenter Park
- 4** Refined for revised DART D2 alignment
- 5** Swiss Ave. no longer connected to Cesar Chavez Blvd.
- 6** 2-lane southbound frontage road at Ross Ave. and 2-lane exit to Live Oak St./ Cesar Chavez Blvd. revised to 1-lane to accommodate DART D2 refinements

KEY TAKEAWAY

We made these changes based on feedback from City of Dallas, DART, stakeholders and public feedback.



Types of Alternatives

NB

No Build/Leave
I-345 As-Is

D

Depressed

R

Removal

EI

Elevated

H

Hybrid

H*

Recommended
Alternative/
Refined Hybrid

NB

D

R

EI

H

CityMAP Scenarios

TxDOT Study Completed 2016

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART)

NB

D

R

EI

H

I-345 Feasibility Study Public Meeting Series #1 Dec. 2019

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART) and Listening Sessions

NB

D

R

EI

H

Preliminary Alternatives & Analysis

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART)

NB

D

R

EI

H

I-345 Feasibility Study Public Meeting Series #2 June 2021

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART) and Listening Sessions

H*

Refined Alternatives & Analysis

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART)

H*

I-345 Feasibility Study Public Meeting Series #3

WE ARE HERE

Agency and Stakeholder Coordination (City of Dallas, NCTCOG, DART)

H*

Recommended Alternative

Proceed to Schematic Environmental Phase

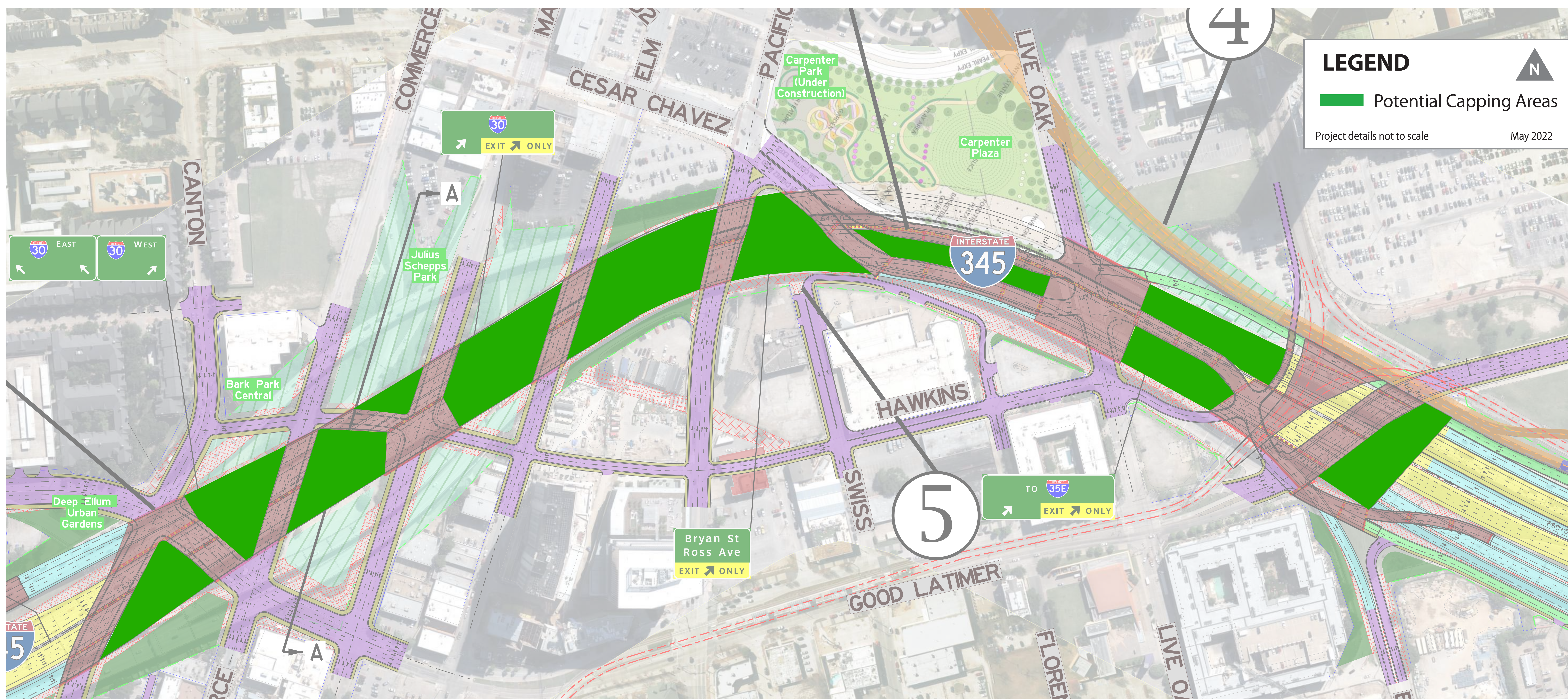
Preliminary, Subject to Change

Continuous Public Involvement



KEY TAKEAWAY

There are many areas for potential capping over the recommended alternative. They could be used for deck plazas or potential for development, including buildings, as the City identifies funding and priority locations.



Areas shown for potential capping are preliminary and subject to change. The areas shown have only been analyzed for enough vertical elevation to allow for structures over the mainlanes. Fire, life, safety elements have not been studied yet and would be determined at a later stage in the process including capital costs and maintenance cost. The length of the tunnel and number of locations will be determined later with a full tunnel analysis if the City proceeds with any of these locations.



KEY TAKEAWAY

There are many opportunities for amenities over I-345 to be determined at a later stage by others.

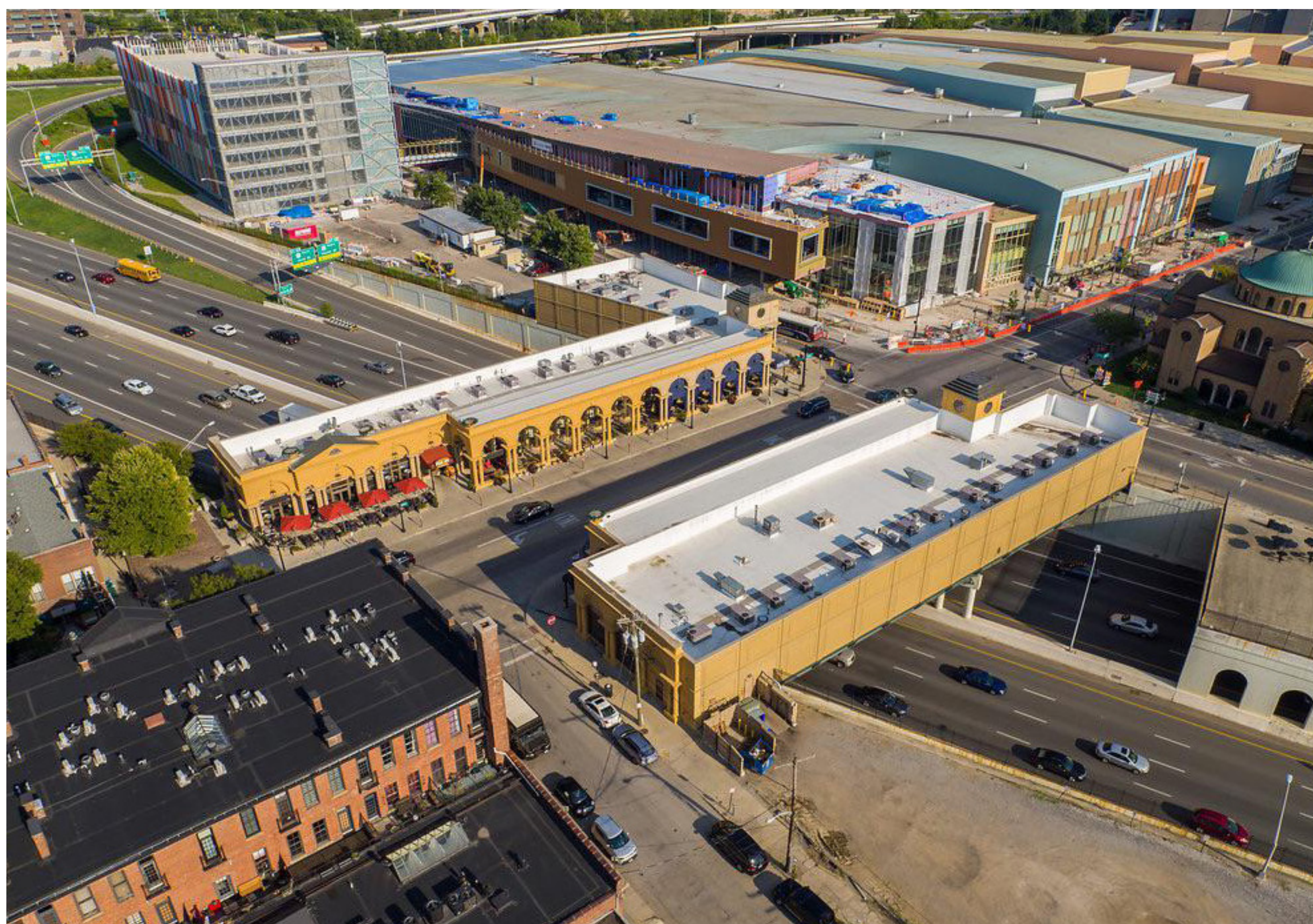
SEATTLE, WA - FREEWAY PARK



BOSTON, MA - THE ROSE KENNEDY GREENWAY



COLUMBUS, OH - THE HIGH STREET CAP



DALLAS, TX - KLYDE WARREN PARK



Since I-345 is located on the east side of Downtown Dallas between the Central Business District and Deep Ellum, some of the goals of the feasibility study are connectivity and economic development potential.

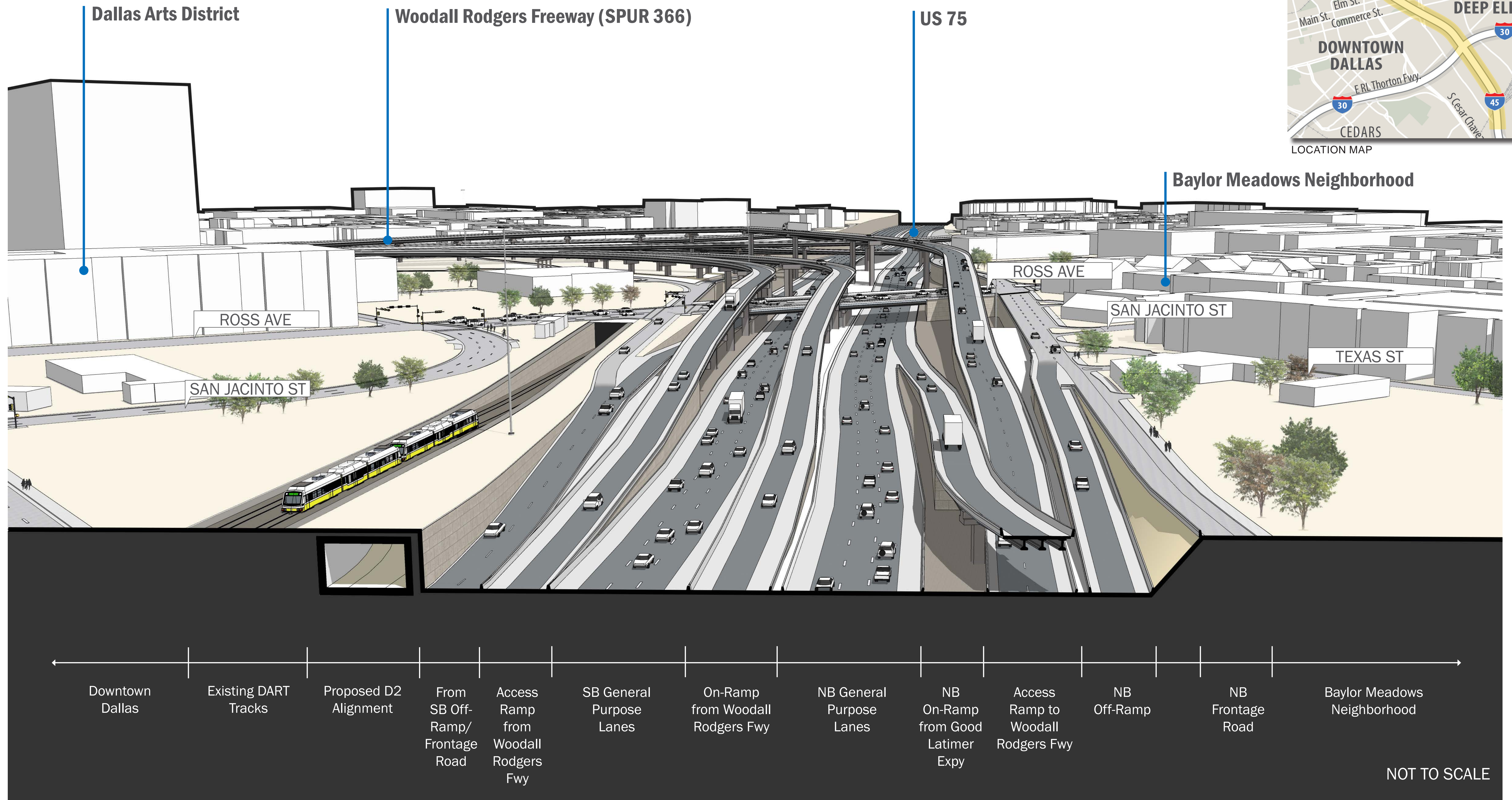
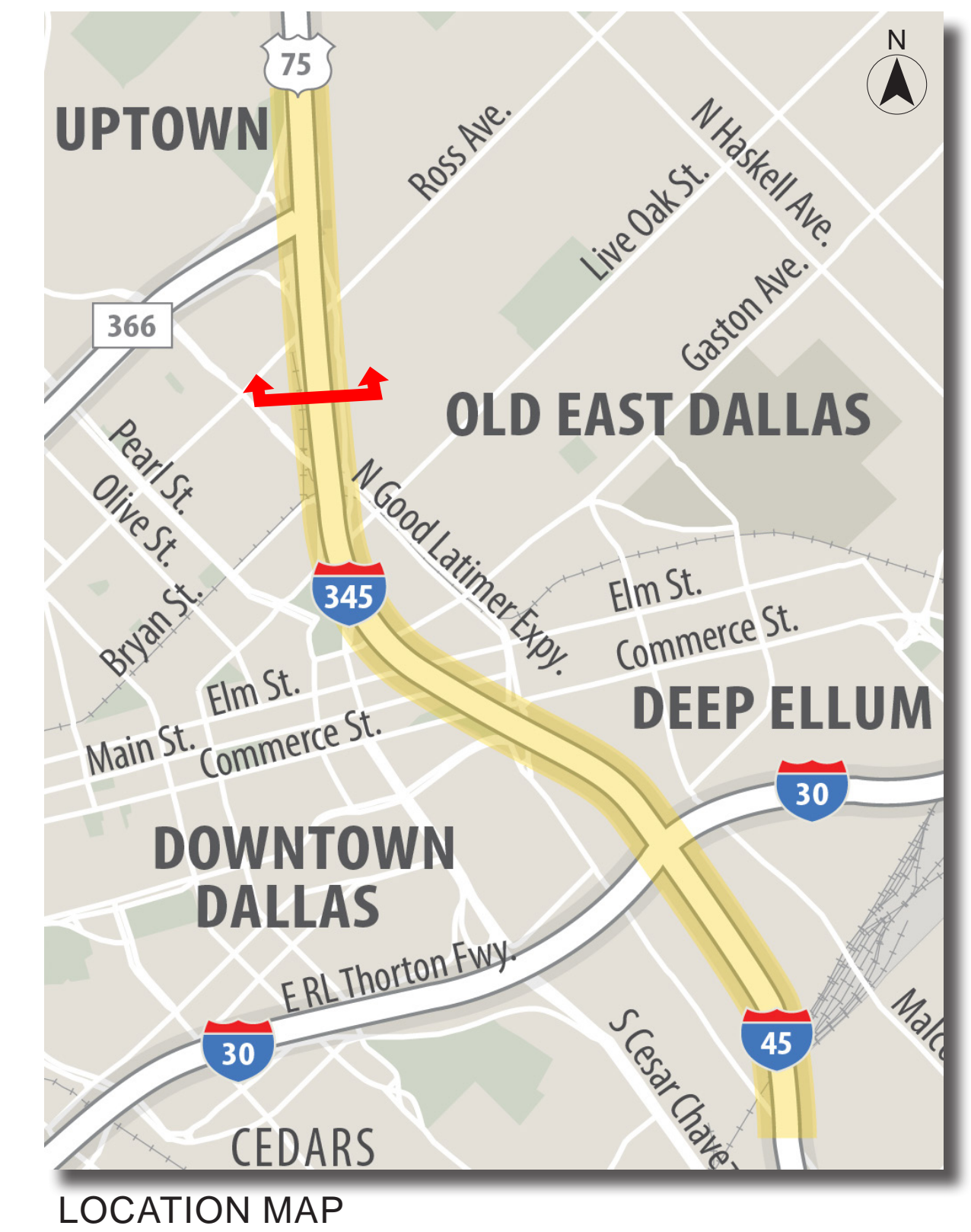
The recommended alternative proposes mainlanes that are below grade. The cross streets can be connected over the top with potential for capping areas, similar to the examples shown. Amenities could include urban green space, wide sidewalks, parks, grassy lawns, shrubbery, benches, central gathering spaces, and even buildings. At bridge/cross street level, it will be difficult to tell that there is a highway below grade and that the capping area is on a bridge.

The community could be unified by inviting green space or development opportunity that provides a pedestrian, bicycle, and transit-friendly connection over the vehicular traffic that will use I-345 daily.



Feasibility Study

Recommended Alternative



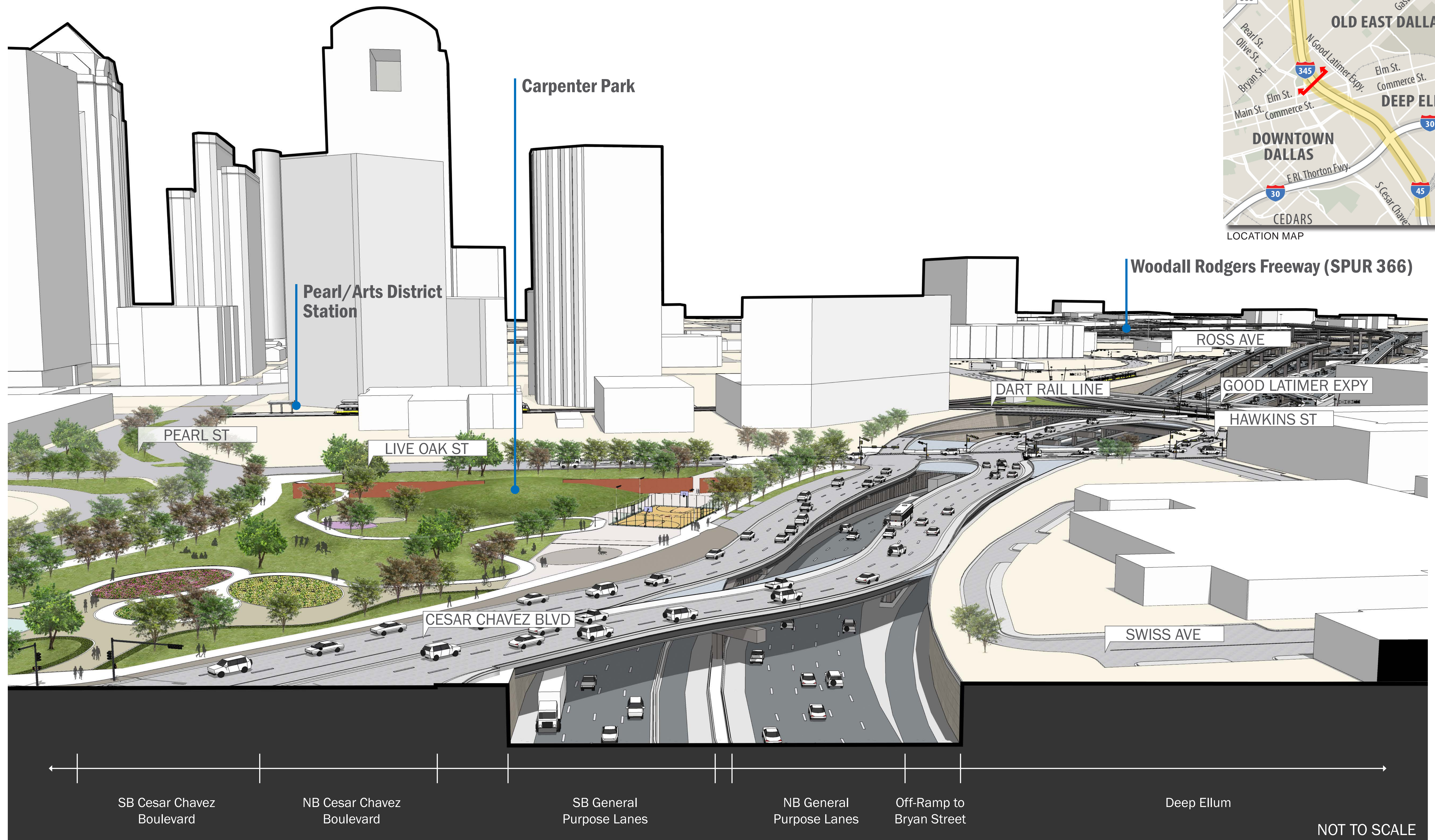
- 1.Recommended alternative alignment does not require any additional right of way acquisition.
- 2.Traffic shown is for illustrative purposes only.
- 3.Bridge structures are representative of the preliminary feasibility level design. More detailed design will be completed in the next phase in coordination with adjacent projects.
- 4.The existing DART alignment is shown in the rendering. A small portion of the proposed DART D2 alignment is noted for informational purposes.
- 5.Recommended Alternative (May 2022). Model for representational purposes only. Preliminary and subject to change based on public input and technical review.





Feasibility Study

Recommended Alternative



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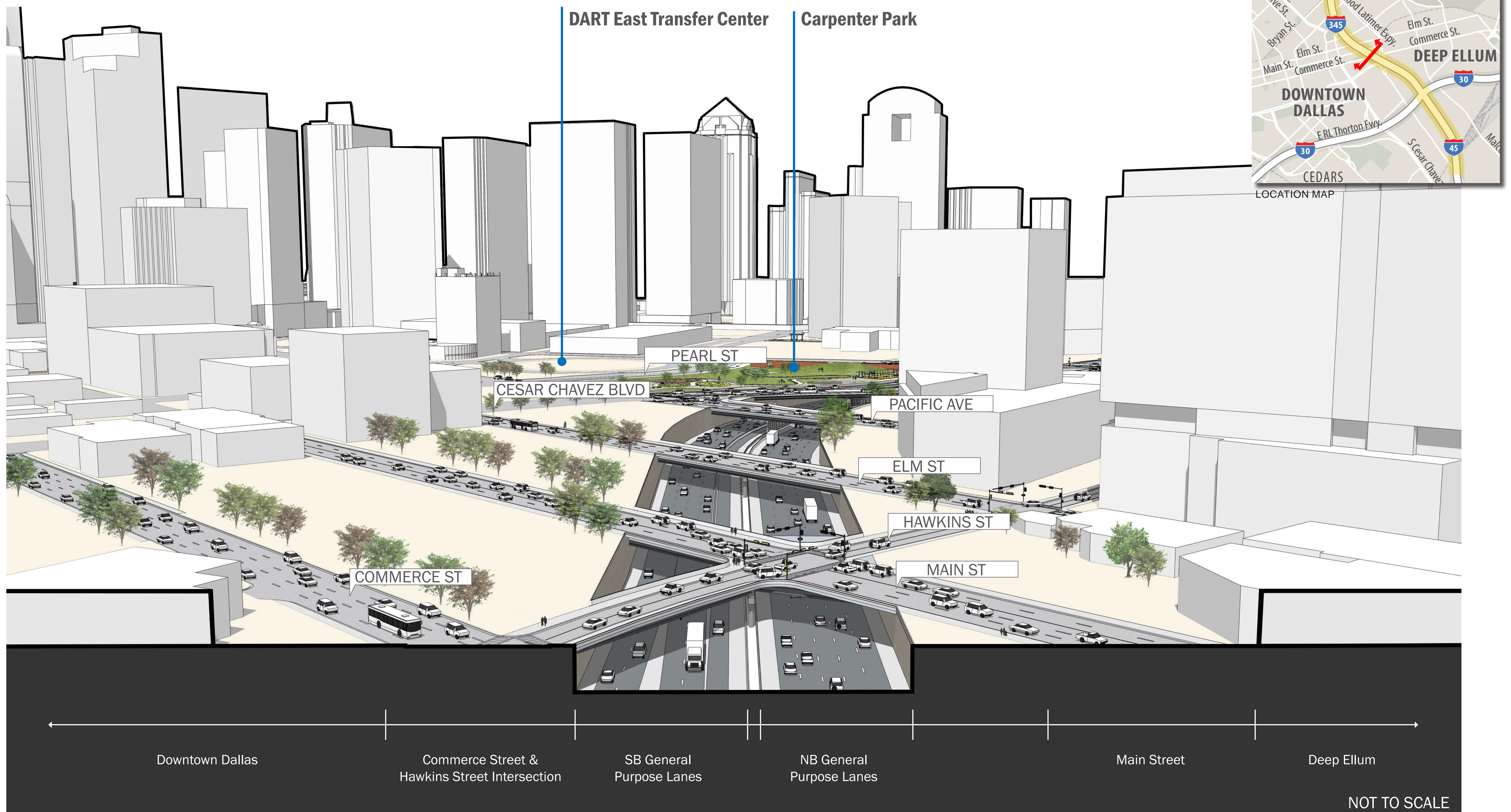
INTERSTATE 345 (I-345) Looking North at Cesar Chavez Boulevard & Carpenter Park

May 2022
CSJ: 0092-14-094



Feasibility Study

Recommended Alternative



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INTERSTATE 345 (I-345) Looking North at Main Street & Hawkins Street Intersection

May 2022
CSJ: 0092-14-094