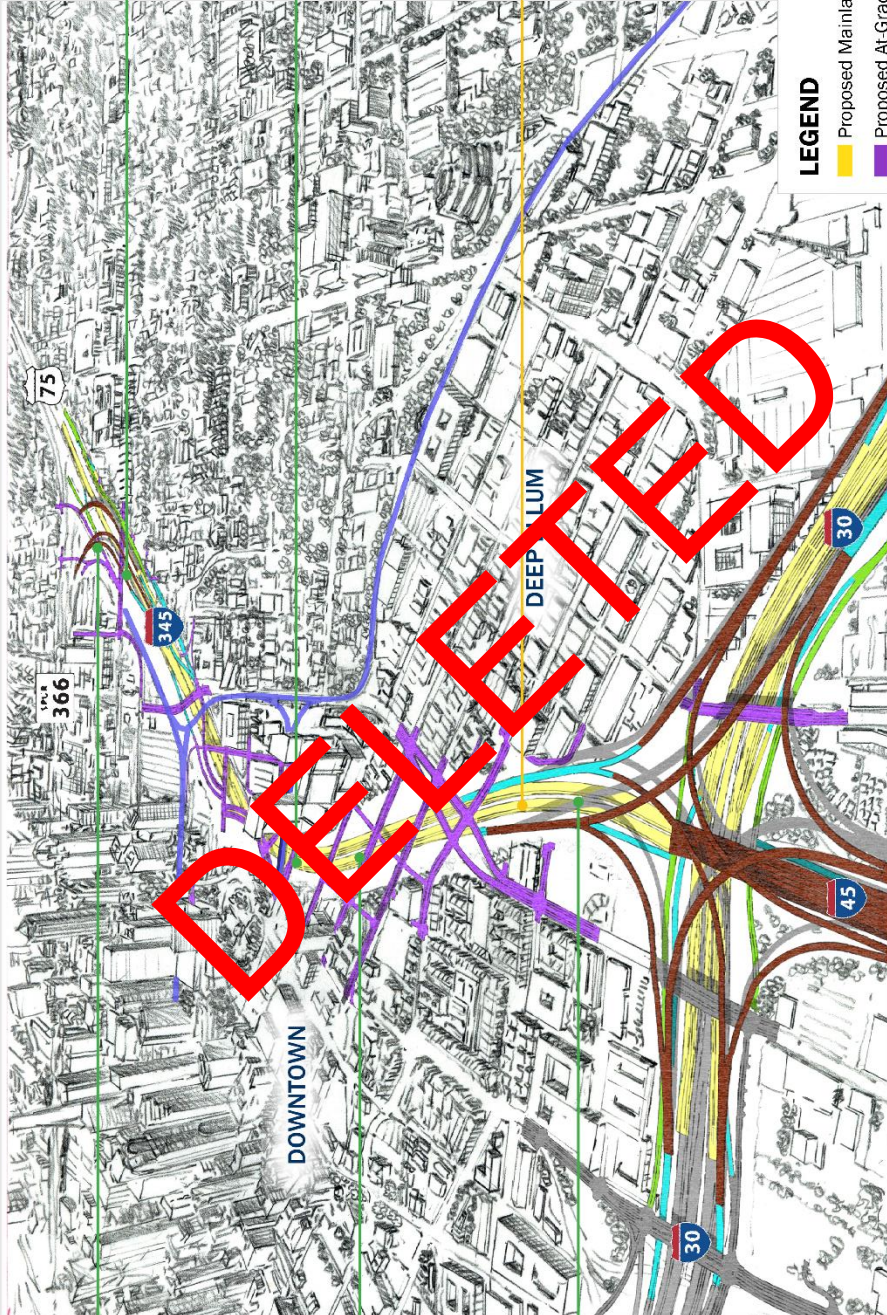


**EXHIBIT A**

Presented at May  
2022 public meetings

**Recommended Hybrid Alternative Rendering**



Allows for strategic decking/air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines



Provides 10' shared use paths for pedestrian/bicycle access, with safety lighting



Maintains Good Latimer Expy. and Canton St.



66% of survey participants want some type of highway for I-345



Provides mainlanes to connect South and Southern Dallas and North Dallas



Negligible impacts to regional mobility



**LEGEND**

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

**Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.**



Feasibility Study

# Potential Capping Areas

EXHIBIT A



## 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.

**INTERSTATE 345 (I-345)**  
**From I-30 to Woodall Rodgers Freeway (Spur 366)**

May 2022  
CSJ: 0092-14-094