



CONNECTING DALLAS

1-30 EAST GATEWAY VISION

HNTB **institute**
collaborating • visioning • building

Why I-30?


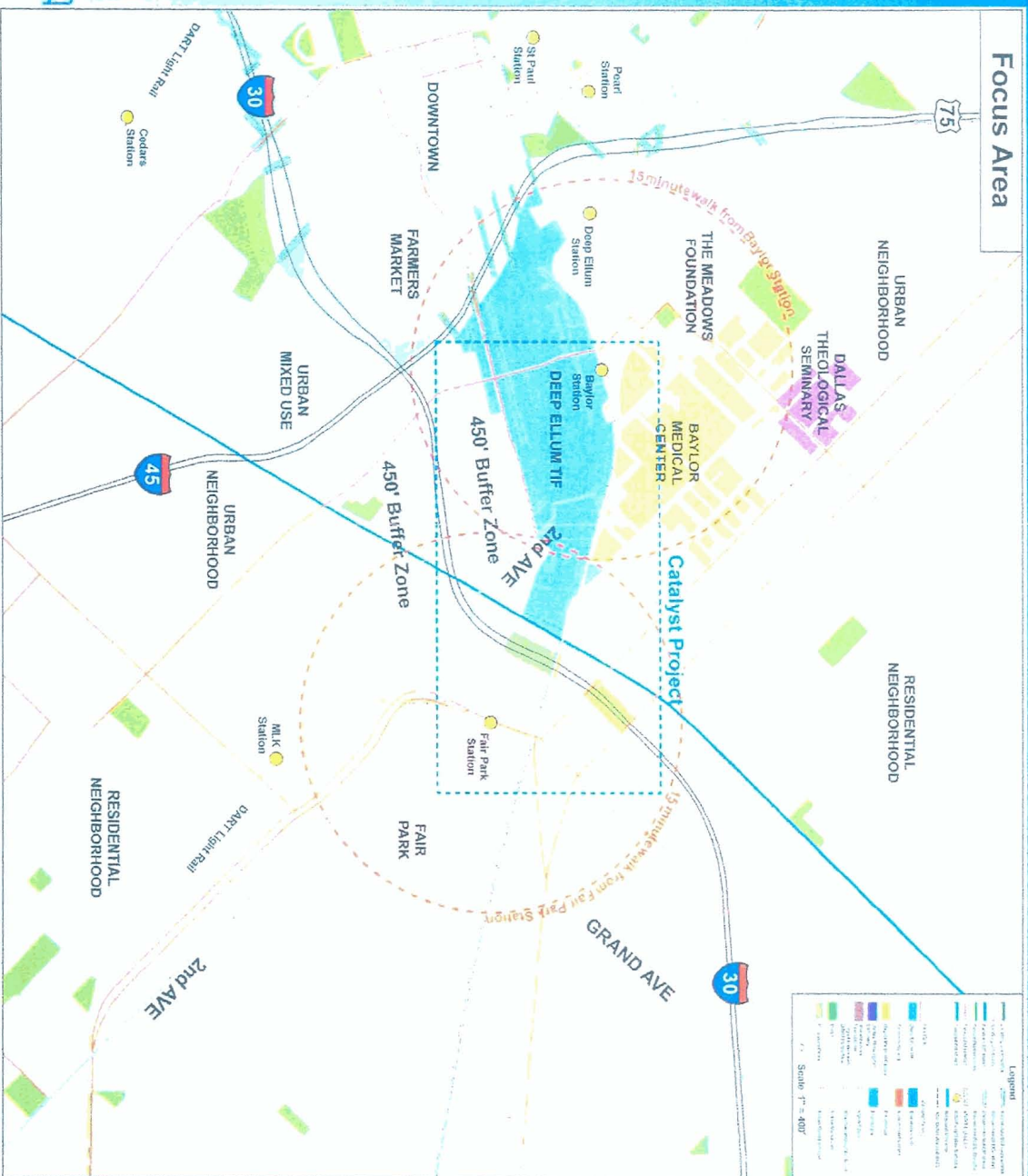


Diagram illustrating the lane configuration and dimensions for a highway interchange:

- 4 Lanes 68'
- VARIES
- 4 Lanes 68'
- 210' MIN

1EX1

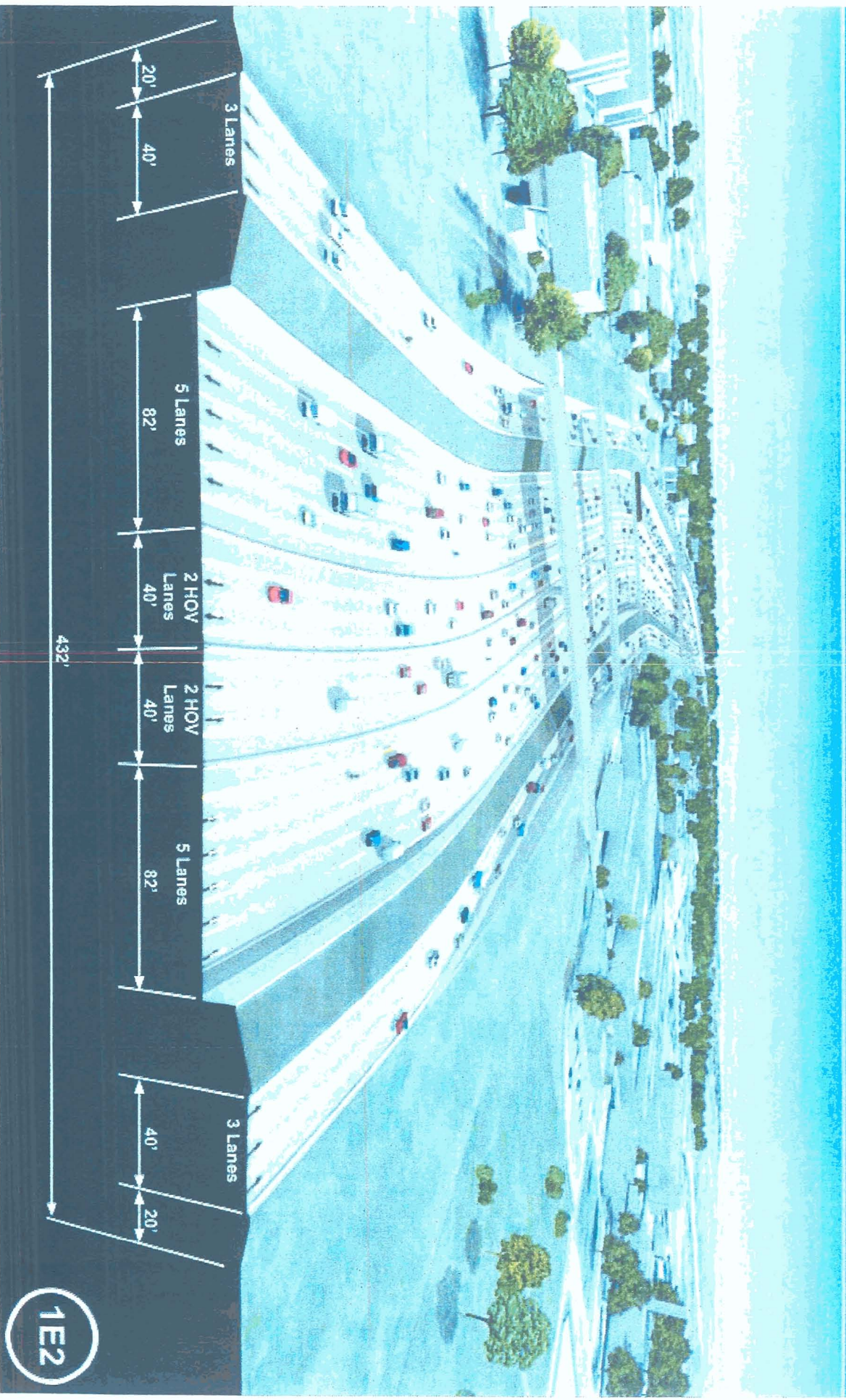
Study Area



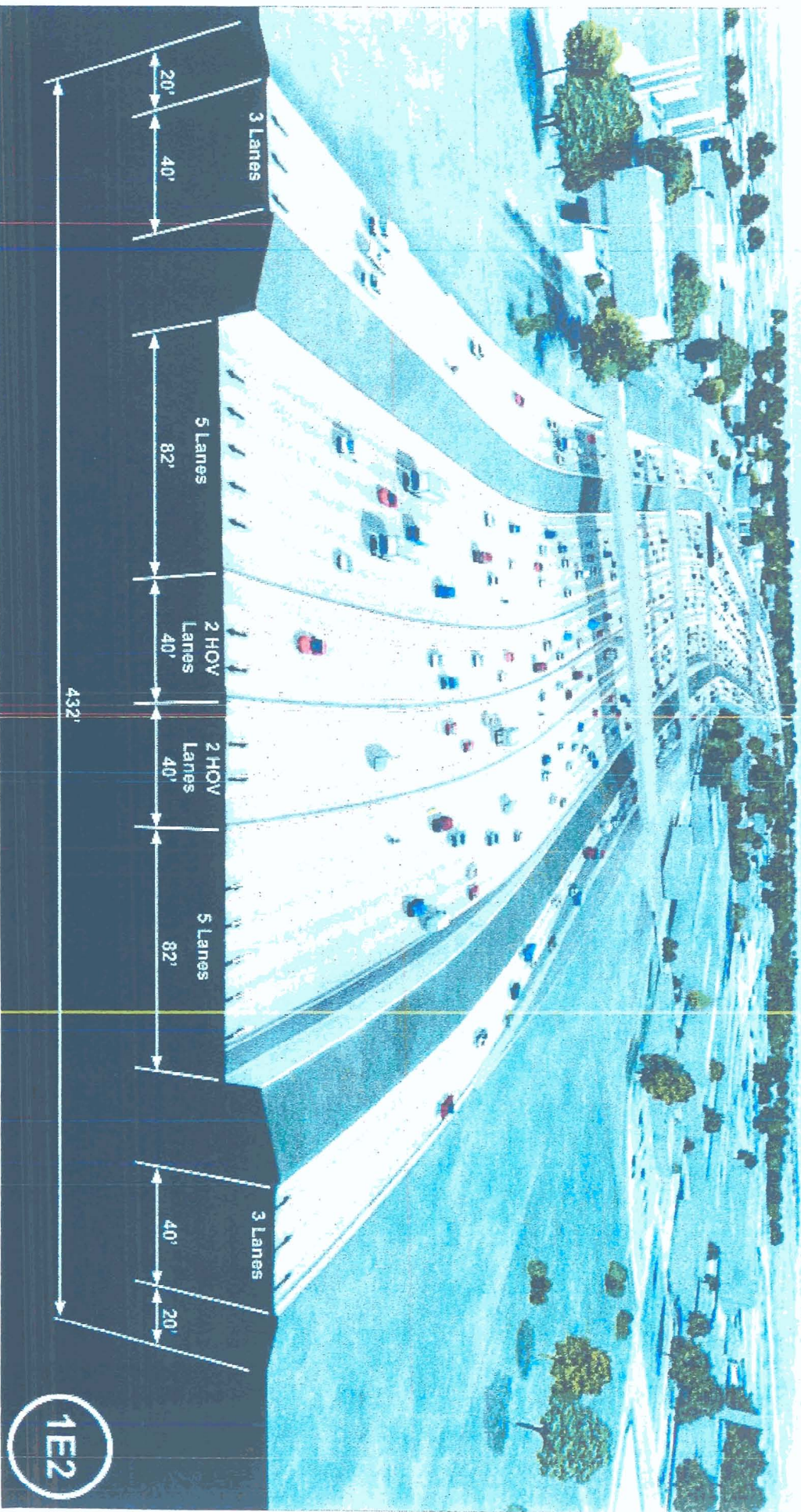
1-30 EAST GA



Why I-30?



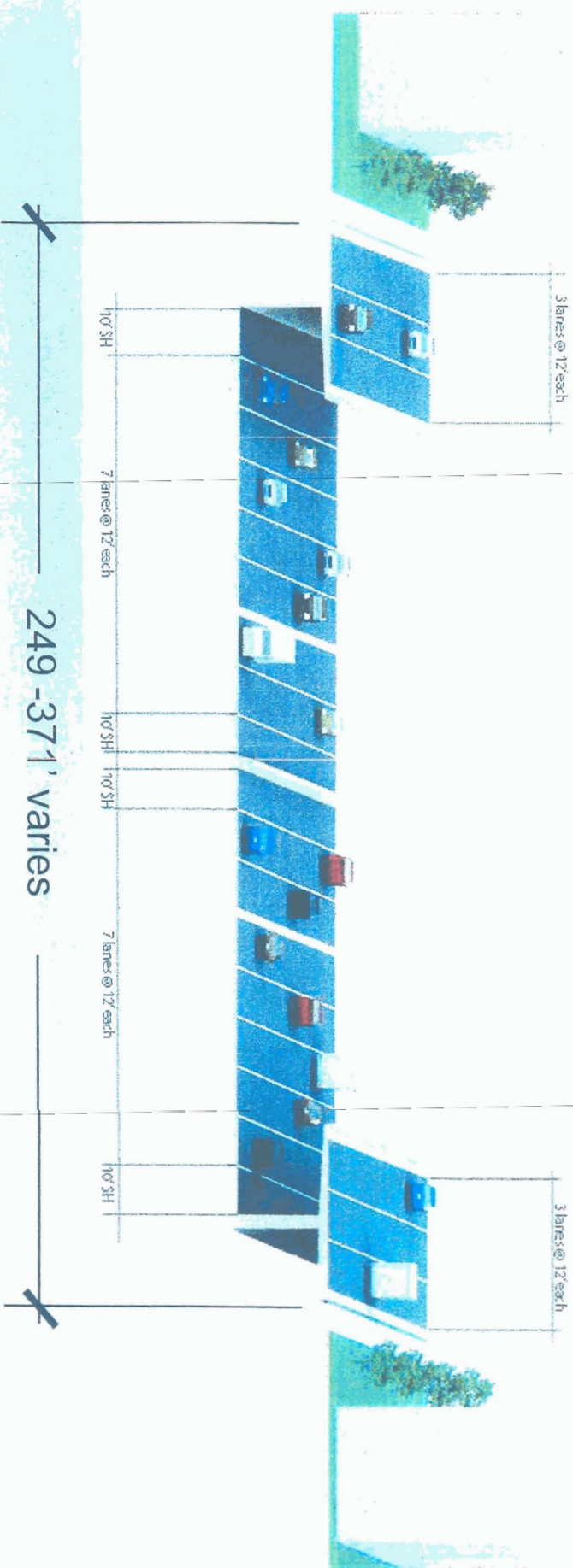
Alternative 1 TxDOT Plan



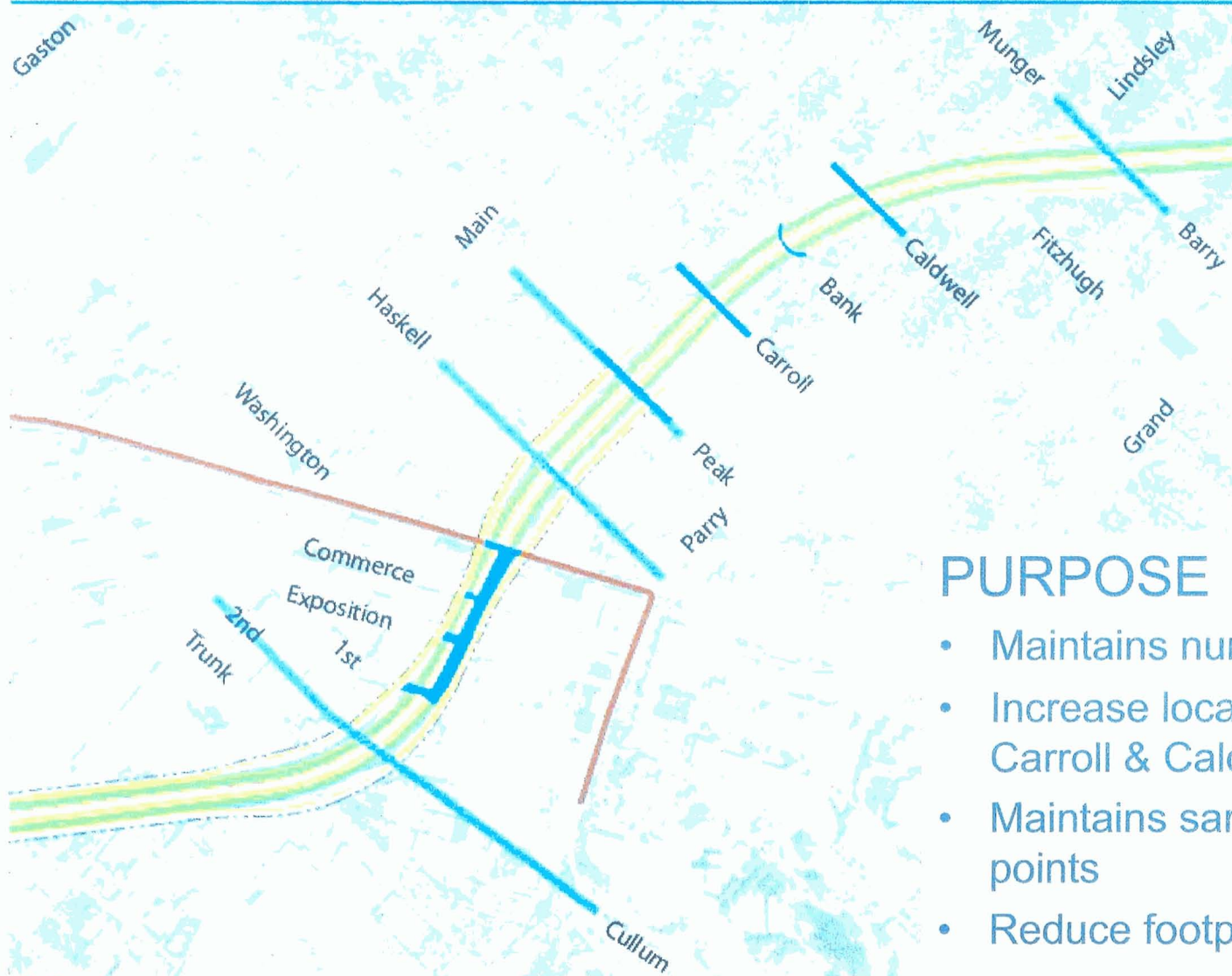
Alternative 1

Description	10 general purpose lanes with 4 barrier separated managed lanes, includes wishbone. Profile in canyon section between old railyard to Carroll Street. X-pattern ramps with continuous frontage road
	432 ft typical
How are we better connecting neighborhoods?	Base condition
Access between I-30 and neighborhood?	2 nd Ave Haskell-Peak, Munger-Barry-Grand- Windslow

Alternative 2 Section



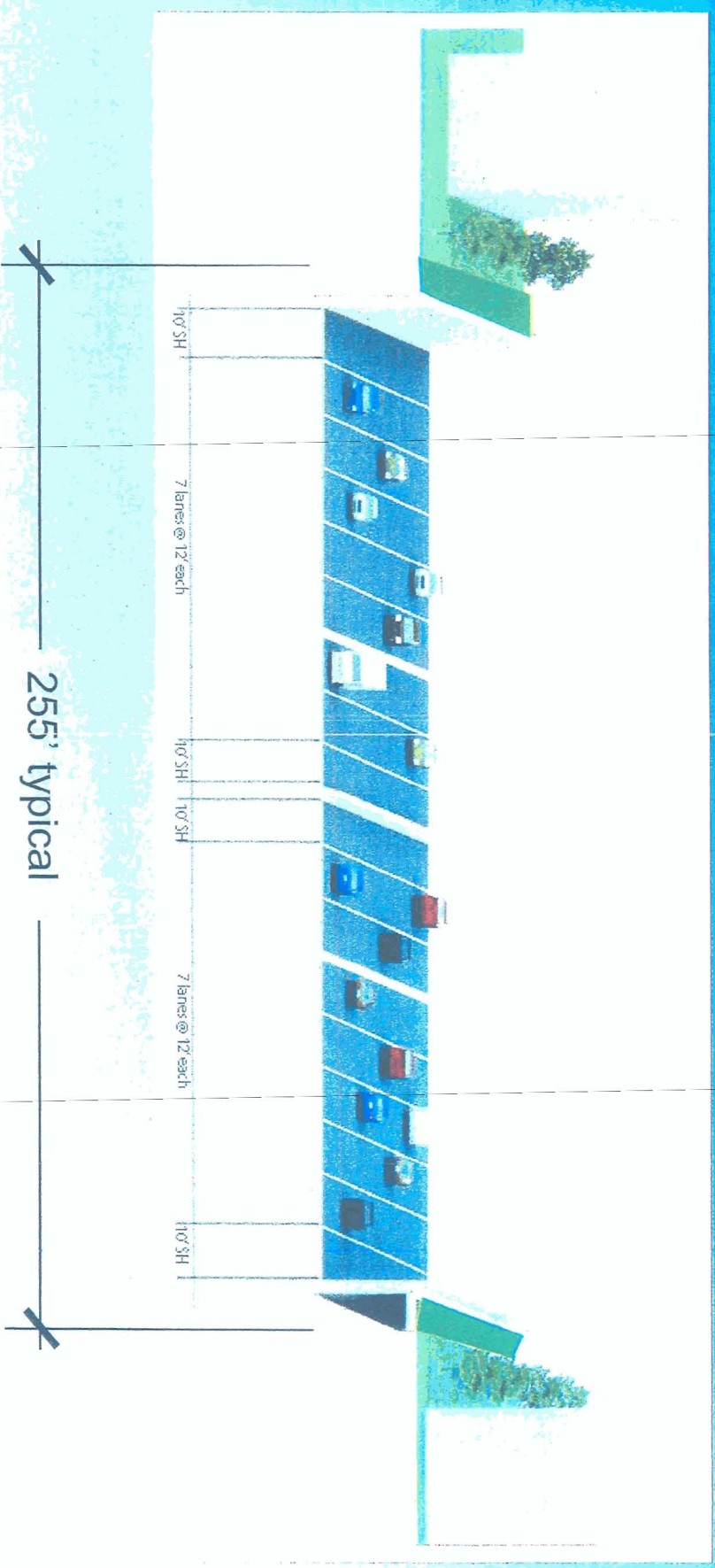
Alternative 2



PURPOSE

- Maintains number of lanes
- Increase local connections (1st Ave., Carroll & Caldwell)
- Maintains same number of access points
- Reduce footprint (less right-of-way)

Alternative 3 Section



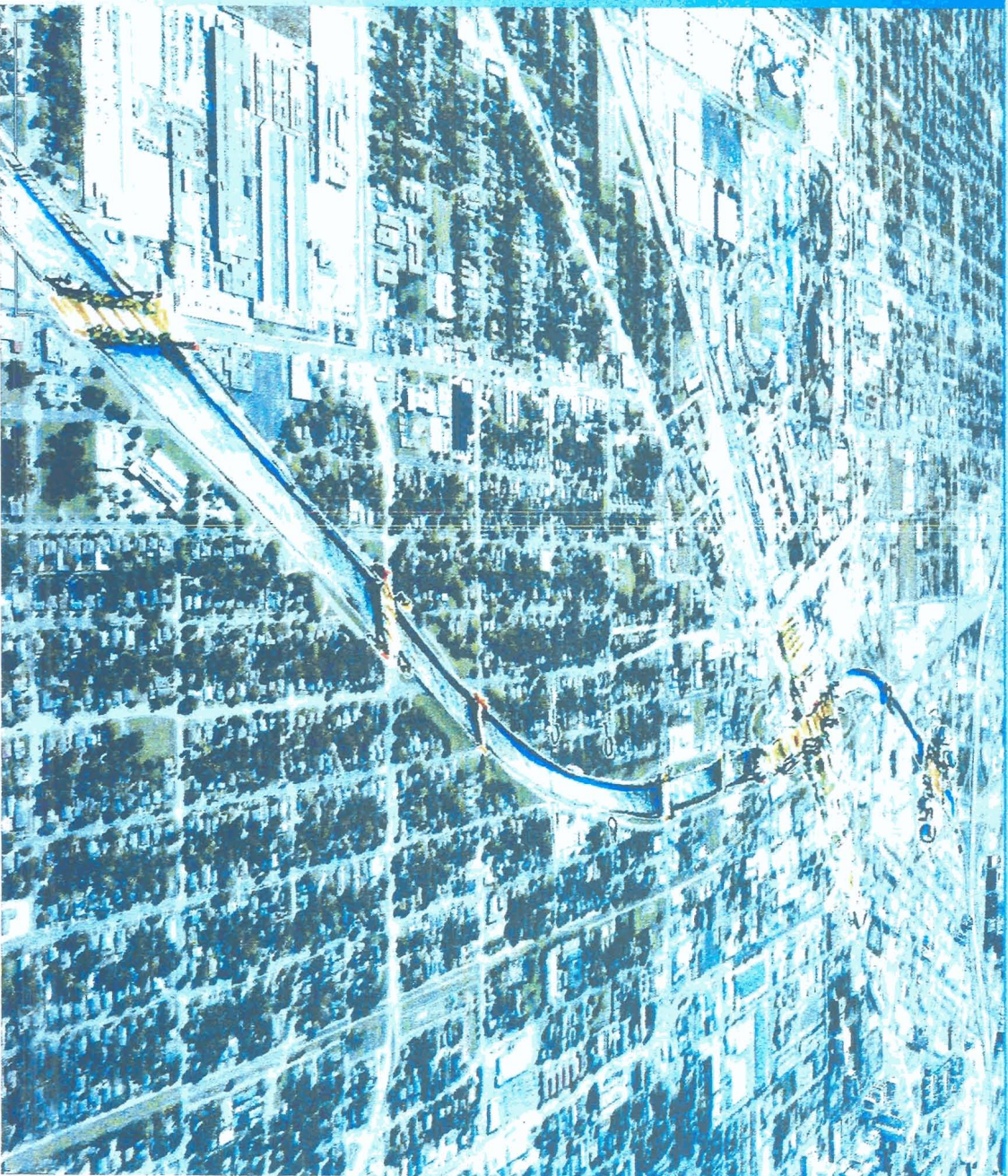
Alternative 3



PURPOSE

- Maintains number of lanes
- Increase local connections (Washington, Carroll, Lindsley, Fitzhugh)
- Revised access points for better neighborhood connections
- Eliminated frontage roads for narrower footprint

Neighborhood Connectivity



Neighborhood Goals

Neighborhood Success

