



**Proposed Jefferson and Houston Viaduct Realignments  
and Construction Interaction with the Kay Bailey Hutchison  
Convention Center Dallas (KBHCCD) Master Plan -  
Convention Center Expansion**

**Transportation and Infrastructure Committee Meeting**

May 19, 2026

**City of Dallas Team**

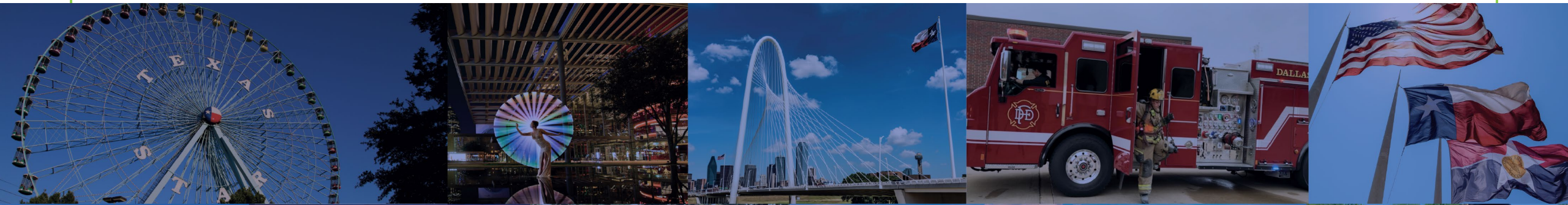
**Dev Rastogi**  
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*Director, Transportation and Public Work Department*

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*Director, Convention and Events Center (CES)*

**Consulting Teams**

**Inspire Dallas**  
**HNTB Corporation**  
**Half Associates**



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# Purpose

- Address questions from the March 2026 Transportation and Infrastructure Committee meeting.
- Review existing conditions of the Jefferson and Houston Viaducts, including structural configurations, traffic operations, multimodal connectivity, and downtown/Oak Cliff integration with the Committee.
- Discuss the Jefferson Viaduct closure and subsequent demolition north of the railroad to support continuation of the Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan - Component 1 critical path schedule.

# Background

City Leadership understands the crucial importance of the viaducts connecting Oak Cliff, West Dallas and the southern sector to the city's core. To that end, the Departments of Transportation and Public works and Convention and Events Services have been coordinating jointly with consultants since July 2025 to explore solutions that address continued connectivity given the interaction of several projects affecting the viaducts, including the:

- *Oak Farms Area Transportation Corridors Study* , completed in 2025, that was conducted by the City of Dallas Transportation and Public Works (TPW) department and the North Central Texas Council of Governments (NCTCOG)
- Planned rehabilitation of the Houston and Jefferson Viaducts by the Texas Department of Transportation (TxDOT), NCTCOG and TPW in 2030 and 2031
- Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan led by the City of Dallas Convention and Event Services department which is currently scheduled for completion by 2029

# Background (cont.)

- KBHCCD Master Plan consultants provided concepts to both city departments on October 27, 2025, with the understanding that the critical path for the temporary construction displacement for the convention center expansion would begin in June 2026.
  - Solutions were created for the temporary disruption of traffic flow due to construction activity.
  - The next step was to develop concepts, timeline, and funding models that would be used for ongoing public engagement to define interim and permanent long-term solutions post-construction.
  - The concepts presented included all potential options that could be further studied by consultants managed through TPW
  - Of the options, TPW and city leadership believed that two of the options provided potential for further study and advancement for Transportation and Infrastructure Committee initial review; and, brought those forward to the Committee in March 2026.

# Background (cont.)

During the March 2026 TRNI meeting, committee members instructed staff to:

- Reimagine an option that includes a phased approach
- Receive written confirmation, as verbal was previously provided, that no options interfere with or are in opposition to the Oak Farms study
- Develop traffic study data for the refined option
- Provide all previously considered concepts and subvariations
- Include historical information and data on the cost reduction for the convention center
  - The request was recently remodeled to request a side-by-side comparative of the estimated cost for the temporary solution to the convention center cost reduction

City leadership, staff, and consultants have prepared this presentation to respond to the Committee's requests and inquiries.

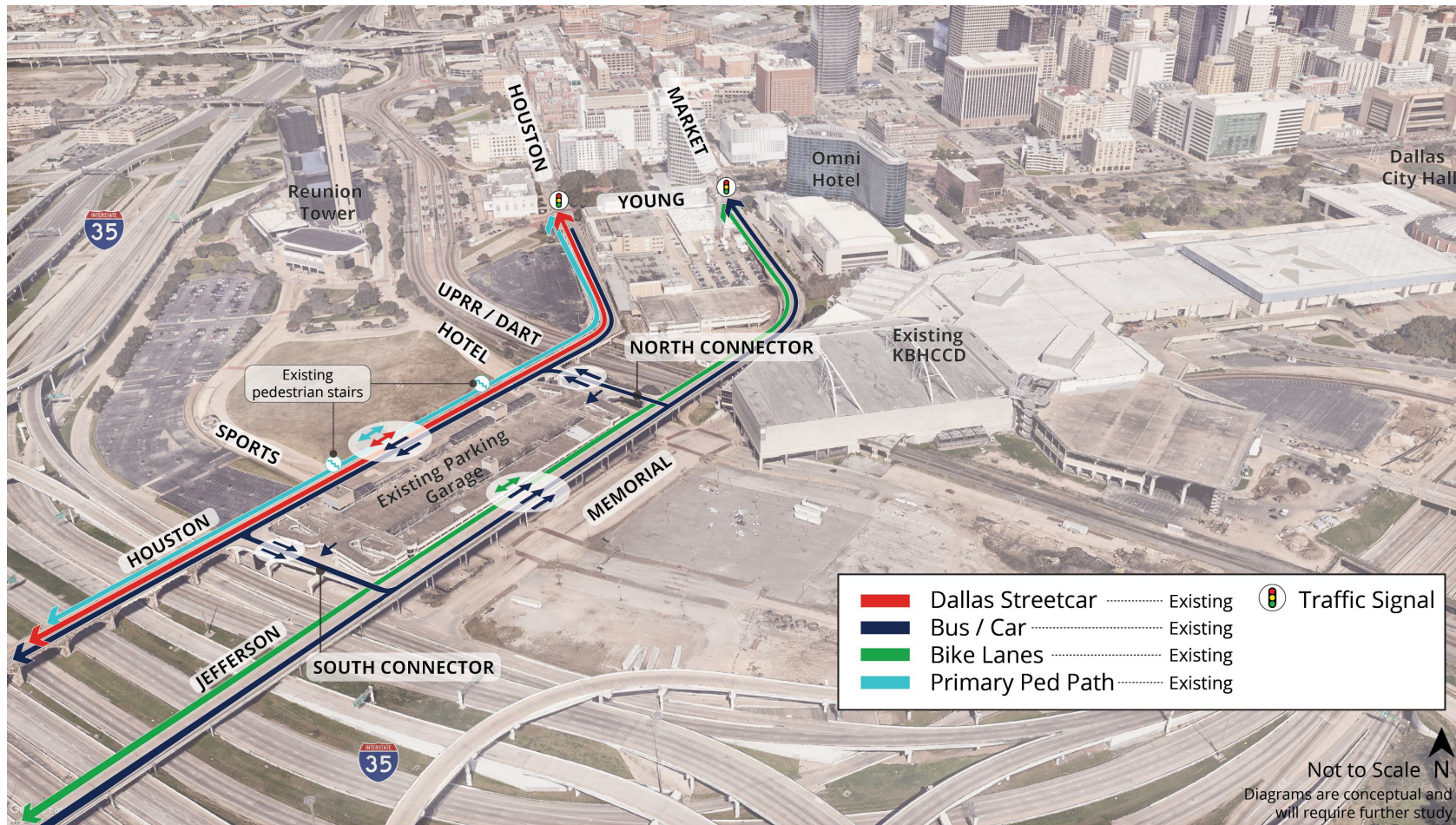


# Proposed Jefferson & Houston Viaducts Connectivity Scenario

# Existing Conditions

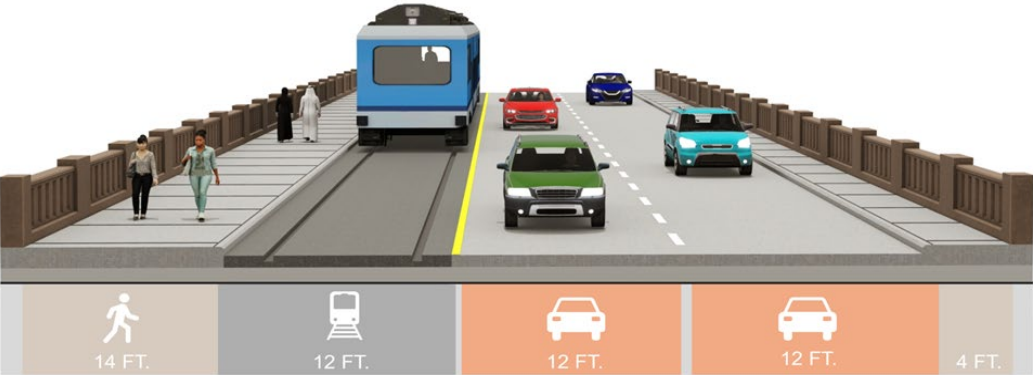


# Existing Conditions - Houston and Jefferson Viaducts

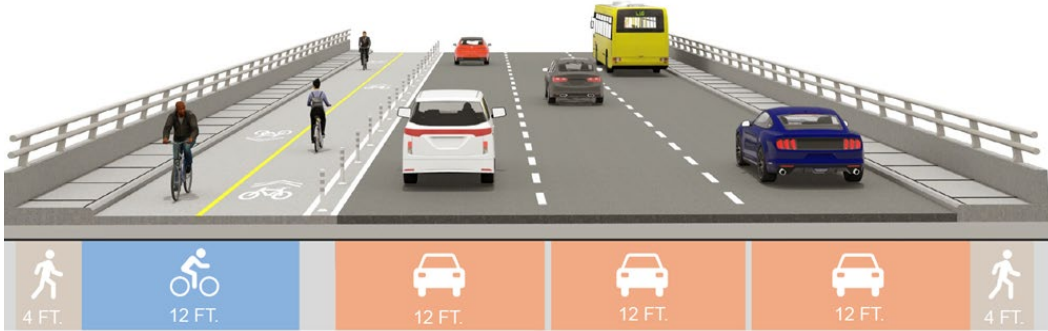


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# Existing Conditions - Houston and Jefferson Viaducts (cont.)



~54'  
HOUSTON ST

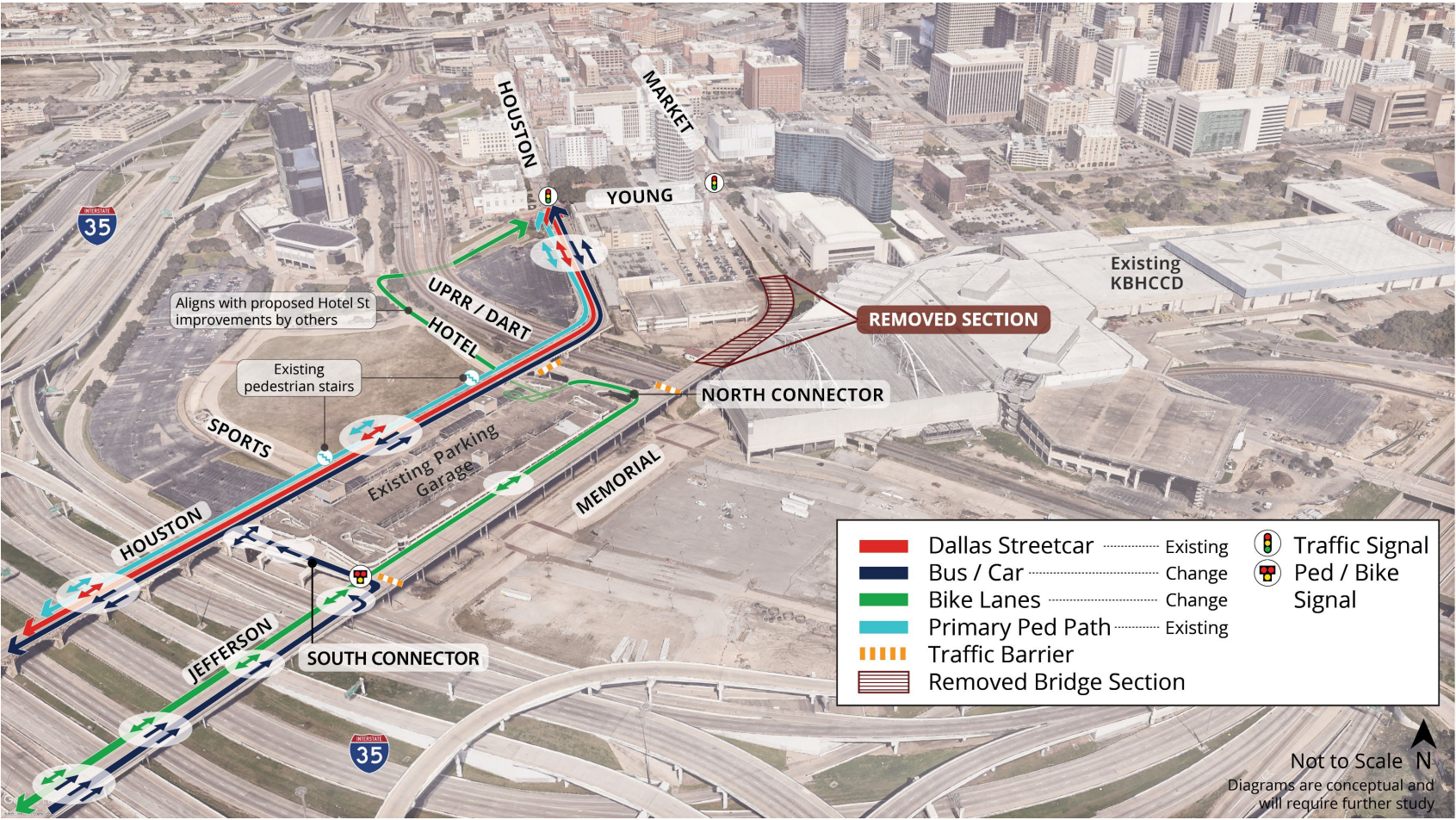


~56'  
JEFFERSON BLVD

Images from Oak Farms Study

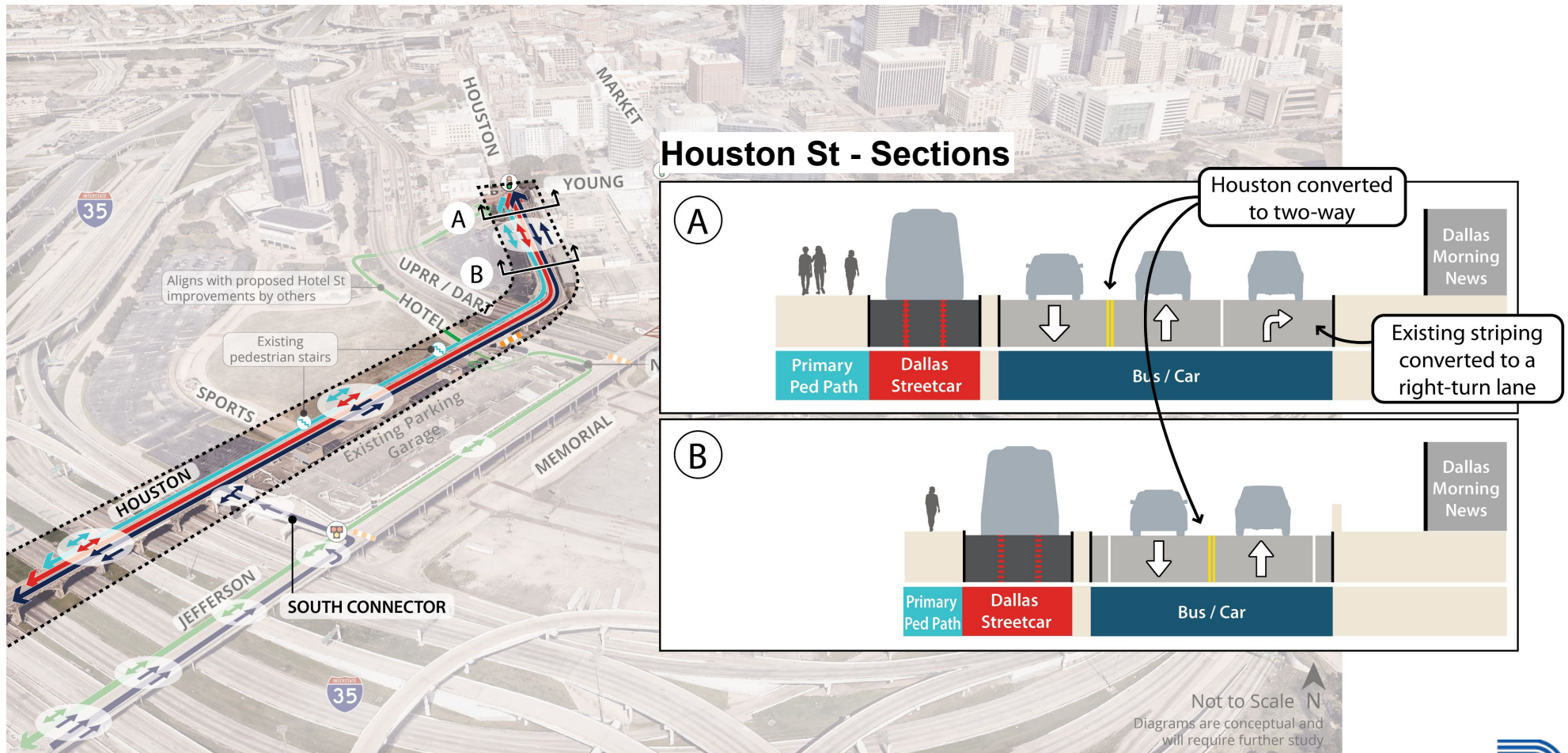
# KBHCCD Construction

# KBHCCD Construction - Jefferson North Section Removal



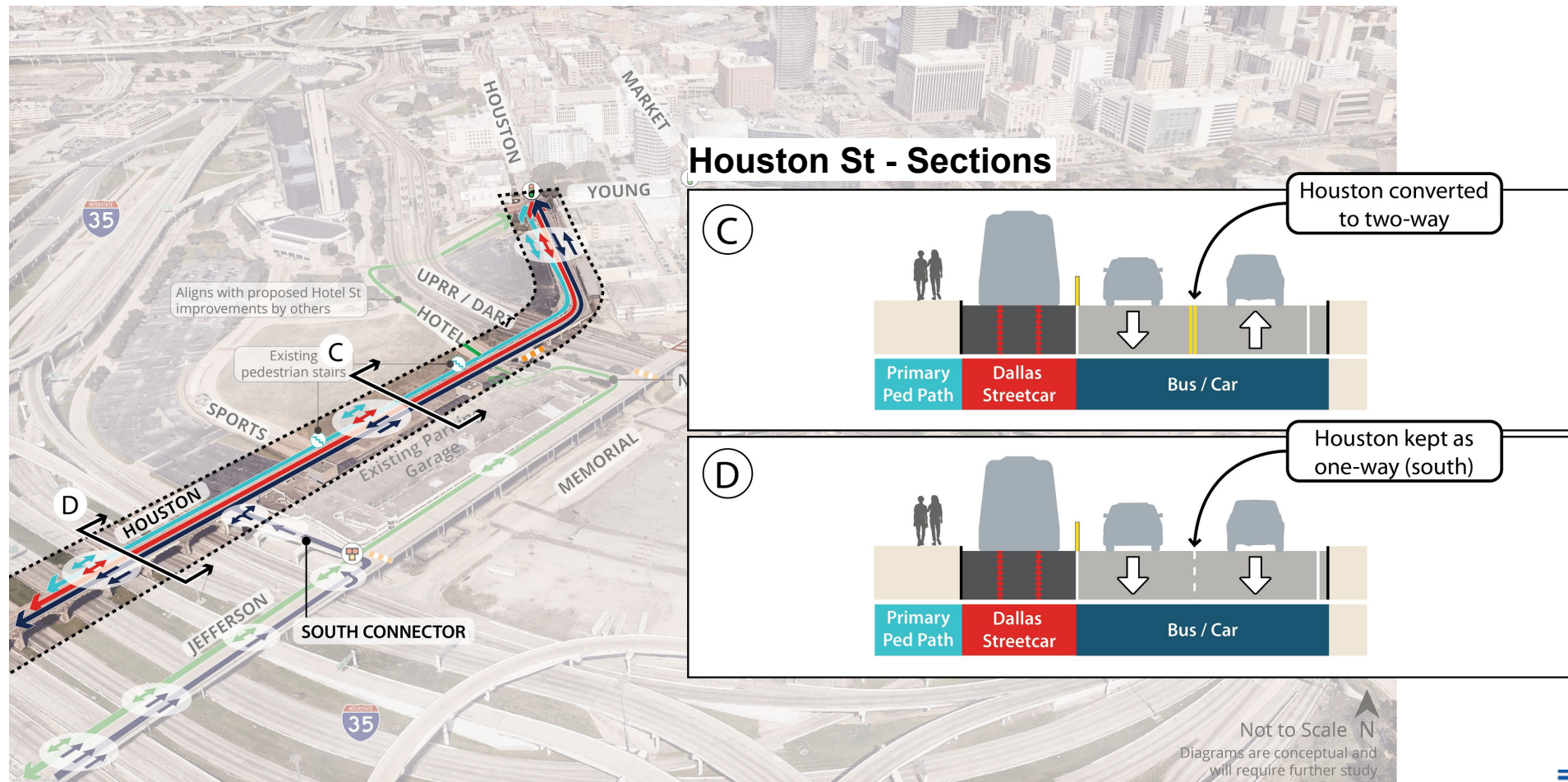
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# KBHCCD Construction - Jefferson North Section Removal (cont.)



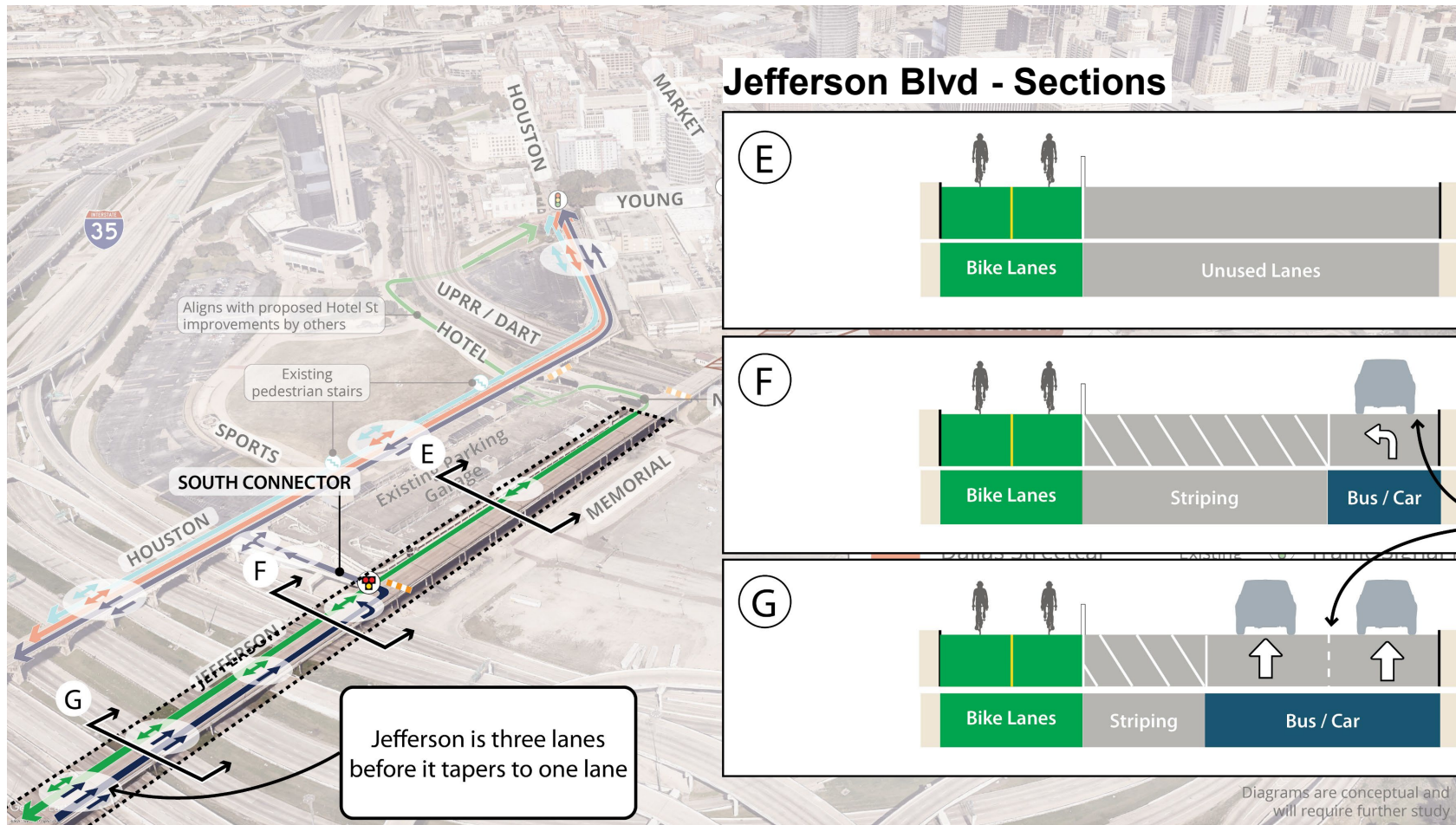
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# KBHCCD Construction - Jefferson North Section Removal (cont.)



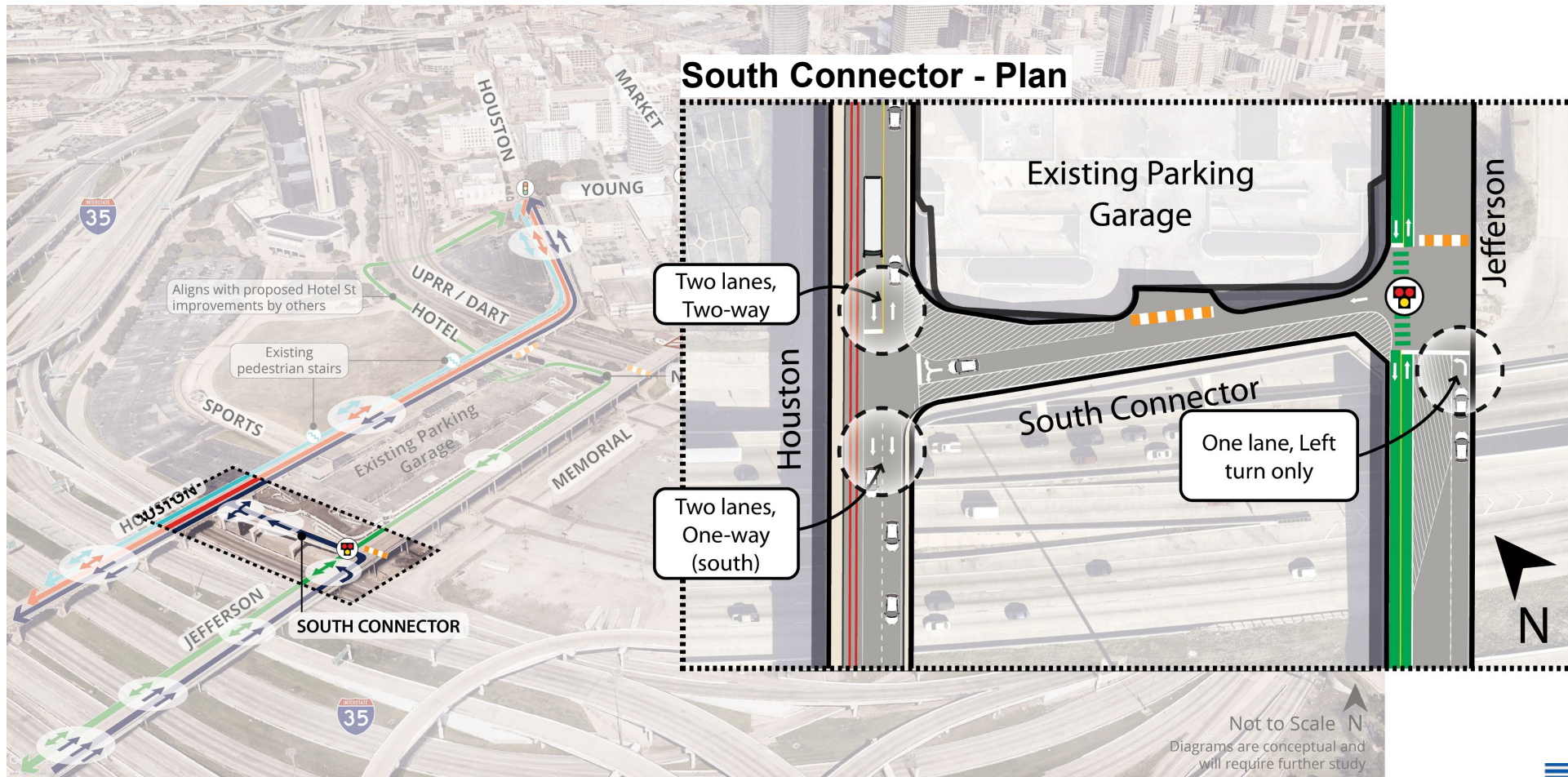
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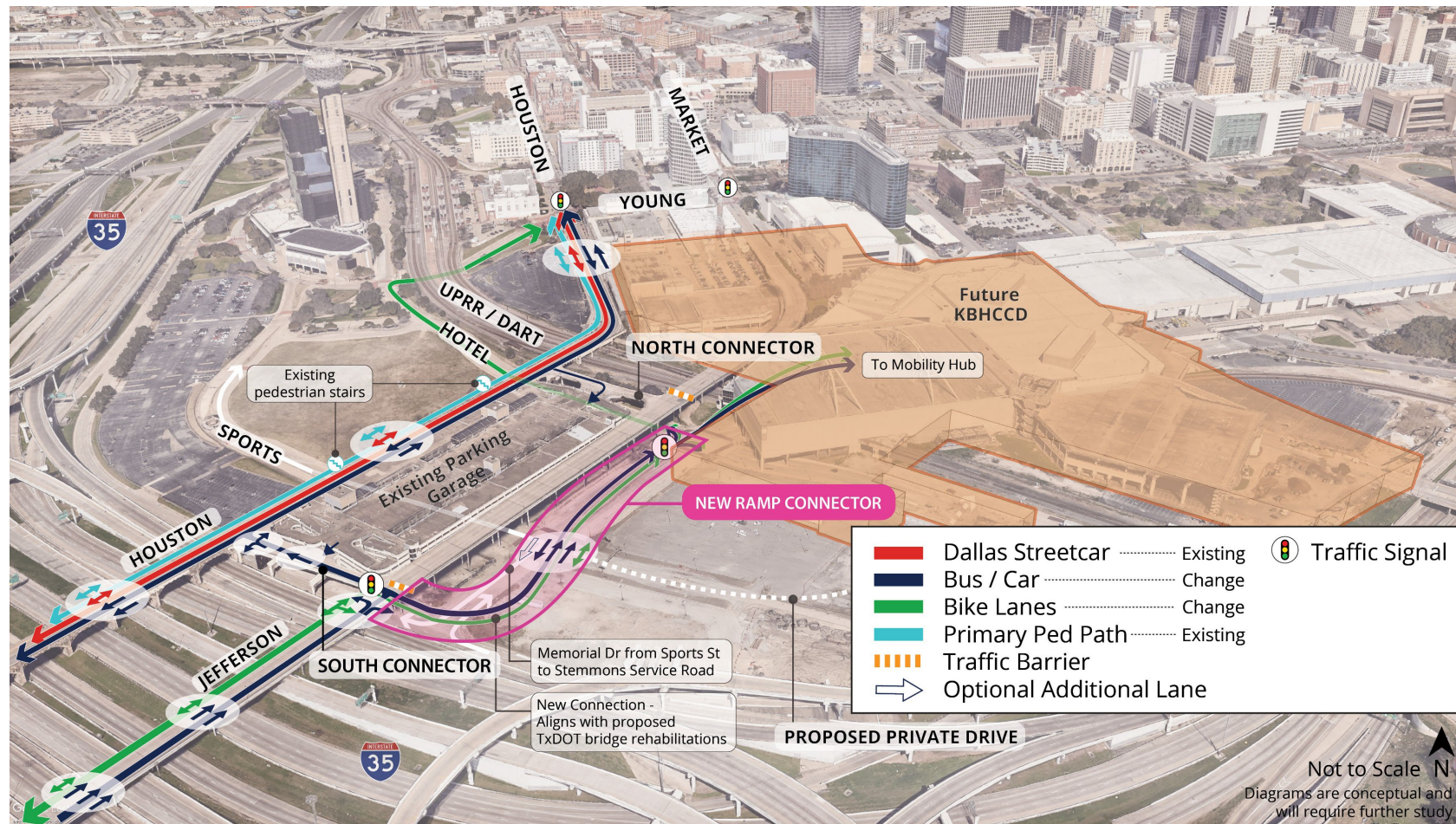
# KBHCCD Construction - Jefferson North Section Removal (cont.)



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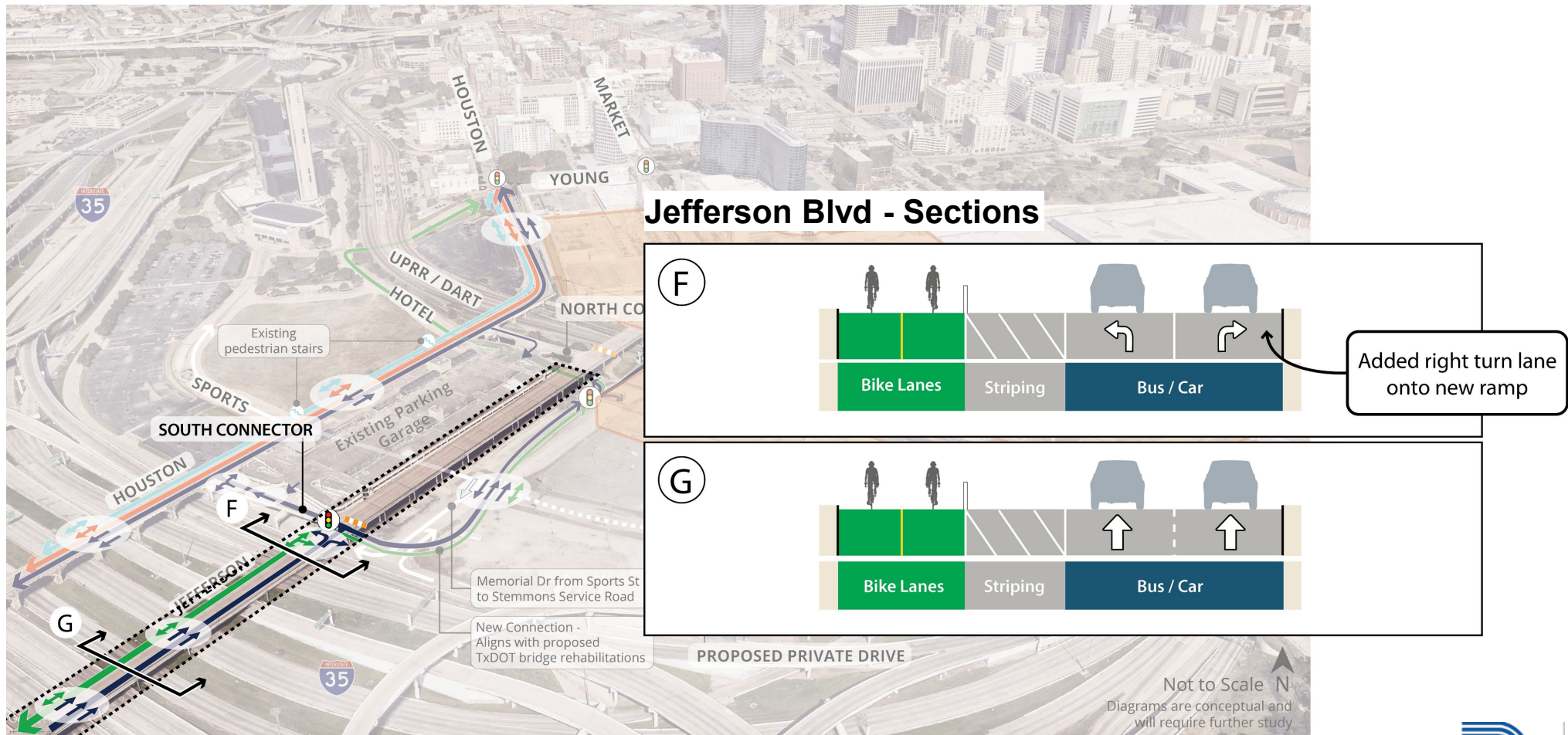
# KBHCCD Opening Timeframe

# KBHCCD Opening Timeframe – Proposed New Ramp Connection



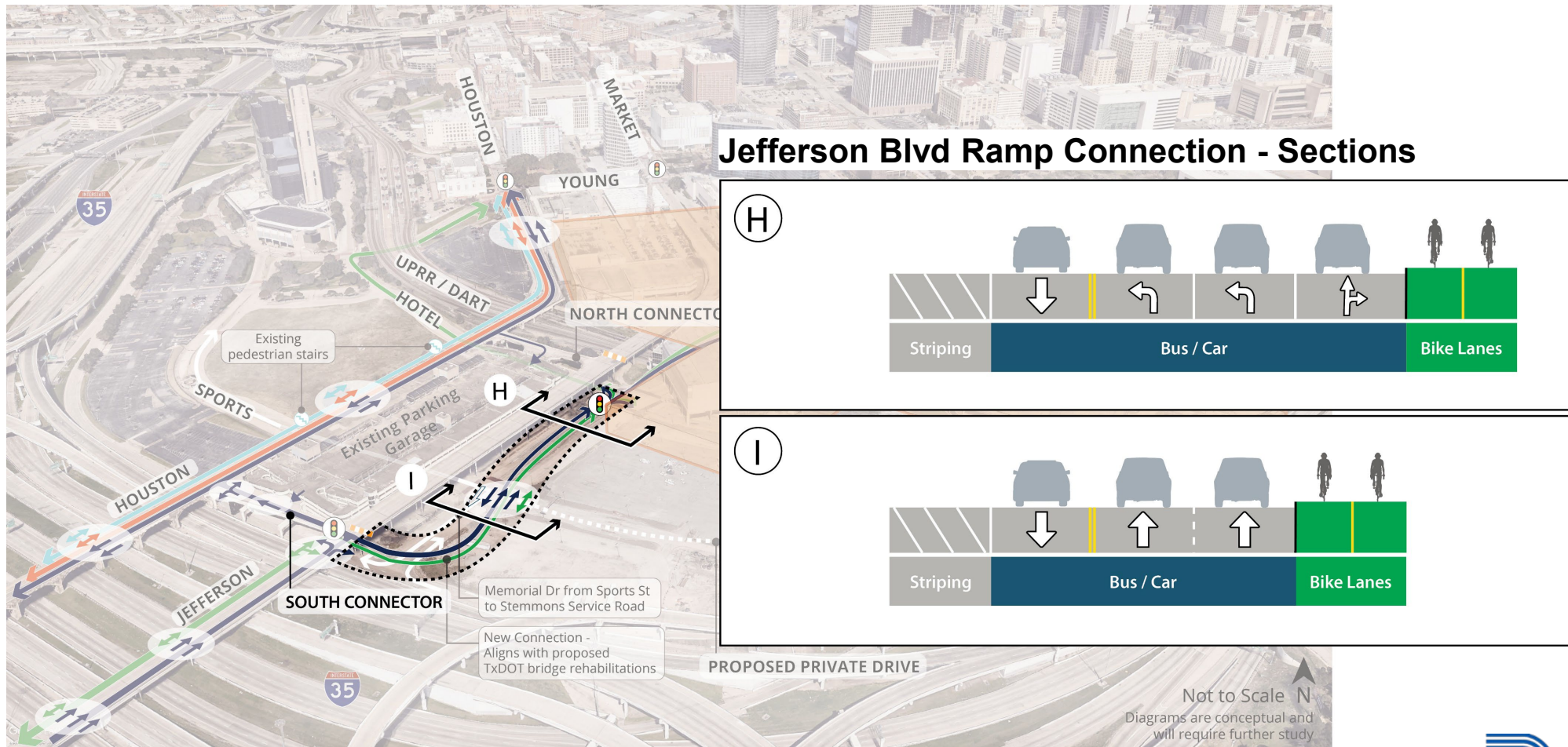
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# KBHCCD Opening Timeframe – Proposed New Ramp Connection (cont.)



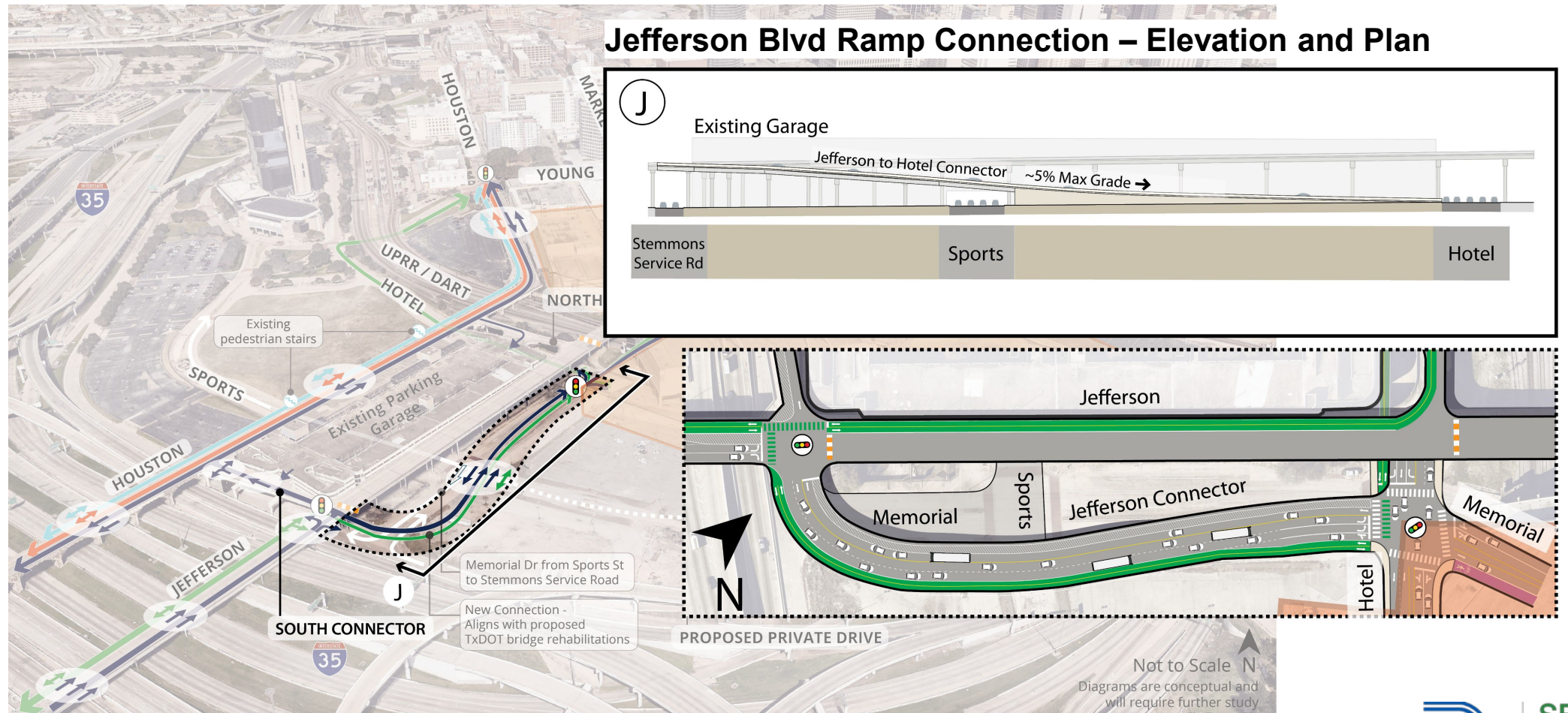
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# KBHCCD Opening Timeframe – Proposed New Ramp Connection (cont.)



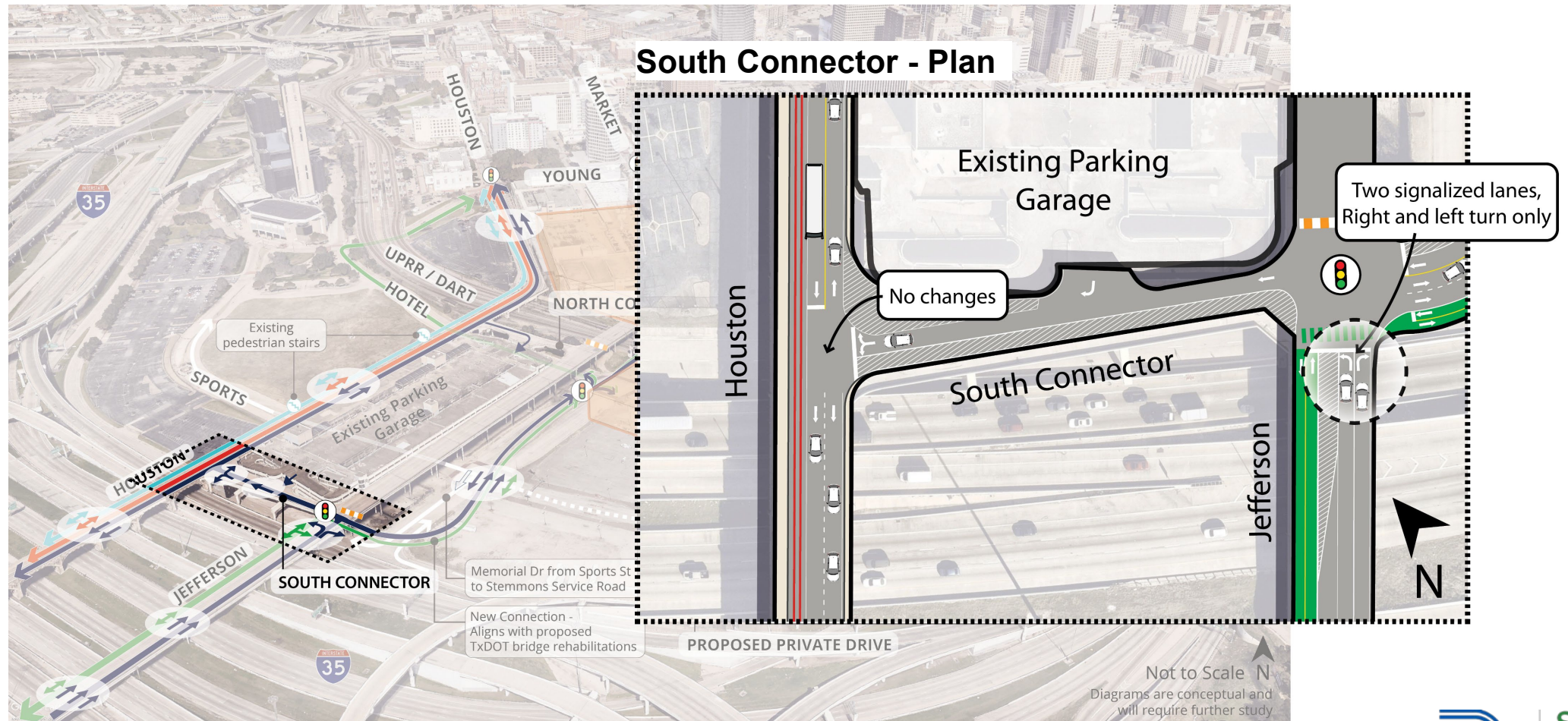
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# KBHCCD Opening Timeframe – Proposed New Ramp Connection (cont.)



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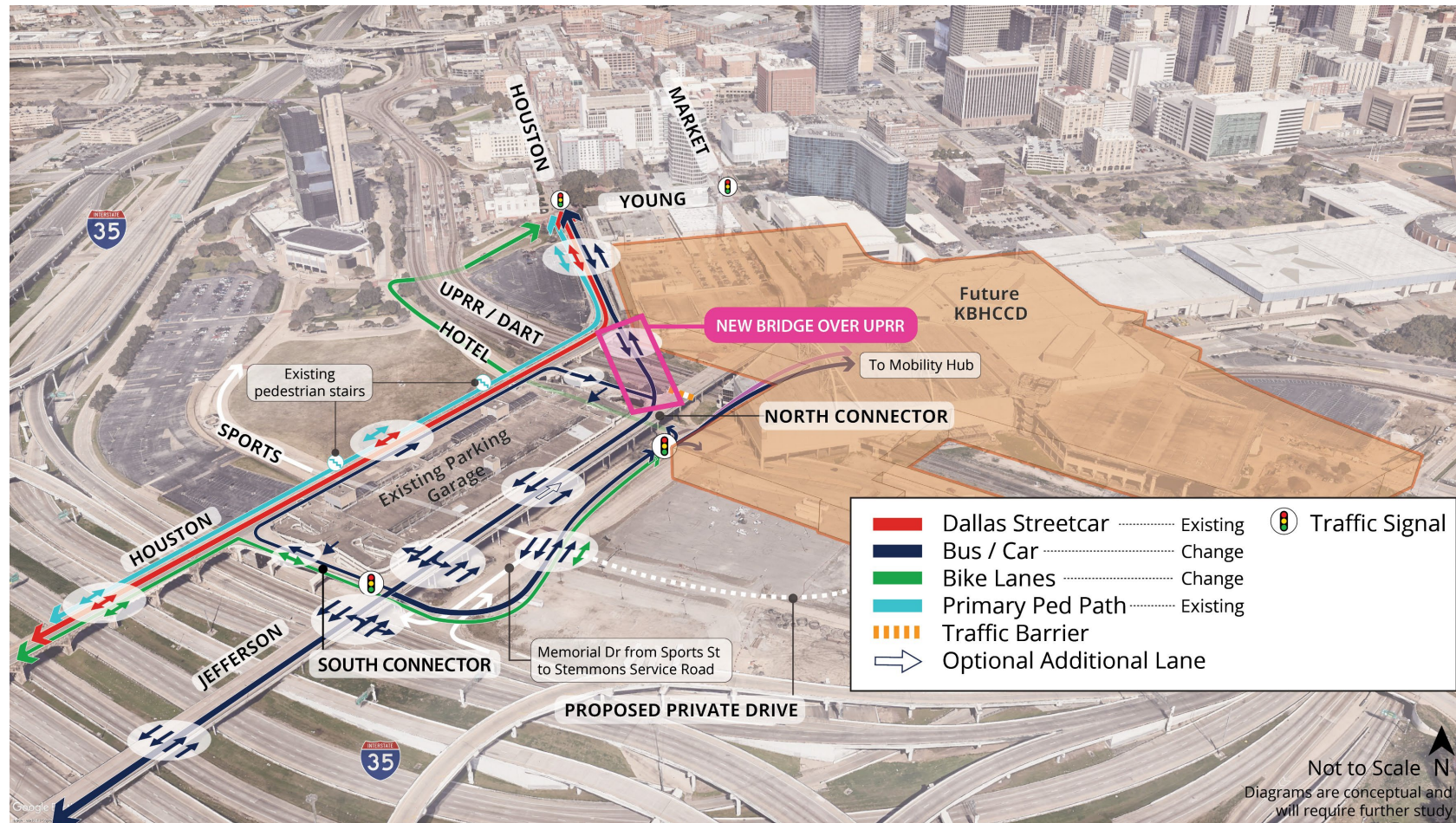
# KBHCCD Opening Timeframe – Proposed New Ramp Connection (cont.)



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# Future Connectivity

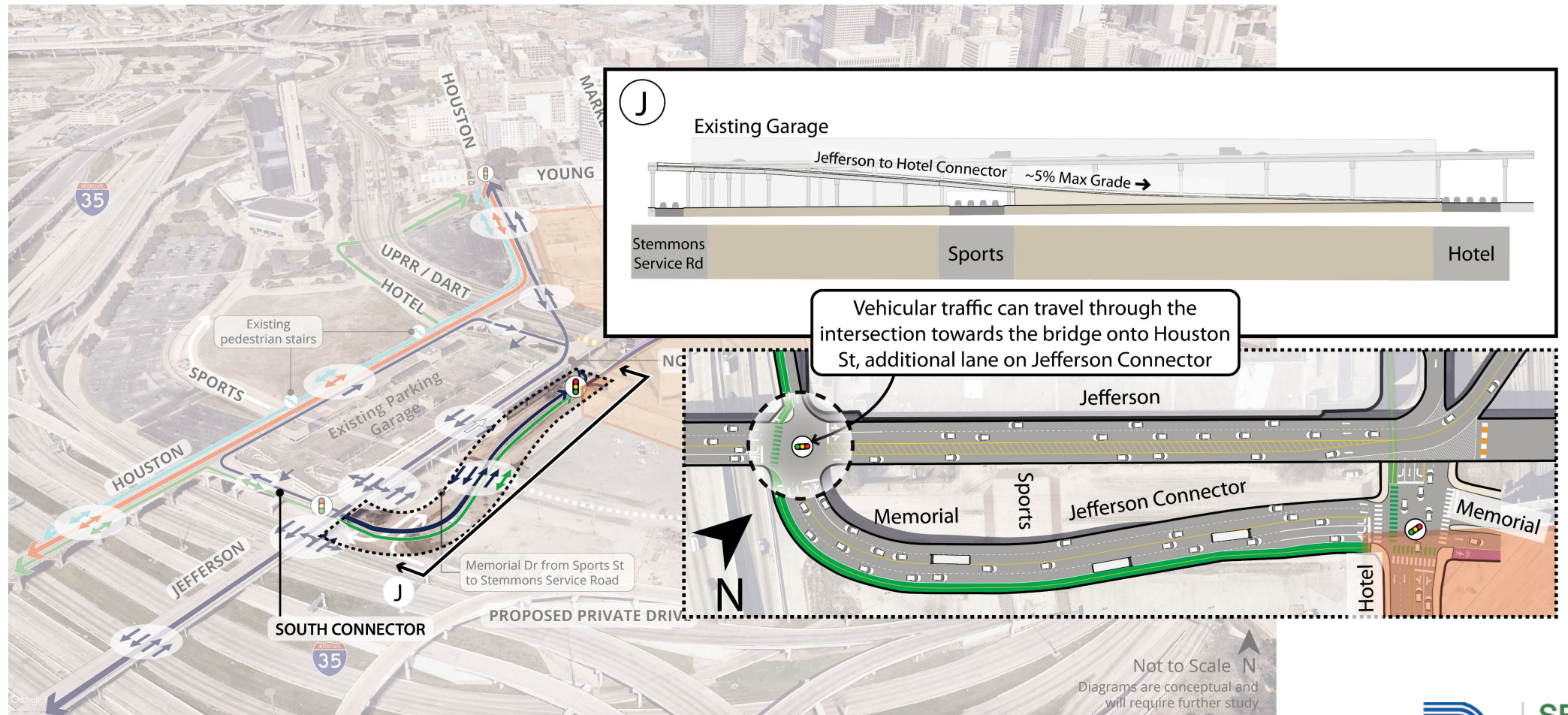
# Future Connectivity



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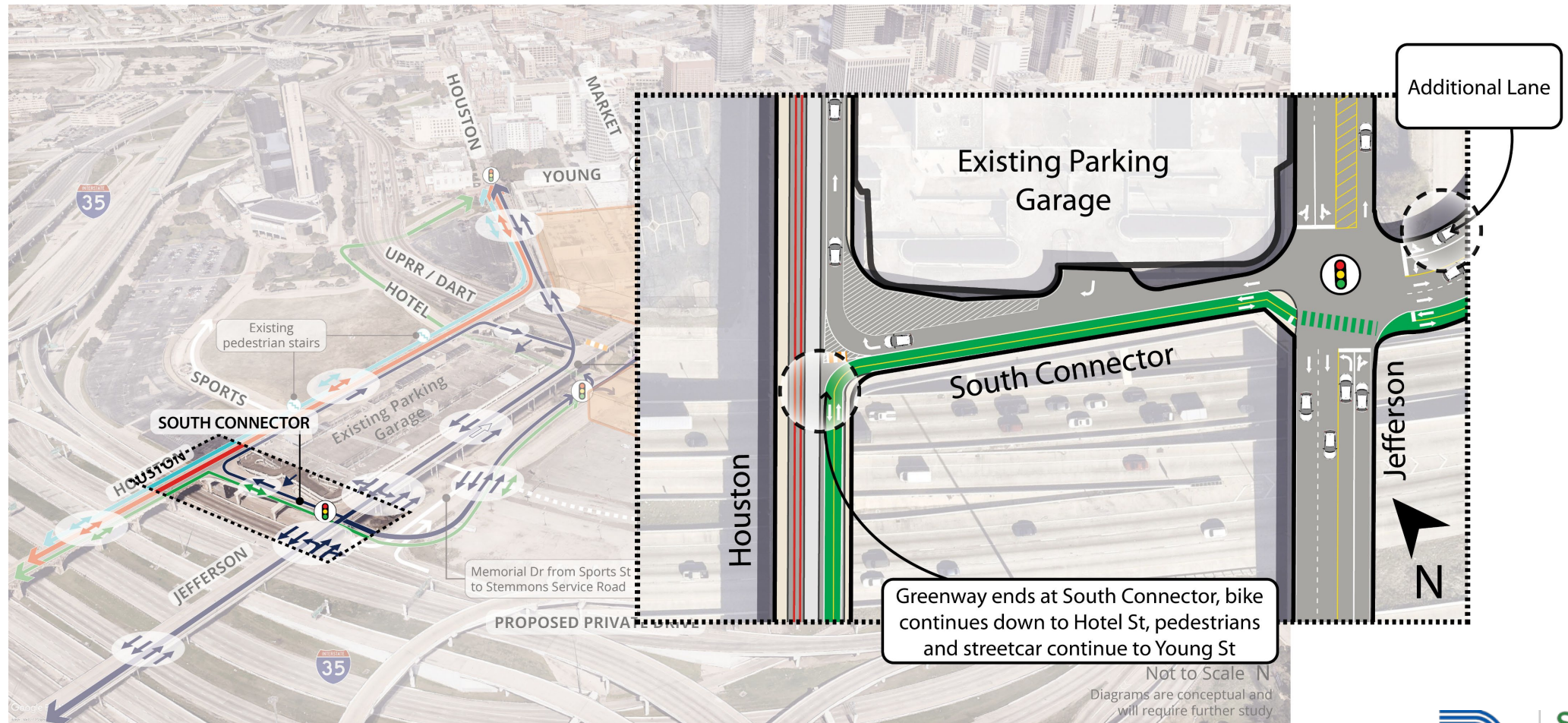


# Future Connectivity (cont.)



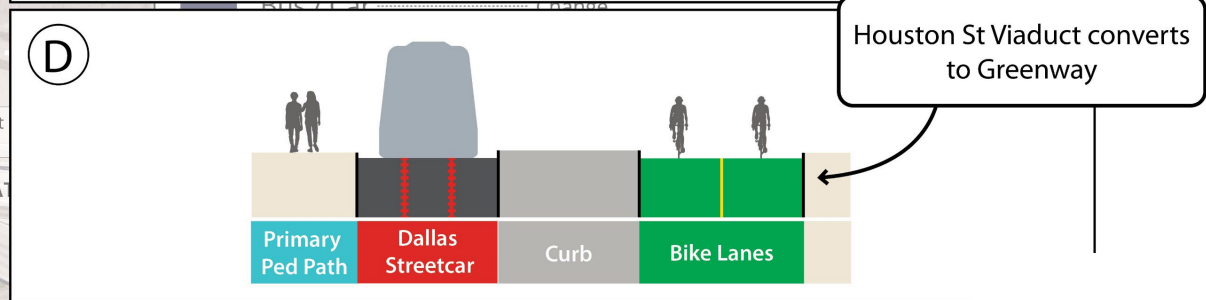
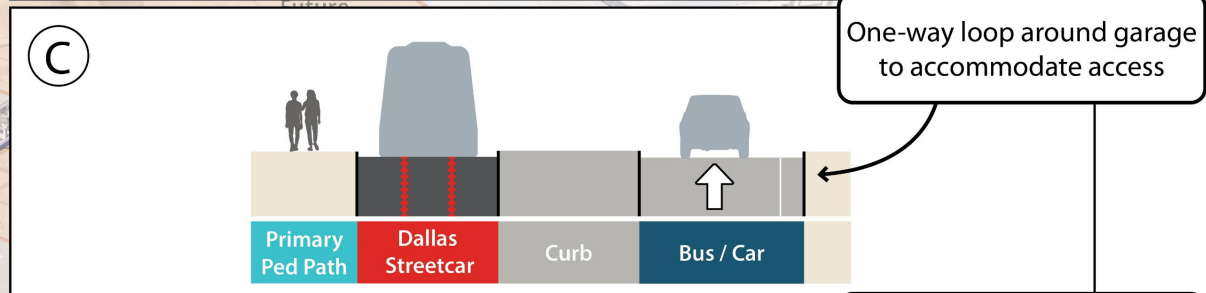
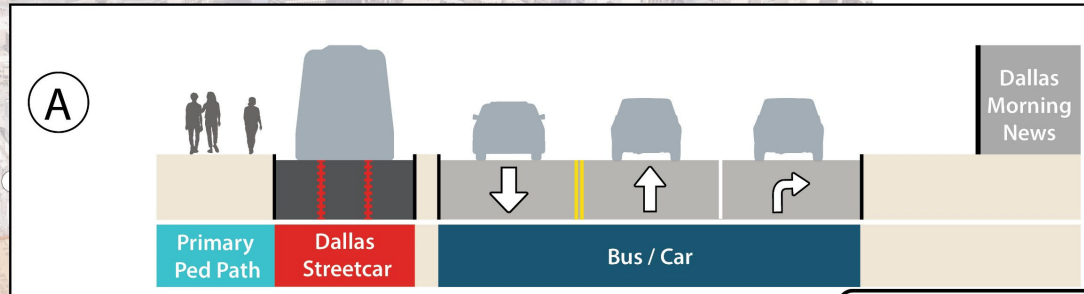
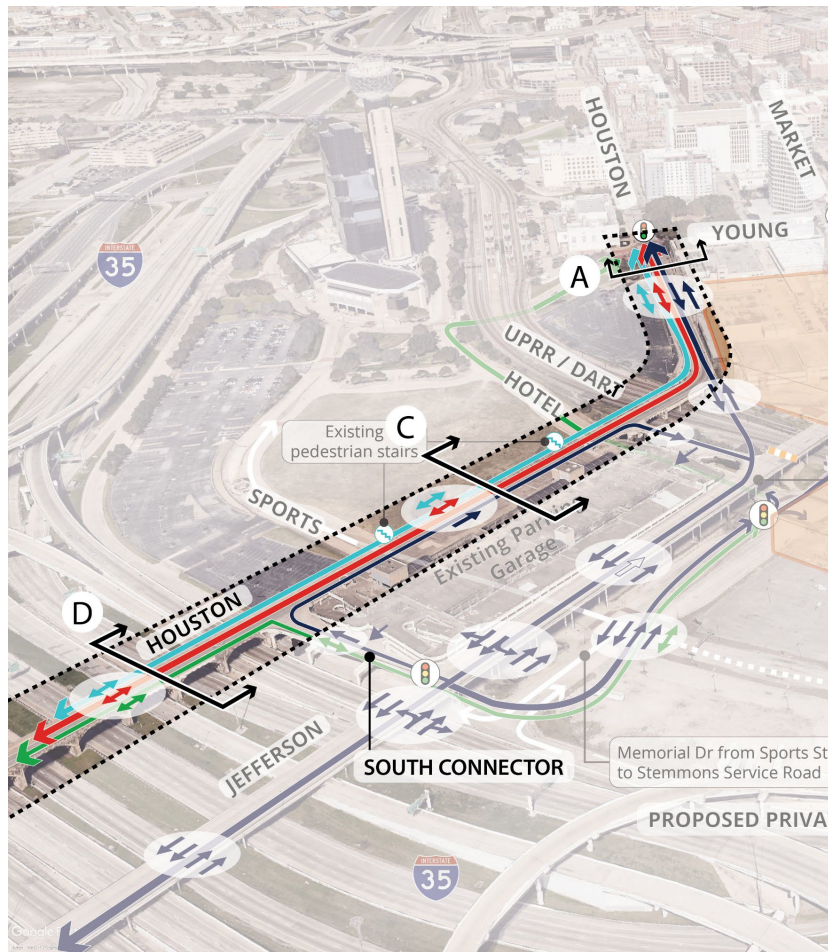
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# Future Connectivity (cont.)



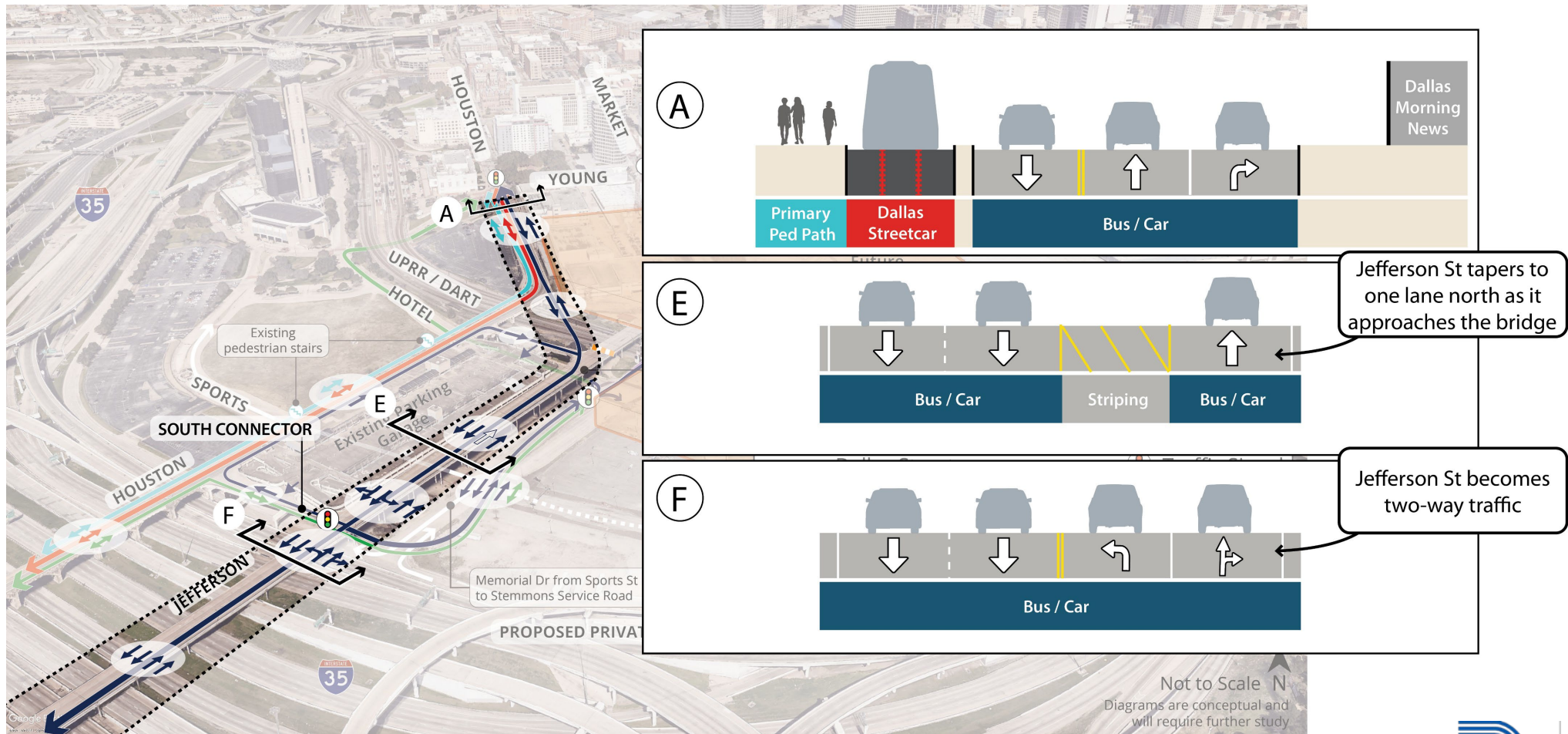
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# Future Connectivity (cont.)



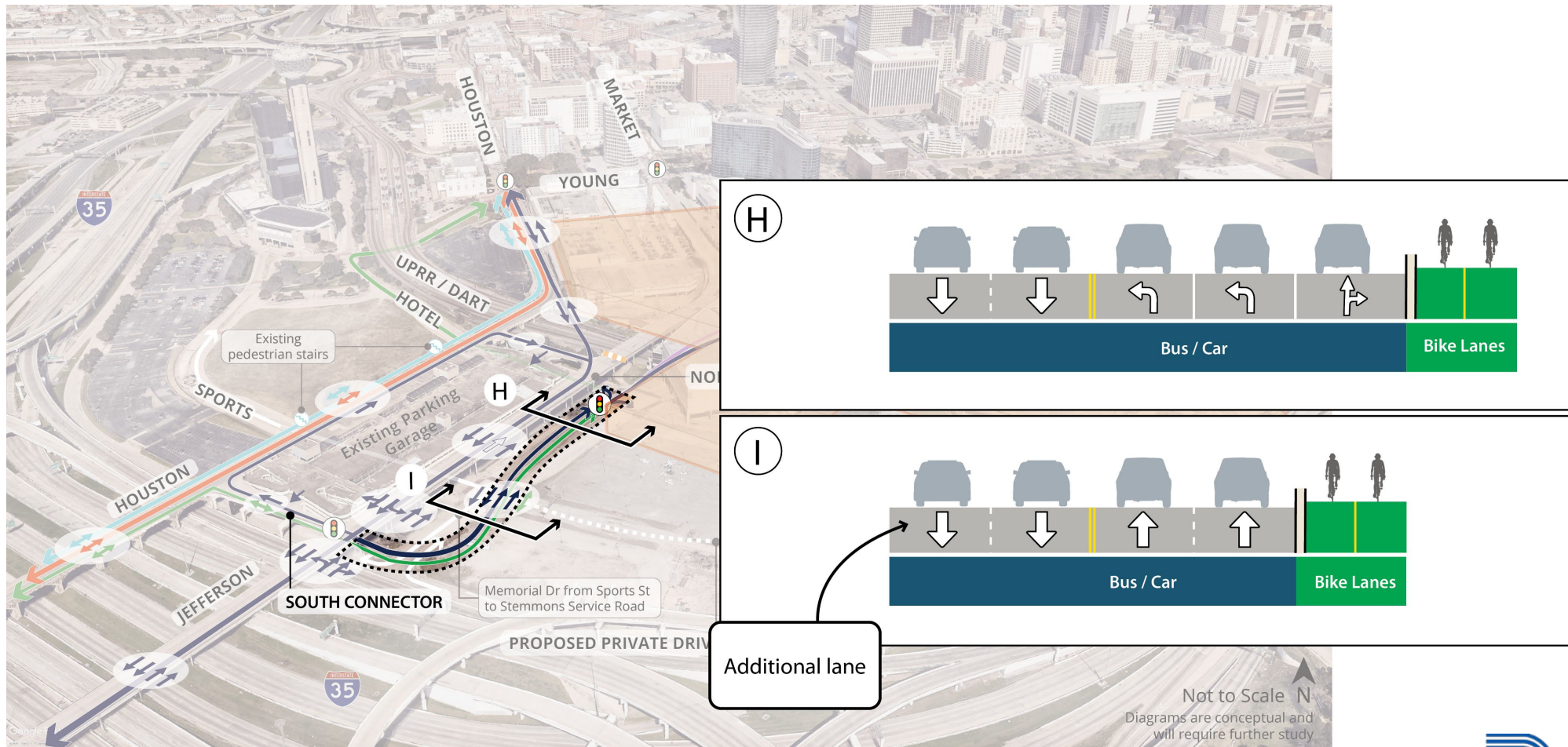
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# Future Connectivity (cont.)



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# Future Connectivity (cont.)



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# Summary of Vehicle Lanes between South Connector and Downtown

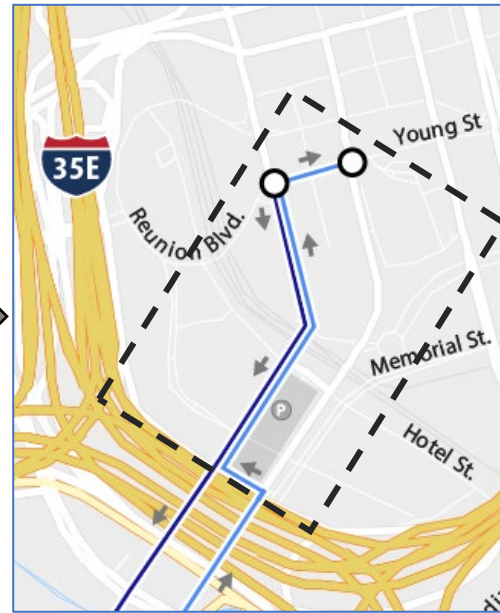
Existing Condition



Jefferson & Houston Travel Routes

Number of Lanes	
NB	3 Lanes Jefferson
SB	2 Lanes Houston

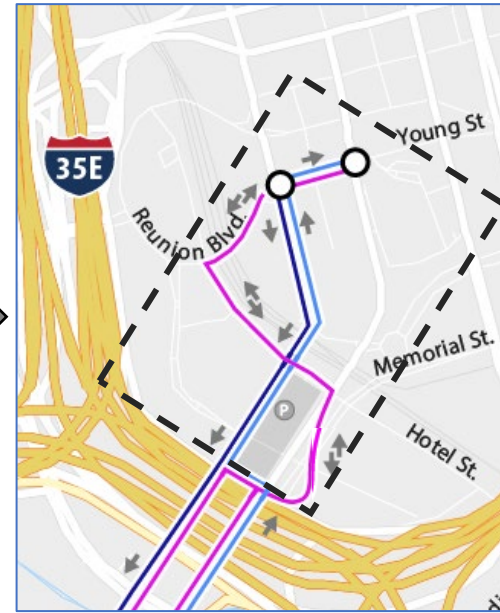
During Construction



Temporary Rerouting via Houston Viaduct

Number of Lanes	
NB	1 Lane
SB	1 Lane

Opening Timeframe



New Ramp Connection to Hotel Street

Number of Lanes	
NB	3 Lanes
SB	2 Lanes

Future Connectivity



New Connection from Jefferson to Houston Viaduct

Number of Lanes	
NB	3 Lanes
SB	3 Lanes

Vehicular traffic south of the south connector does not change until the Future Connectivity Scenario, which aligns with the Oak Farms Study.





Pedestrian and bicycle connectivity is maintained throughout.

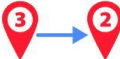

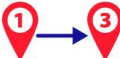
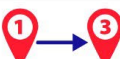
# Traffic Data and Modeling

# Traffic Modeling

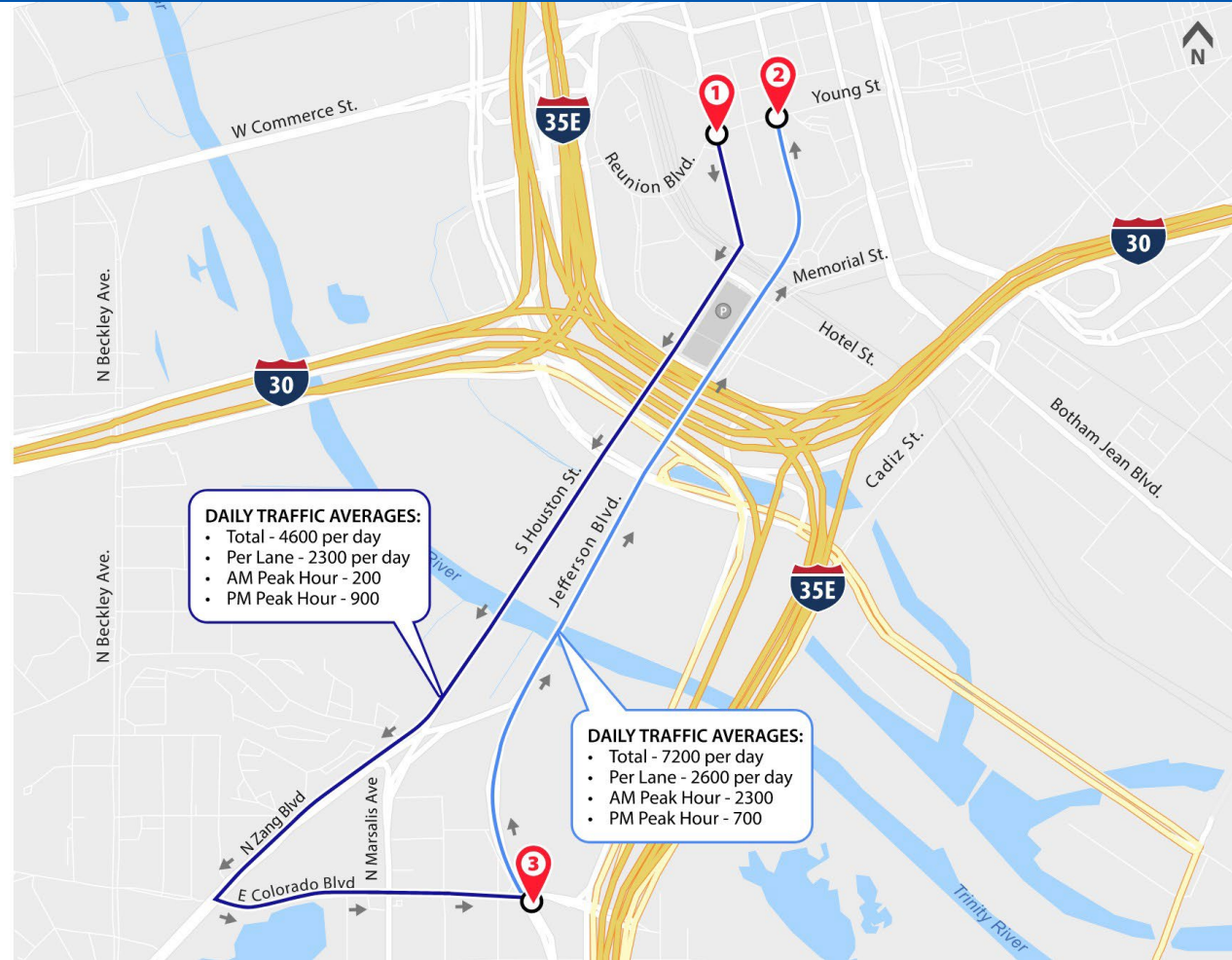
## Existing Conditions

### LEGEND

-  S Houston St. & Young St.
-  S Market St. & Young St.
-  E Jefferson Blvd. & Colorado Blvd.
-  Jefferson & Houston Travel Routes

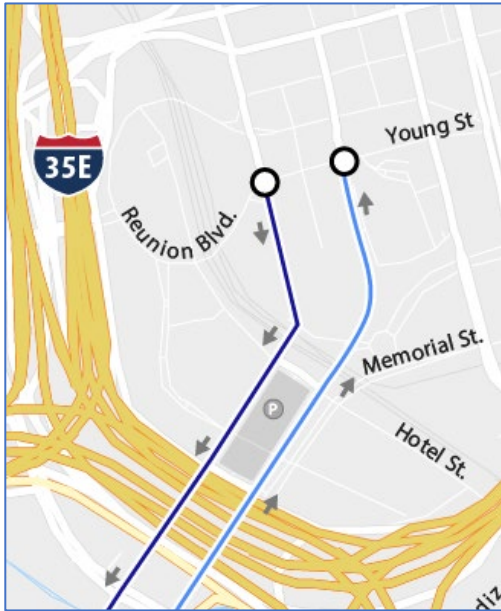
Estimated Travel Times: AM Peak Hour* 7:30 AM to 8:30 AM	
	3 minutes
Estimated Travel Times: Midday* 12:00 PM to 1:00 PM	
	2 minutes
	3.5 minutes
Estimated Travel Times: PM Peak Hour* 5:00 PM to 6:00 PM	
	5 minutes

\*Average Peak Non-Event Weekday Times  
 \*\* Values are calculated based on the cumulative delay increase at each intersection along the route, as well as extra travel time resulting from additional distance traveled

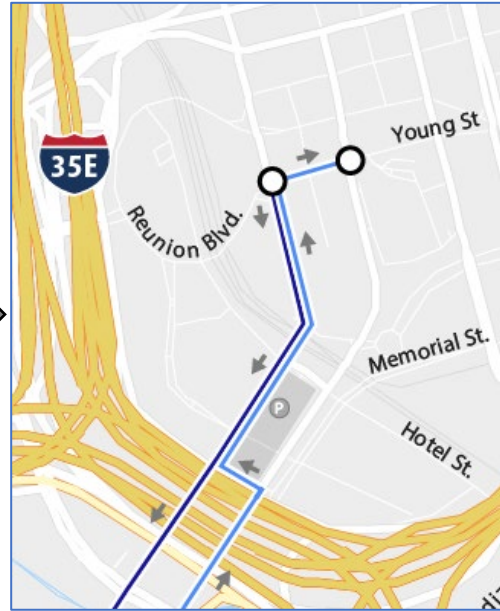


# Jefferson & Houston Viaduct Traffic Patterns

Existing Condition

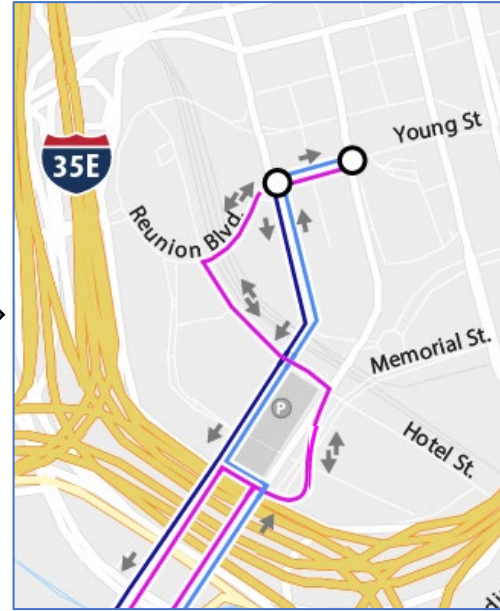


During Construction



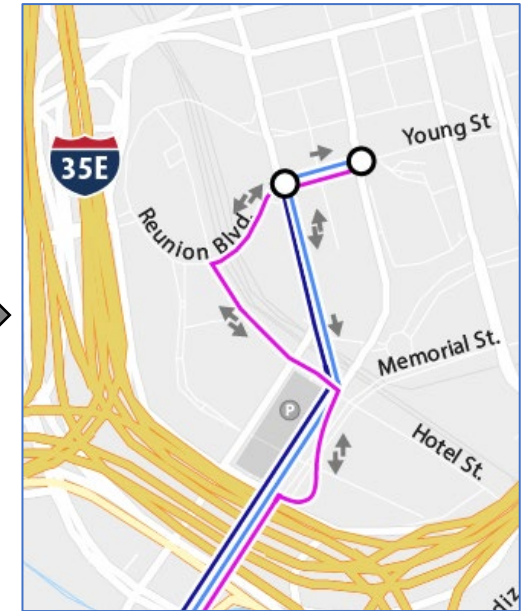
Temporary Rerouting via Houston Viaduct

Opening Timeframe



New Ramp Connection to Hotel Street

Future Connectivity



New Connection from Jefferson to Houston Viaduct

Between Colorado Blvd. and Young Street:

\* Peak periods are 7:30 -8:30am and 5 -6pm

Jefferson & Houston Travel Routes

	AM Peak*	Midday	PM Peak*
NB	+ 10 min	+ 2 min	+ 4.5 min
SB	+ <10 sec	+ <10sec	+ 45 sec

	AM Peak*	Midday	PM Peak*
NB	+ 6.5 min	+ 1.5 min	+ 3 min
SB	+ <10 sec	+ <10 sec	+ 45 sec

	AM Peak*	Midday	PM Peak*
NB	+ 2 min	+ 25 sec	+ 45 sec
SB	+ <10 sec	+ <10 sec	+ 40 sec

\*AM Peak and PM Peak times represent 1-hour windows (7:30 -8:30 AM, 5:00 -6:00 PM)

# Process and Community Engagement

## Thoroughfare/CBD Plan Amendment Process

- Required by City Charter as the long-range roadway planning document. ([Division 51A-9.100. Thoroughfare Plan Amendments.](#) )
- Determines required right-of-way and designation/operation of present and project roadways.
- The plan and its standards must be used and adhered to for existing and new roadways

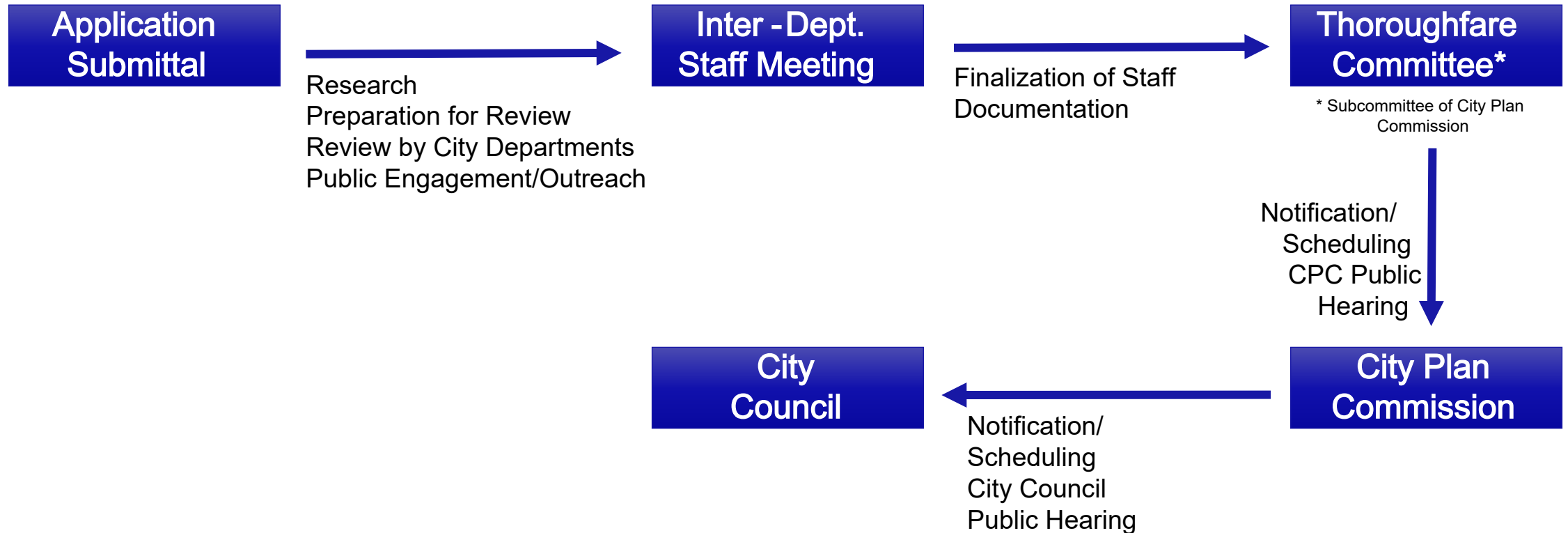
# Thoroughfare/CBD Plan Amendment Process

Key steps from the referenced ordinance include:

- Submission of completed application with all supporting documentation including traffic studies and payment of required fee to TPW
- TPW will coordinate with Planning and Development Department to submit the application to the City Planning Commission's (CPC) Thoroughfare Committee for review
- CPC will hold a public hearing to allow public input
- Before holding the public hearing, notice will be published at least 10 days before the hearing
- CPC will make its recommendation which will be forwarded to City Council
- City Council will hold a public hearing and will consider CPC's recommendation
- Decision by City Council requires the favorable vote of a majority of the members of the city council present

# Thoroughfare/CBD Plan Amendment Process

## 4 to 6 -Month Process





# Cost Comparison of the Expanded Center and the Roadway Improvements

# Cost Comparison

## Key Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan - Cost Comparative Viaduct and Roadway Proposed Enhancements Versus Re-Design/Re-Alignment of the Convention Center Expansion

Component Estimate	Rough Order of Magnitude (in \$M)	
Down Ramp to Hotel Street	\$	25,982,441
Jefferson Bridge over UPRR	\$	66,688,829
Owner Contingency	\$	4,633,564
<b>Viaduct &amp; Roadway Proposed Enhancements Estimate</b>	<b>\$</b>	<b>97,304,834</b>
Re-Design/Re-Alignment of Convention Center Expansion	\$	568,617,486
Owner Contingency	\$	28,430,874
<b>Convention Center Re-Design/Re-Alignment Estimate</b>	<b>\$</b>	<b>597,048,360</b>
<b>Estimated Cost Difference Between Components</b>	<b>\$</b>	<b>499,743,526</b>

# Next Steps and Q&A

## Next Steps

- Processing of Thoroughfare Amendment Applications for interim, Opening Day of KBHCC and long-term condition
- Completion of the design of the traffic control plans for Jefferson and Houston Viaducts
- Closure and demolition of section of the Jefferson viaduct and roadway portion north of railroad will be implemented, allowing the KBHCCD Component 1 to continue with construction activities as per schedule.
- Begin discussions regarding funding and timeline for the long-term connectivity solutions with stakeholders and partners
- Prepare a cadence to provide continued updates to city leadership and the Dallas City Council as the process moves forward



# Appendix A: Jefferson Viaduct Studies Options and Evaluation Matrix

# Jefferson Viaduct Studies: Design Objective

1. Safety
2. Compatibility with Oak Farms Studies
  - Jefferson Viaduct connection to Downtown
  - Greenway connection to Union Station
  - Support future traffic growth
3. Mitigate impacts
  - Mitigate impacts on cost, schedule, disruption properties, and external parties
4. Support KBHCCD form and function
  - Minimize ground floor impact on structure, visitor experience, and Mobility Hub.

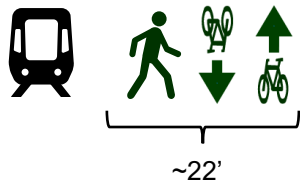
# Previous Concept: Elevated Viaduct to Ceremonial

## KBHCCD Construction Phase Conflicts with Jefferson Viaduct:

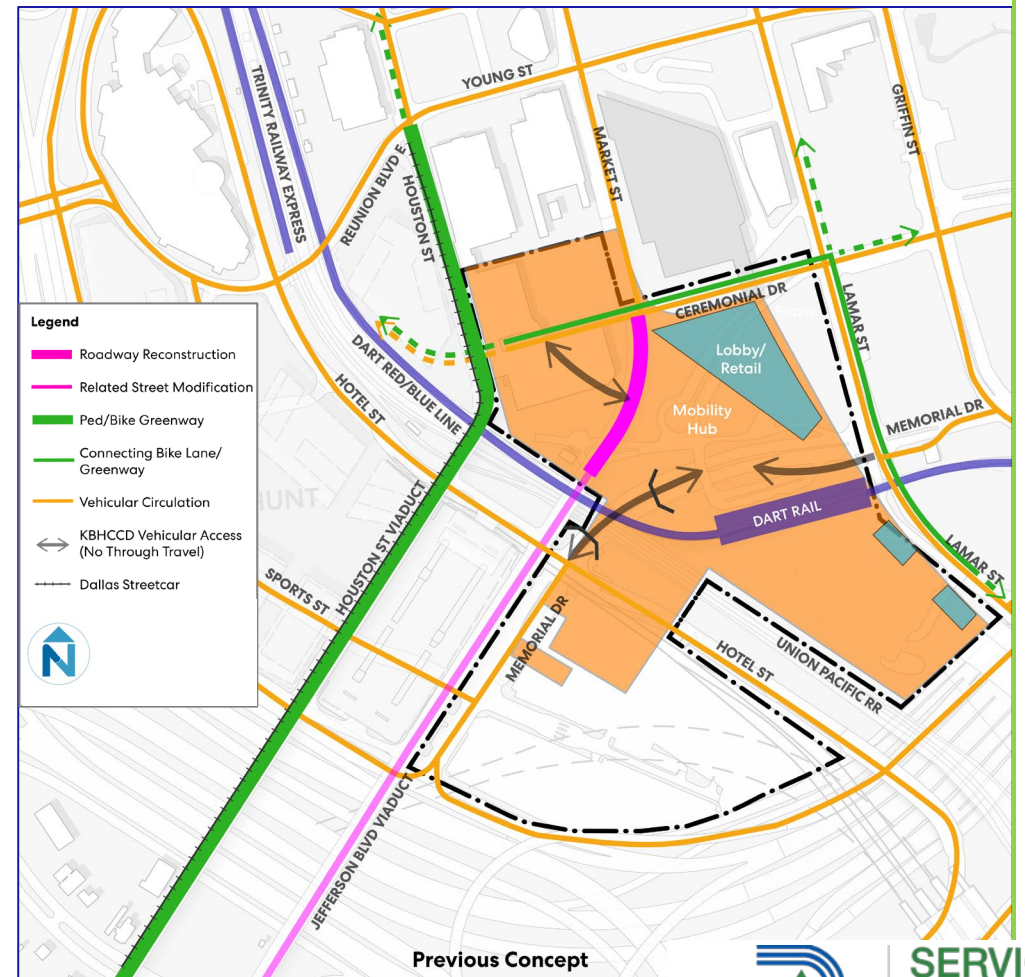
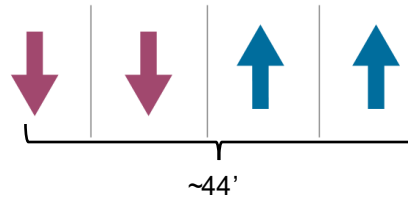
Options to resolve:

1. Connect Jefferson to Hotel Street (Scenario 1)
2. Go Through KBHCCD (Scenarios 2-3)
3. Go Around KBHCCD (Scenarios 4-8)

HOUSTON VIADUCT

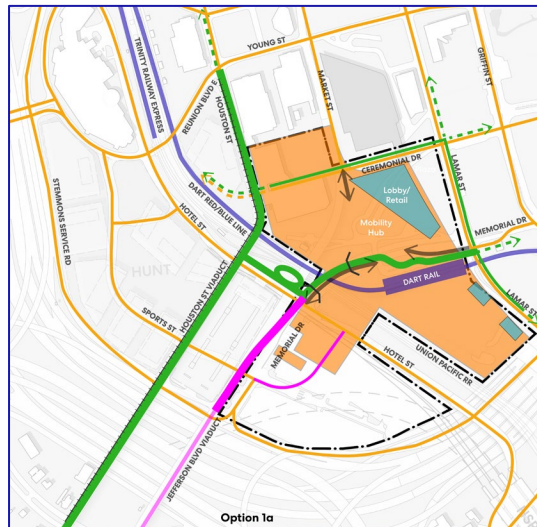


JEFFERSON VIADUCT



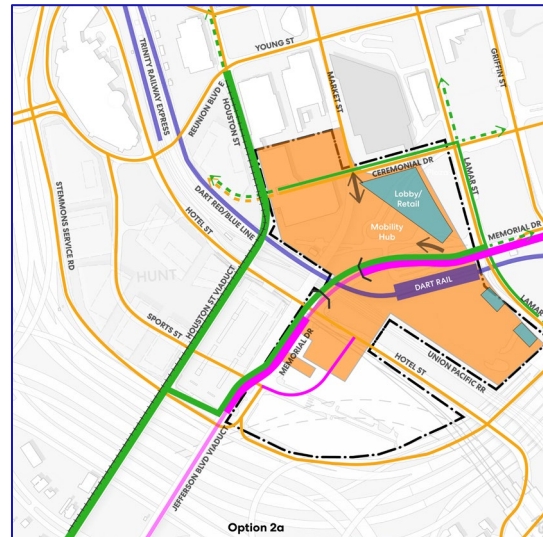
# Connect to Hotel Street or Go Through KBHCCD

**Scenario 1a:**  
Connect Jefferson to  
Hotel Street



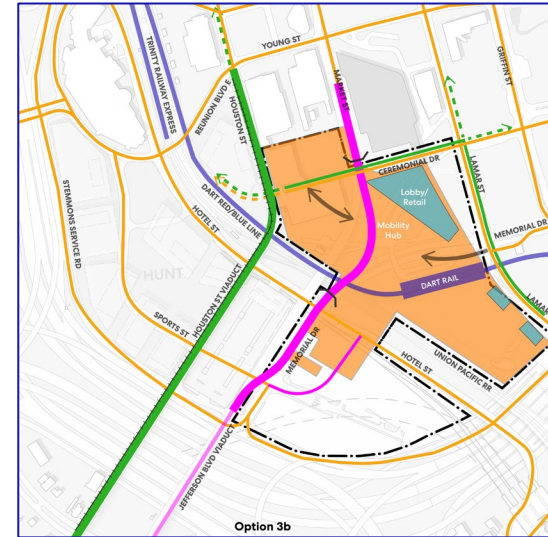
**Short List**  
Traffic, Connectivity

**Scenario 2a/2b :**  
Memorial Underpass  
to Lamar or Griffin



**Not Viable**  
Ground Floor Impact, Traffic,  
Geometry


**Scenario 3a/3b:**  
Memorial Underpass  
to Ceremonial or Young



**Not Viable**  
Ground Floor Impact,  
Utilities, Cost

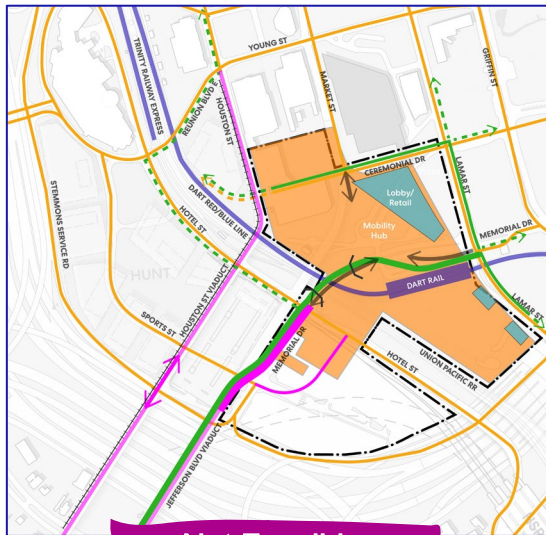
**Legend**

- █ Roadway Reconstruction
- ▬ Related Street Modification
- █ Ped/Bike Greenway
- ▬ Connecting Bike Lane/ Greenway
- ▬ Vehicular Circulation
- ↔ KBHCCD Vehicular Access (No Through Travel)
- - - Dallas Streetcar



# Go Around KBHCCD

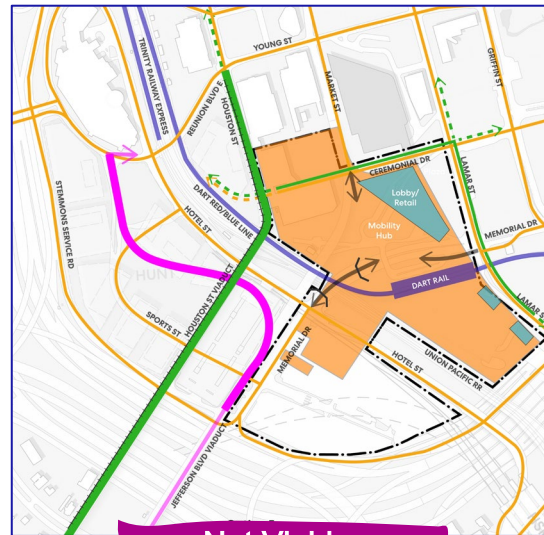
**Scenario 4:**  
Swap Greenway  
to Jefferson



**Not Feasible**

Traffic on Houston

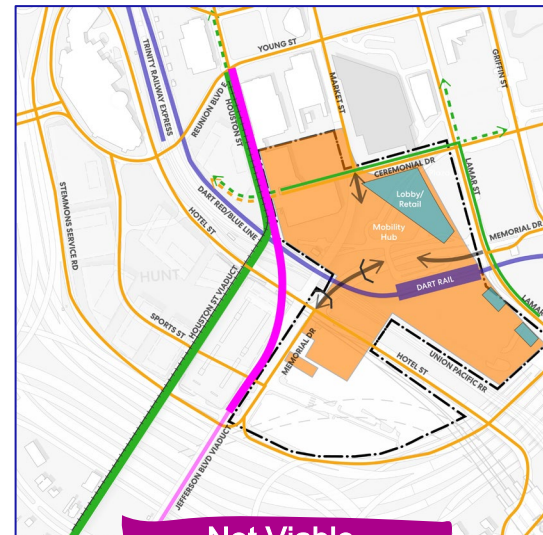
**Scenario 5:**  
Jefferson to  
Sports/Reunion



**Not Viable**

Property Impacts, Cost, Traffic

**Scenario 6:**  
Jefferson Merged  
with Houston



**Not Viable**

Disruption, Property Impacts

**Scenario 6c:**  
Merge Viaducts  
+ Ramp to Hotel Street



**Short List**

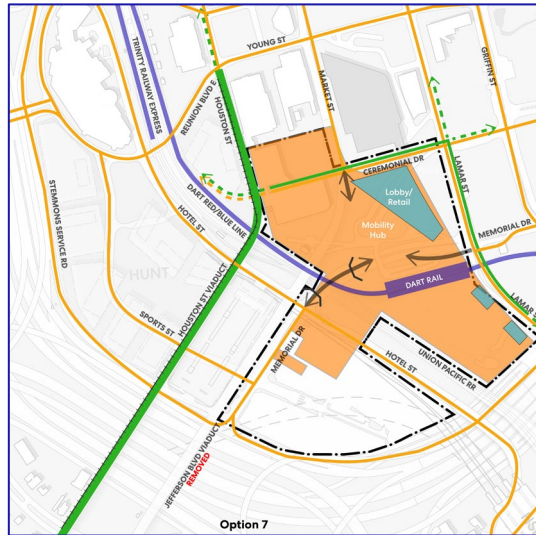
Property Impacts, Cost

**Legend**

Roadway Reconstruction	Vehicular Circulation
Related Street Modification	KBHCCD Vehicular Access (No Through Travel)
Ped/Bike Greenway	Dallas Streetcar
Connecting Bike Lane/ Greenway	

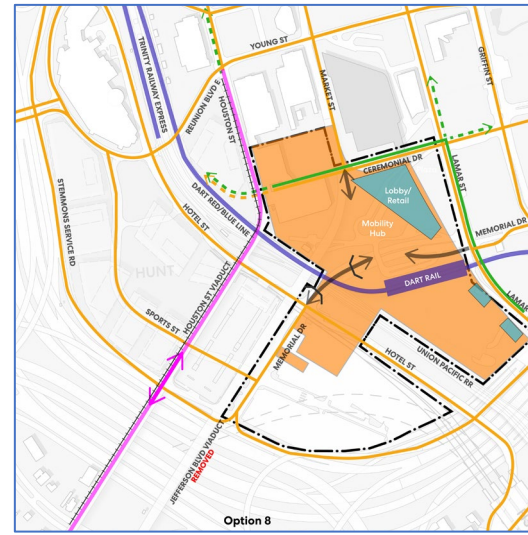
# Go Around KBHCCD (Continued)

**Scenario 7:**  
Houston Greenway /  
Remove Jefferson Viaduct



**Not Viable**  
Removes Access

**Scenario 8:**  
Houston Traffic /  
Remove Jefferson Viaduct



**Not Viable**  
Structural Feasibility,  
No Greenway

**Legend**

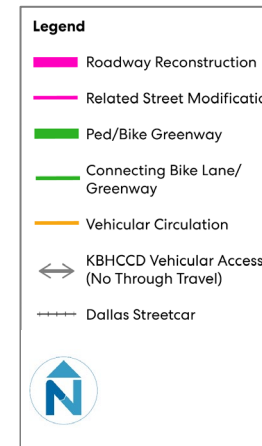
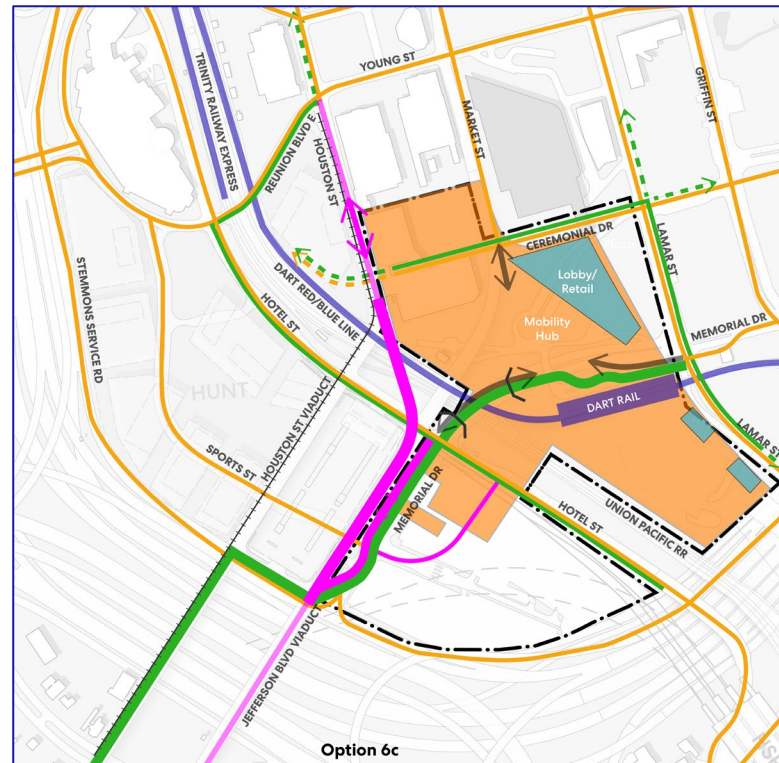
- Roadway Reconstruction
- Related Street Modification
- Ped/Bike Greenway
- Connecting Bike Lane/Greenway
- Vehicular Circulation
- KBHCCD Vehicular Access (No Through Travel)
- Dallas Streetcar


# Evaluation

		Oak Farms Compatibility	Impact Mitigation	KBHCCD Form & Function	Concerns
		Jefferson and Greenway connections to Downtown, support traffic growth	...On cost, schedule, property, utilities, external parties	Minimize ground -floor impact on Mobility Hub, structure, and visitor experience	
Connect to Hotel Street	<b>Scenario 1a:</b> Connecting Jefferson at Hotel	X	~	✓	Traffic, Connectivity
	Go Through	<b>Scenario 2a/2b:</b> Underpass to Lamar or Griffin	~	~	X
<b>Scenario 3a/3b:</b> Underpass to Ceremonial or Young		✓	~ X	X	Ground floor impact, Utilities, Cost
Go Around		<b>Scenario 4:</b> Swap Greenway to Jefferson	X	X	✓
	<b>Scenario 5:</b> Jefferson to Sports/Reunion	X	X	✓	Property Impacts, Cost, Traffic
	<b>Scenario 6:</b> Jefferson Merged with Houston	~	X	✓	Property Impacts, Disruption, Cost
	<b>Scenario 6c:</b> Merge Viaducts + Ramp to Hotel	✓	~	✓	Property Impacts, Cost
	<b>Scenario 7:</b> Houston Greenway (Remove Jefferson)	X	~	✓	Removed Access
	<b>Scenario 8:</b> Houston Traffic (Remove Jefferson)	X	X	✓	Feasibility, Connectivity

# Short List

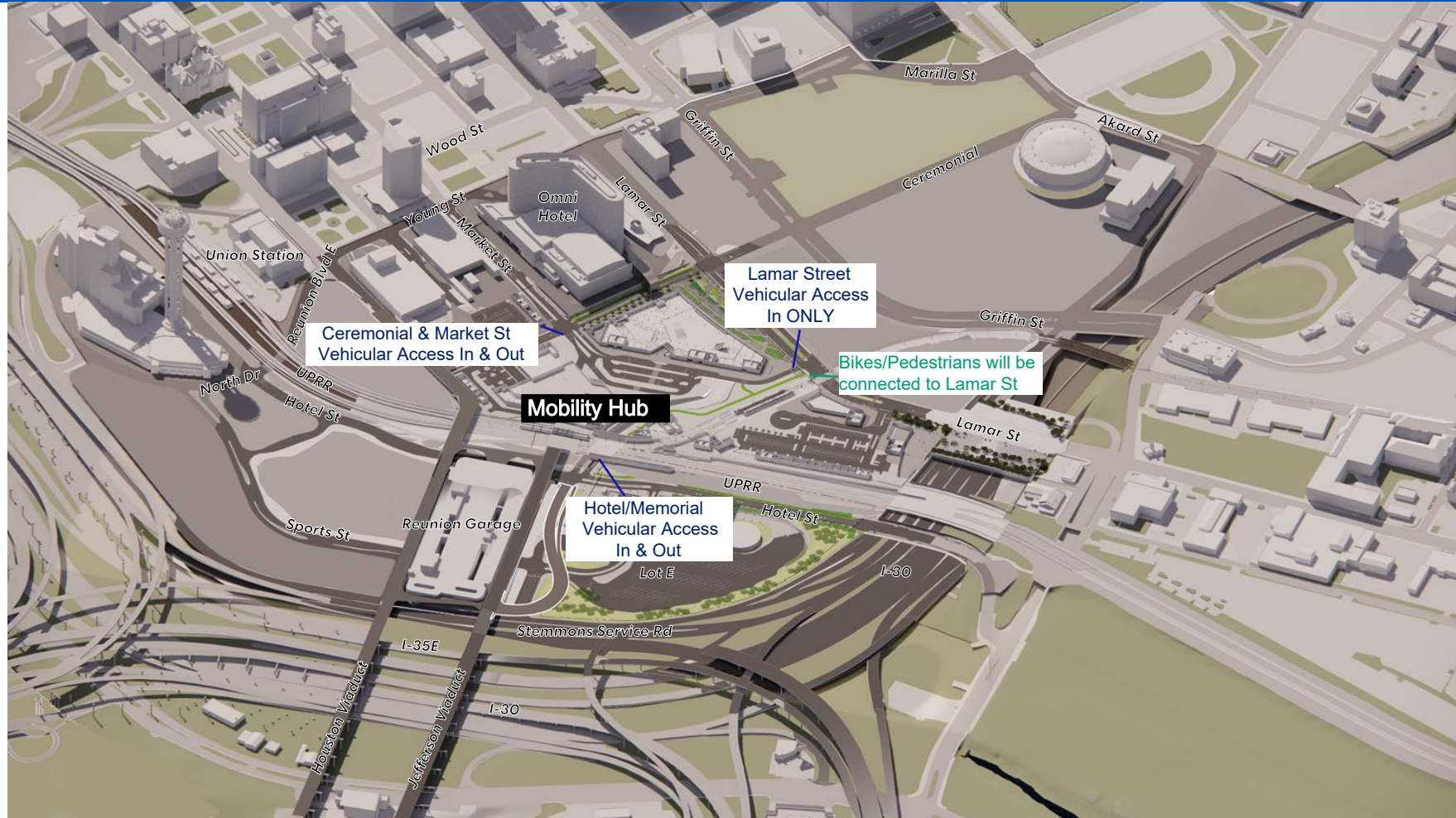
## Scenario 6c: Jefferson Merges with Houston + Ramp to Hotel



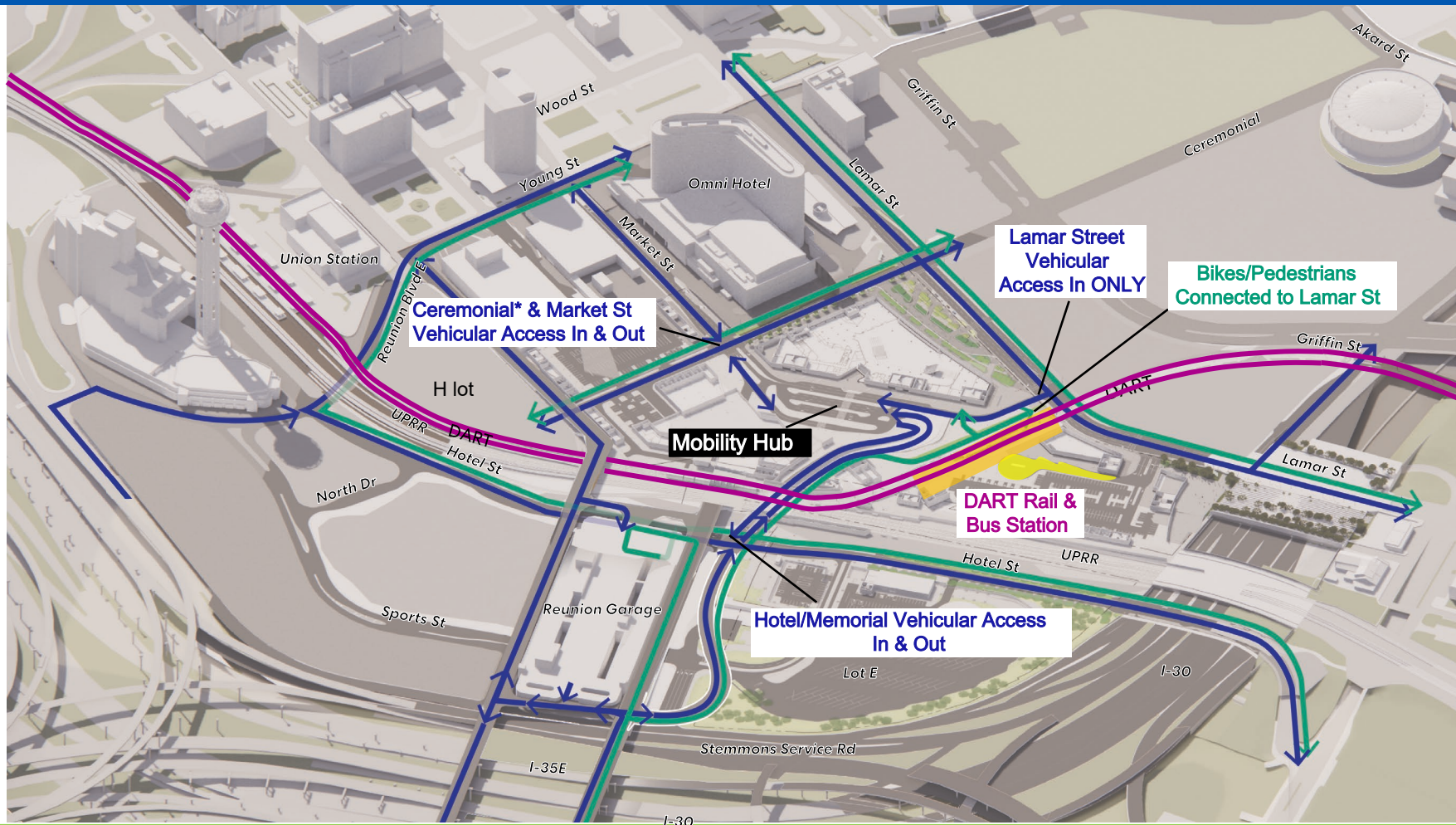


# Appendix B: KBHCCD Mobility Hub

# KBHCCD Master Plan : Ground Level – Opening Day



# Jefferson Viaduct Realignment & Access – Opening Day

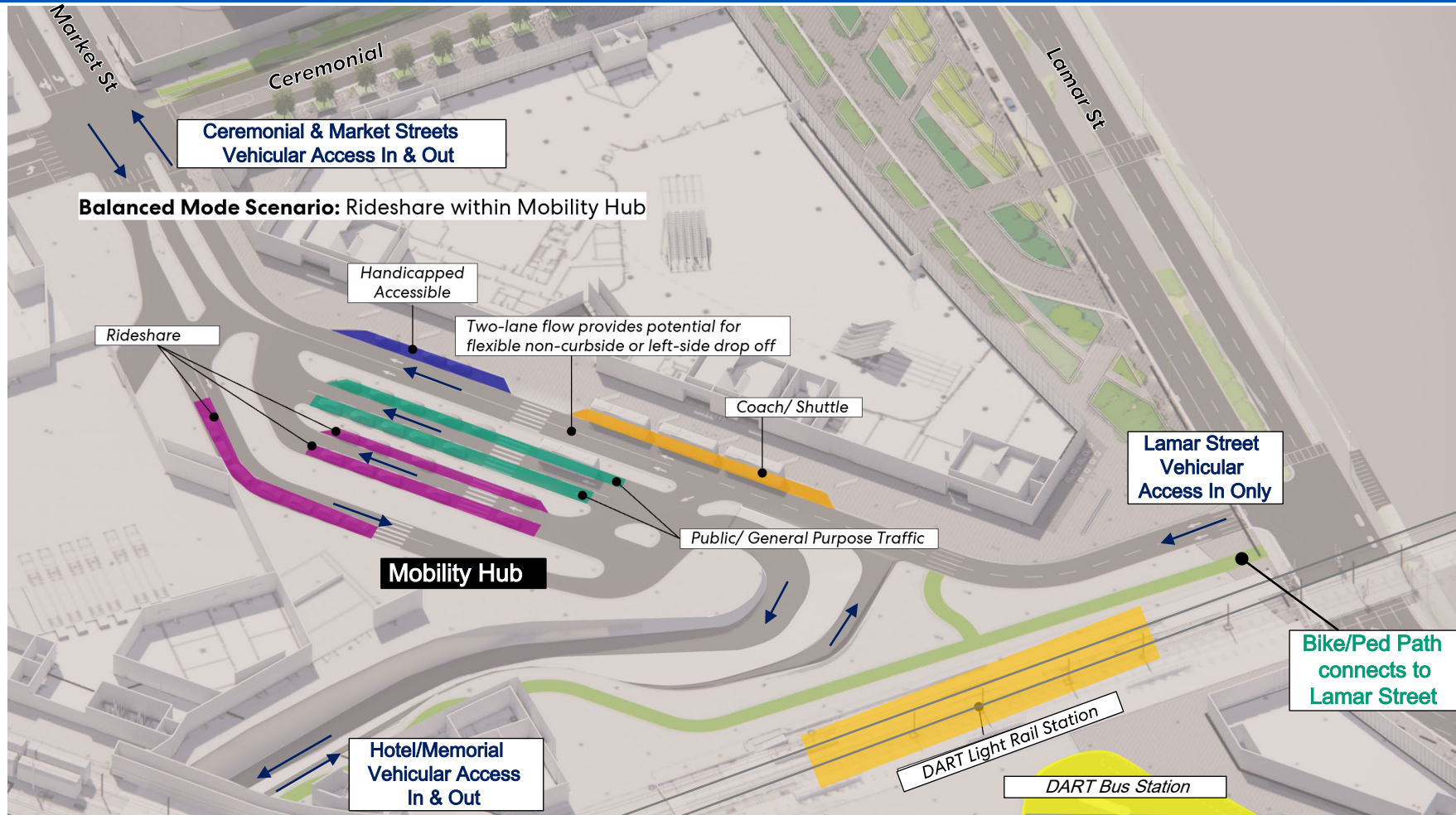


**Legend**

- Bus / Car
- Protected Bike Lanes
- DART Light Rail

\* Ceremonial St will be extended and pass under Houston Viaduct

# Mobility Hub Operational Mode – Opening Day

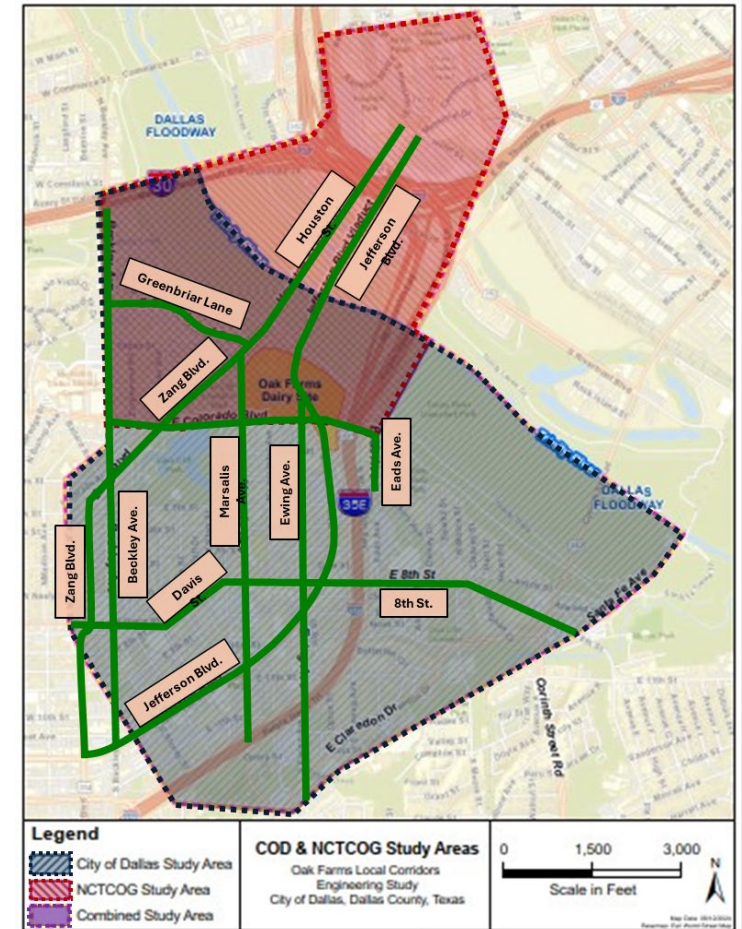




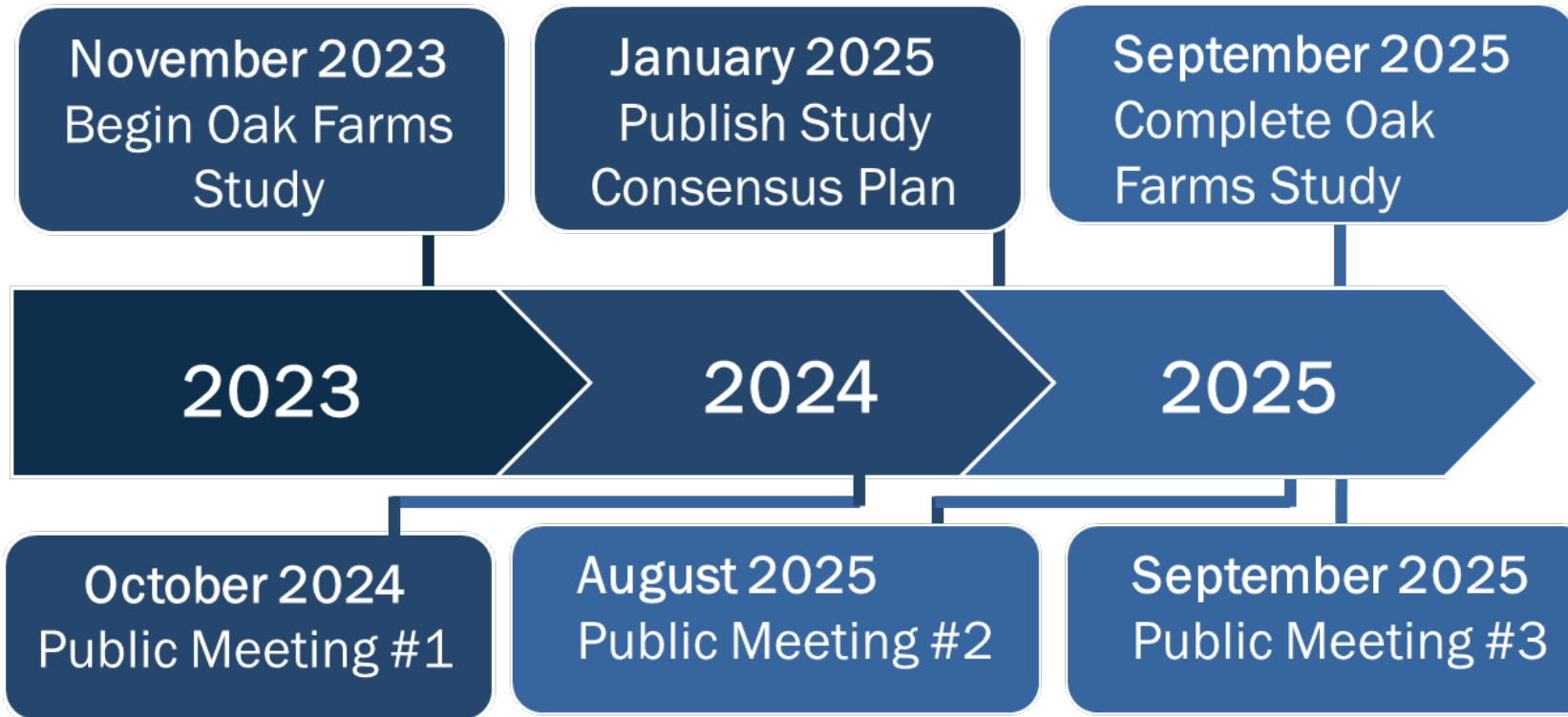
# Appendix C: Oak Farms Study Overview

# Oak Farms Study – Purpose

- City of Dallas Study
  - Evaluate Oak Farms Area Corridors
  - Identify Streetcar Extension Preferred Alternative
- NCTCOG Regional Study
  - Analyze New Traffic Patterns on Viaducts
  - Reconnect Street Grid at Oak Farms Dairy Site
  - Jefferson Boulevard Extension Engineering
  - Active Transportation Connection Alternatives



# Oak Farms Study – Timeline and Next Steps



## NEXT STEPS

- Identify and Program Funding for Projects
- Develop design and construction Schedule aligned with funding
- TxDOT to Complete Bridge Assessment and Rehabilitation
- Prepare Detailed Design with Public Engagement
- Right-of-Way, Utility Relocation and Construction

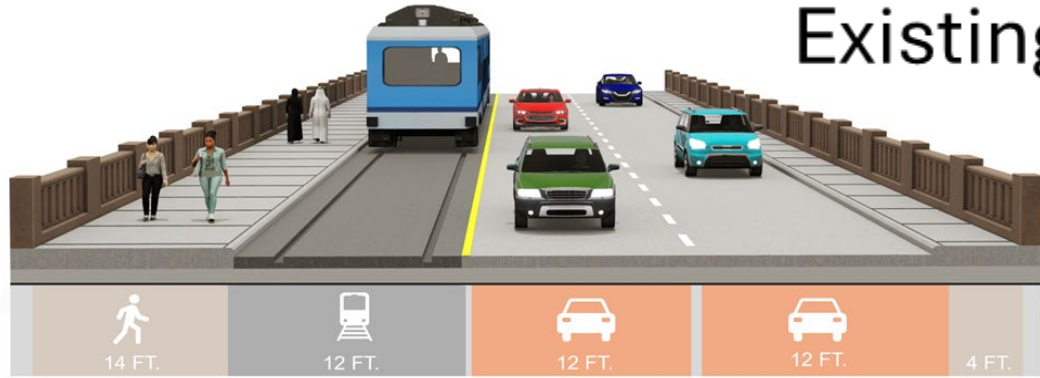
See Plan and Meeting Info at NCTCOG Website: <https://publicinput.com/oakfarms>

## Oak Farms Study Assumptions

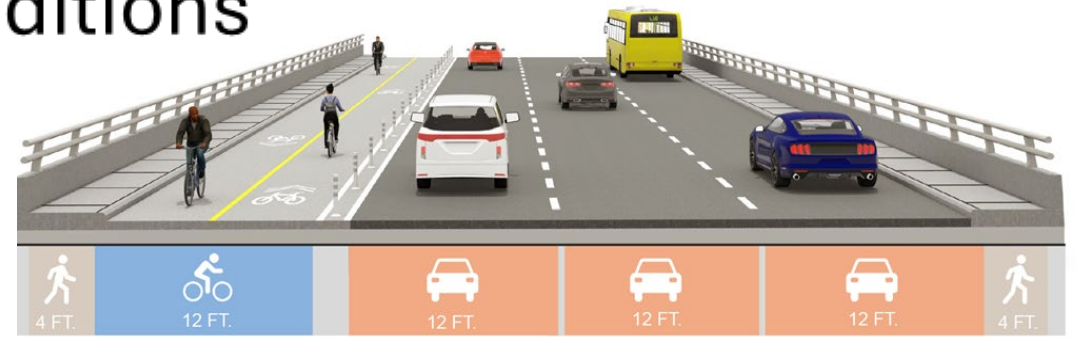
- Houston/Jefferson multimodal mobility is essential for efficient local/regional travel and accessibility between Downtown Dallas and North Oak Cliff
- Current viaduct geometry, capacity and traffic configuration may present obstacles to on -going redevelopment activities and long -term functionality
- With recent approval of \$30 million in State bridge funds for the viaducts, collaboration with TxDOT will determine if/how study outcomes may be integrated with planned rehabilitation efforts
- Utilize NCTCOG Regional Travel Demand Model and Demographic Forecasts for Growth into Design Year 2045

# Oak Farms Study – Houston & Jefferson Viaducts

## Existing Conditions



~54'

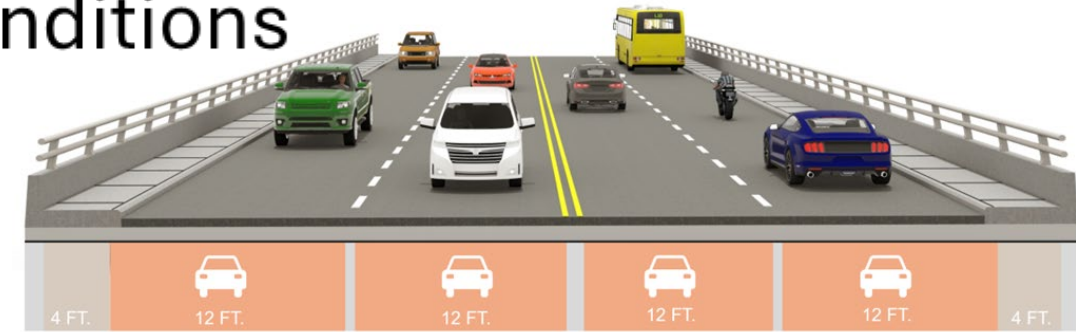


~56'

## Proposed Conditions

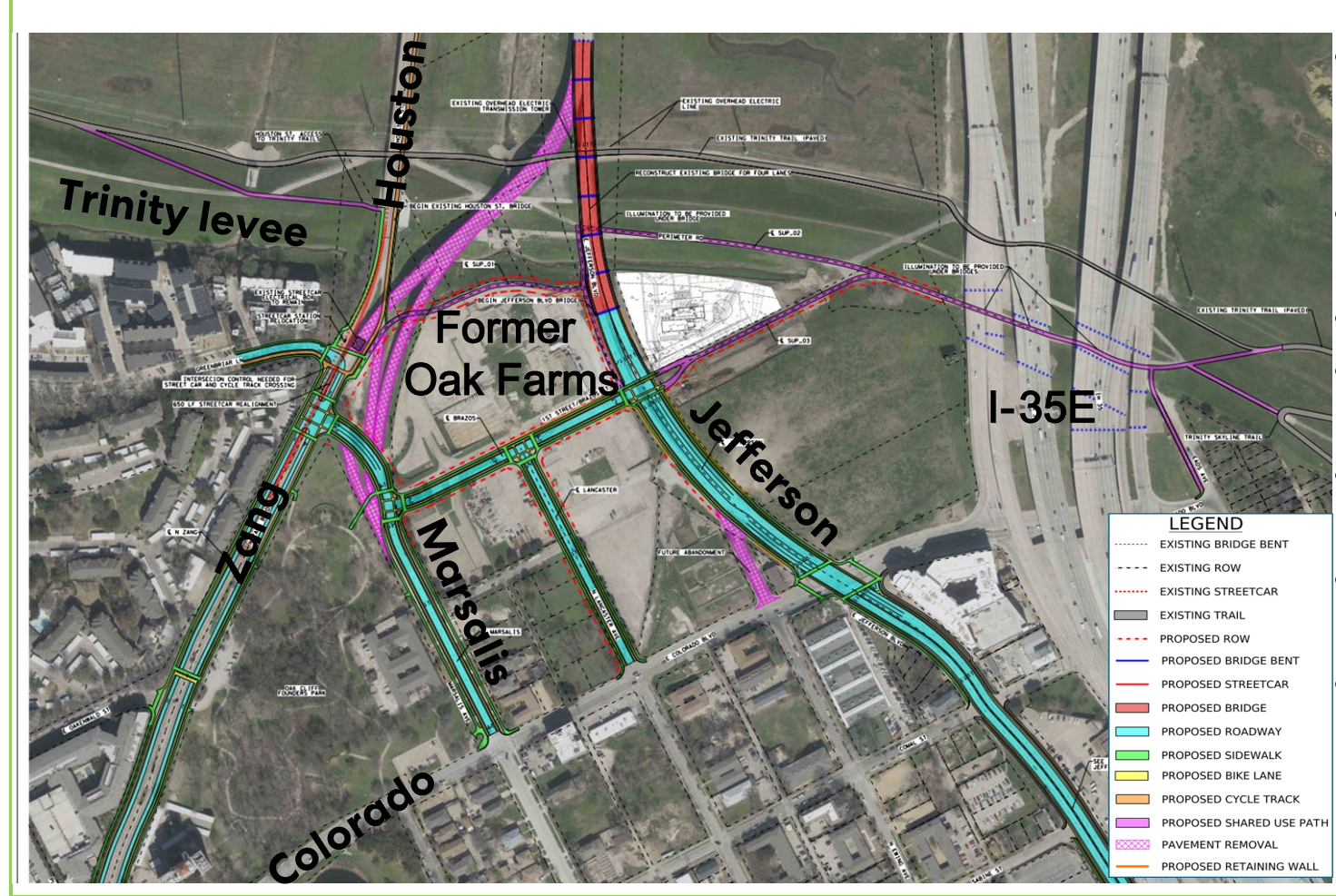


**HOUSTON ST**



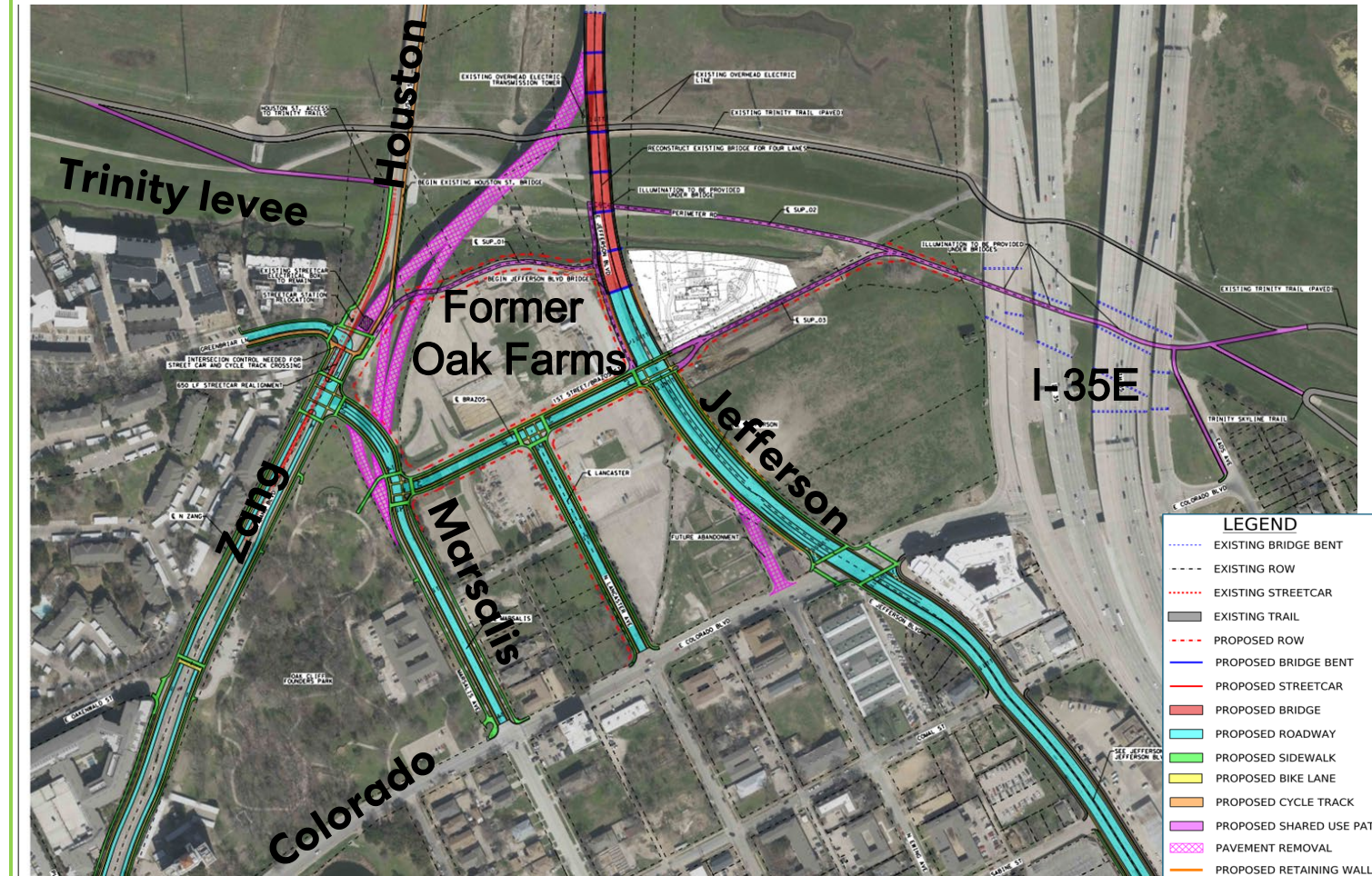
**JEFFERSON BLVD**

# Oak Farms Study – Recommended Plan




- Reconstructs Jefferson Blvd bridge from Colorado Blvd to north of Trinity levee to 4 lanes
- Moves bike lanes from Jefferson Blvd to Houston St
- Removes vehicles from Houston St
- Removes flyovers from Zang Blvd and Marsalis Ave to Jefferson Blvd.
- Reduces vehicles on Zang to 2 lanes that end at Greenbriar & Marsalis
- Reestablishes local street grid within Oak Farms area
- Connects bicycles and pedestrians to trails along the Trinity Levees and to Eads Ave and Eloise Lundy Park in the Bottom District

# Oak Farms Study – Recommended Plan



## Key Benefits

- Removing connecting “legs” (Zang/Marsalis) can improve Oak Farms Dairy site street connectivity, visibility, and Trinity River access
- Removing traffic off Houston Street Viaduct may reduce long - term stress and maintenance to registered historic bridge
- Prioritizing transit and active transportation (bike/ped) increases public utility and Trinity River access



# Appendix D: Links to Previous KBHCCD Master Plan Briefings

## Most Recent KBHCCD Master Plan Briefings

City Council Briefing, January 21, 2026

[Kay Bailey Hutchison Convention Center Dallas \(KBHCCD\) Master Plan - Component 1 - Convention Center Expansion Update](#)

Committee on Finance, March 24, 2026

[Overview of the Kay Bailey Hutchison Convention Center Dallas \(KBHCCD\) Financing Plan](#)



**Proposed Jefferson and Houston Viaduct Realignments  
and Construction Interaction with the Kay Bailey Hutchison  
Convention Center Dallas (KBHCCD) Master Plan -  
Convention Center Expansion**

**Transportation and Infrastructure Committee Meeting**

May 19, 2026

**City of Dallas Team**

**Dev Rastogi**  
*Assistant City Manager*

**Ghassan Khankarli**  
*Director, Transportation and Public Work Department*

**Rosa Fleming**  
*Director, Convention and Events Center (CES)*

**Consulting Teams**

**Inspire Dallas**  
**HNTB Corporation**  
**Half Associates**

