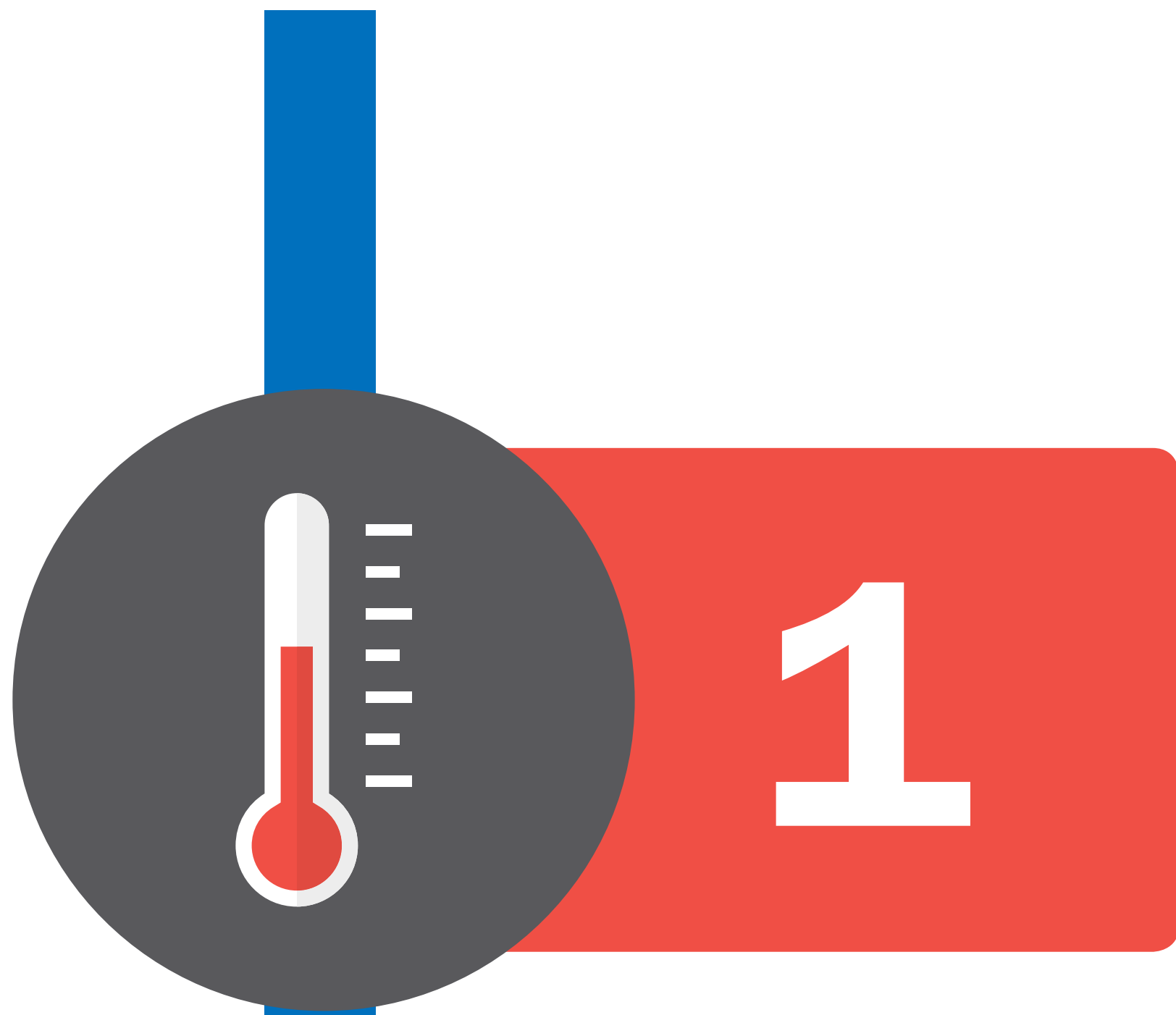




The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento del 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.



Knowledge Meter



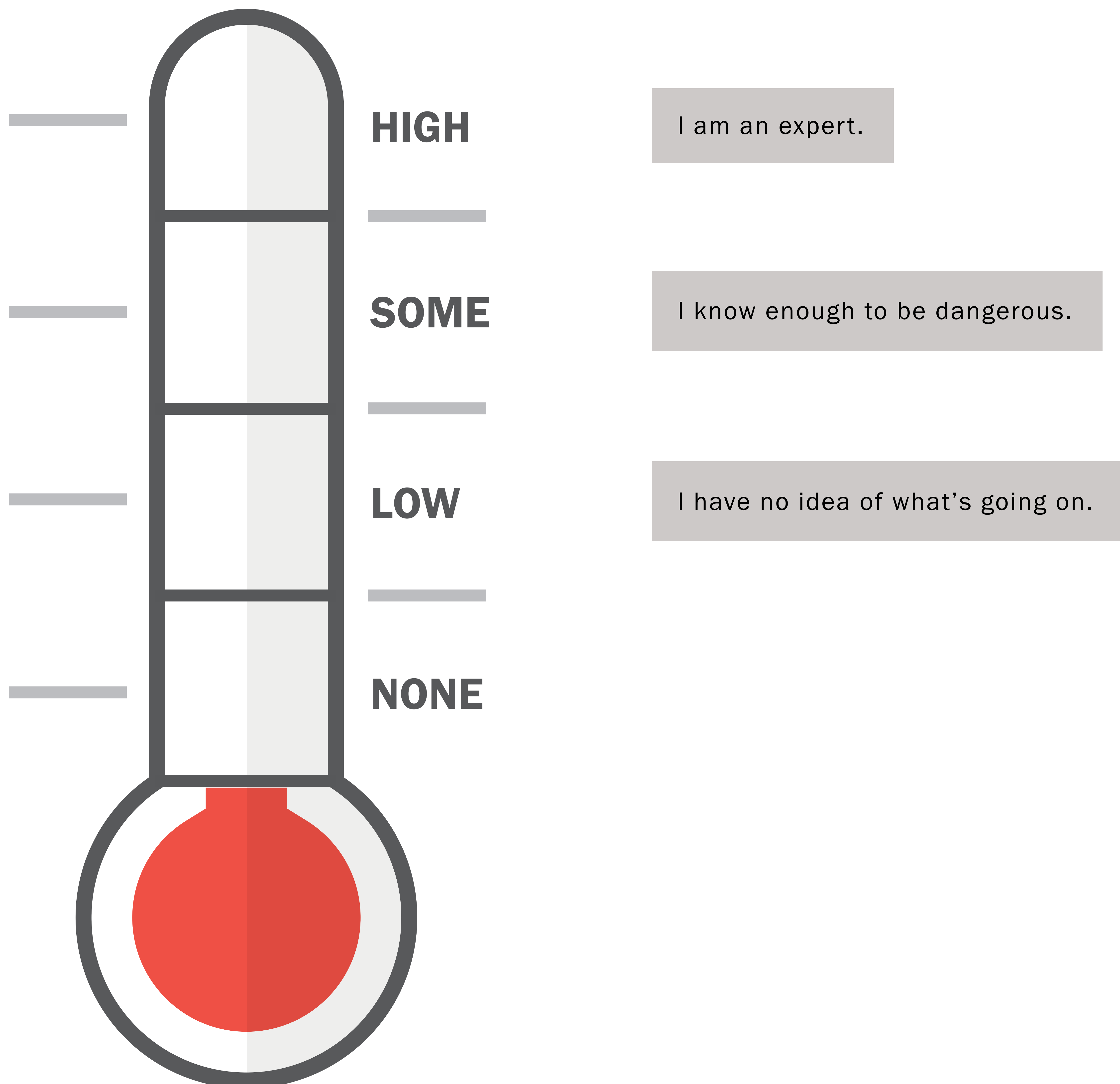
**Feasibility
Study**





How much do you know about I-345?

Tell us how much you know about I-345. Take a dot and place it near the ranking that best describes your knowledge of the roadway and the project.





**Feasibility
Study**

Survey



tell us what
YOU THINK
about **I-345**

HOW TO TAKE THE SURVEY

1. You may complete the paper survey at the Comment Station or take home and return by mail.
2. You may complete the survey at the Metroquest Station.
3. You may complete the survey online at *I-345dallas.metroquest.com*.

*The survey must be completed by
Friday, December 20, 2019.*

Project Website: 345study.com

Email: 345study@txdot.gov



Project Overview



**Feasibility
Study**





Feasibility Study

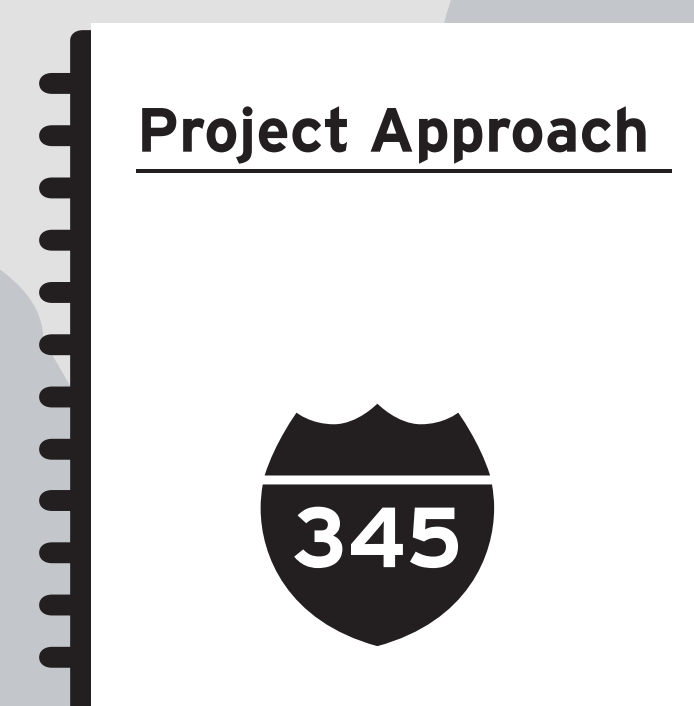
Study Approach



Existing I-345 Corridor

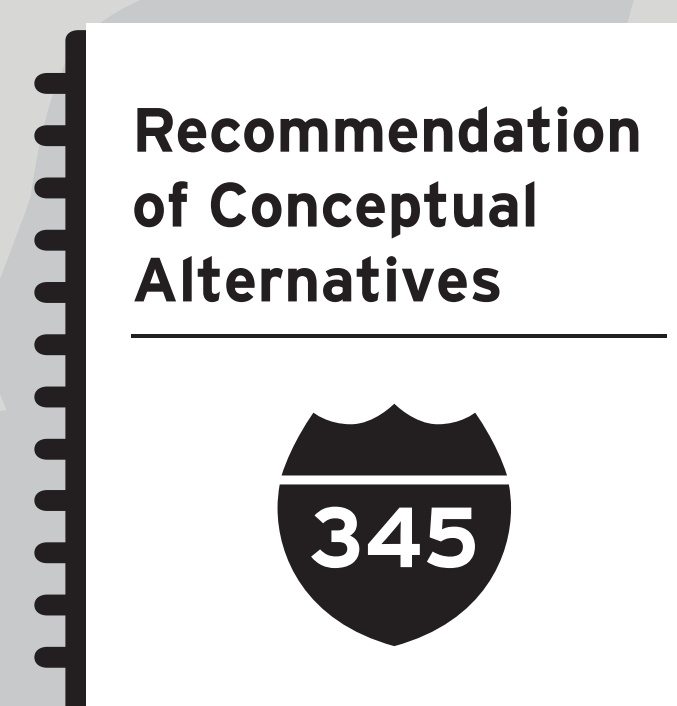
1 Define the project approach

- Perform data collection
- Meet with elected officials, stakeholders and study partners
- Host listening sessions
- Define work groups
- Conduct work group kick-off meetings
- Define traffic and safety study limits and build existing conditions models
- Conduct first series of public meetings
- Conduct first survey



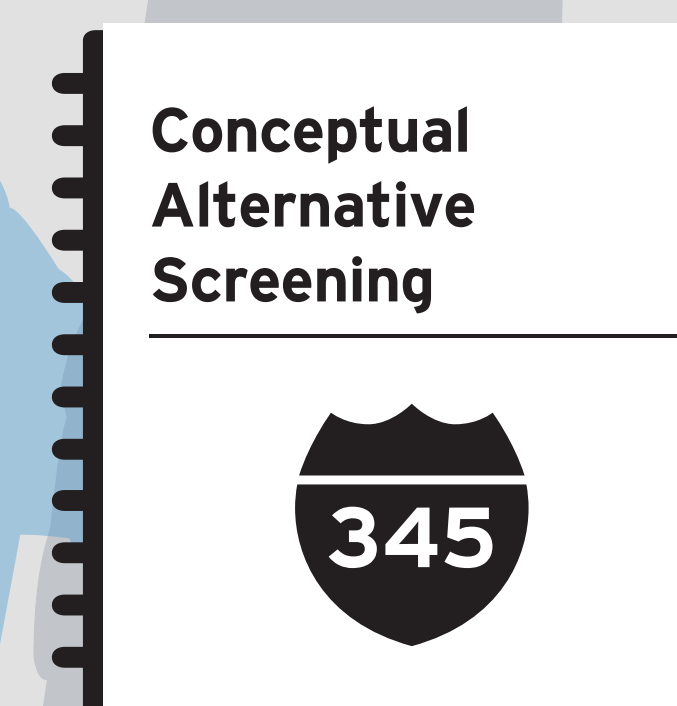
2 Develop and screen concepts

- Assess feedback and develop conceptual alternatives
- Develop existing and future no-build traffic results
- Develop initial build alternatives using new City of Dallas land use
- Develop regional performance measures
- Develop preliminary screening of concepts
- Continue listening sessions
- Conduct work group update meetings
- Conduct second series of public meetings
- Conduct second survey



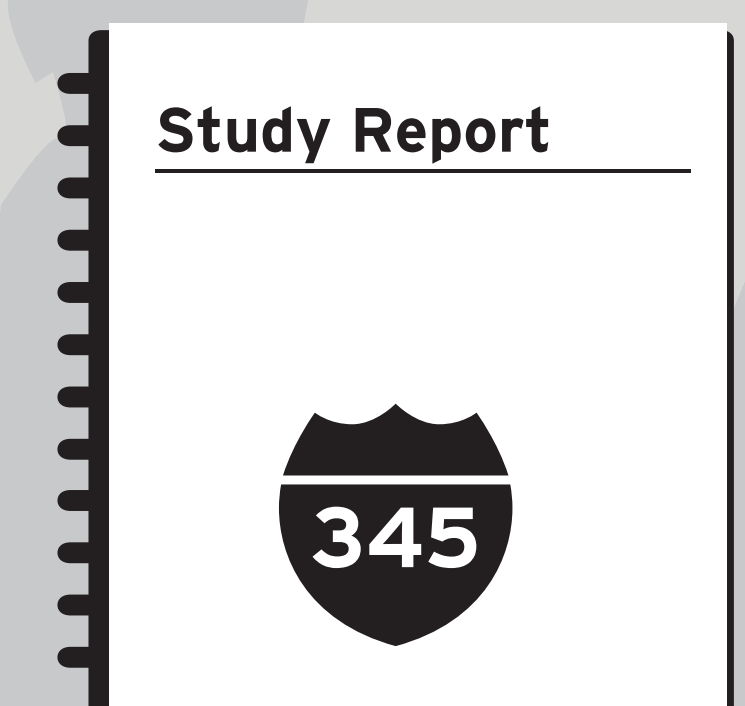
3 Refine reasonable alternatives

- Assess feedback and refine conceptual alternatives
- Perform detailed conceptual alternative VISSIM traffic analyses
- Refine performance measures and screening of alternatives
- Identify preferred alternative and develop draft preliminary schematic layout
- Continue listening sessions
- Conduct work group update meetings
- Conduct third series of public meetings



4 Deliver collaborative and defensible study results

- Assess feedback and modify preliminary schematic layout as applicable
- Finalize analyses and preliminary schematic layout
- Conduct work group update meetings
- Deliver final report and preliminary schematic layout



CONTINUOUS PUBLIC INVOLVEMENT

LISTENING SESSIONS

WORK GROUP KICK-OFF

PUBLIC MEETING

PUBLIC MEETING

PUBLIC MEETING

SURVEY

LISTENING SESSIONS

WORK GROUP UPDATES

PUBLIC MEETING

PUBLIC MEETING

PUBLIC MEETING

SURVEY

LISTENING SESSIONS

WORK GROUP UPDATES

PUBLIC MEETING

PUBLIC MEETING

PUBLIC MEETING

WORK GROUP UPDATES

PUBLISH STUDY RESULTS ONLINE

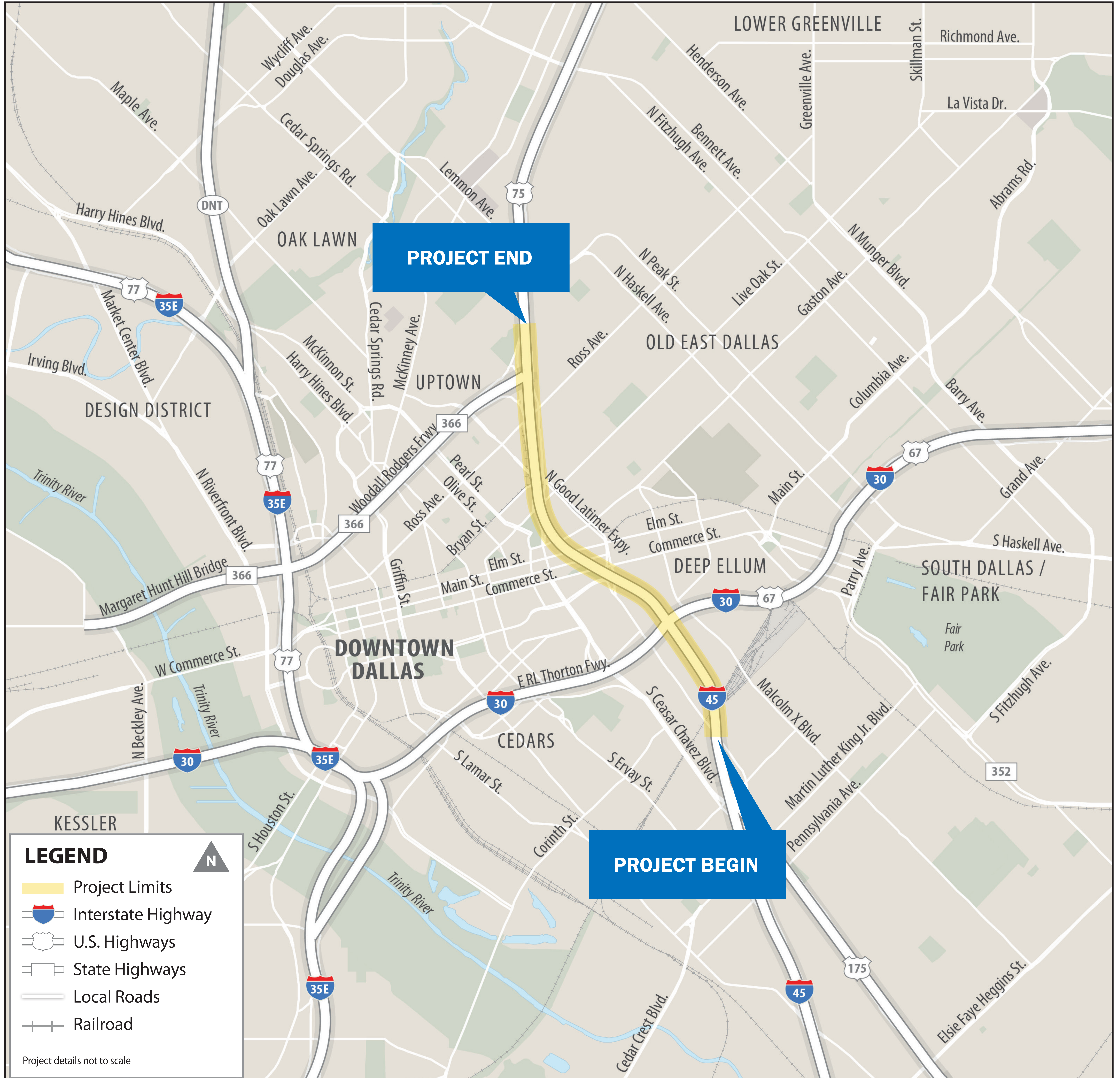
INTERSTATE 345 (I-345)
From I-30 to Woodall Rodgers Freeway (Spur 366)

CSJ: 0092-14-094



**Feasibility
Study**

Project Location Map



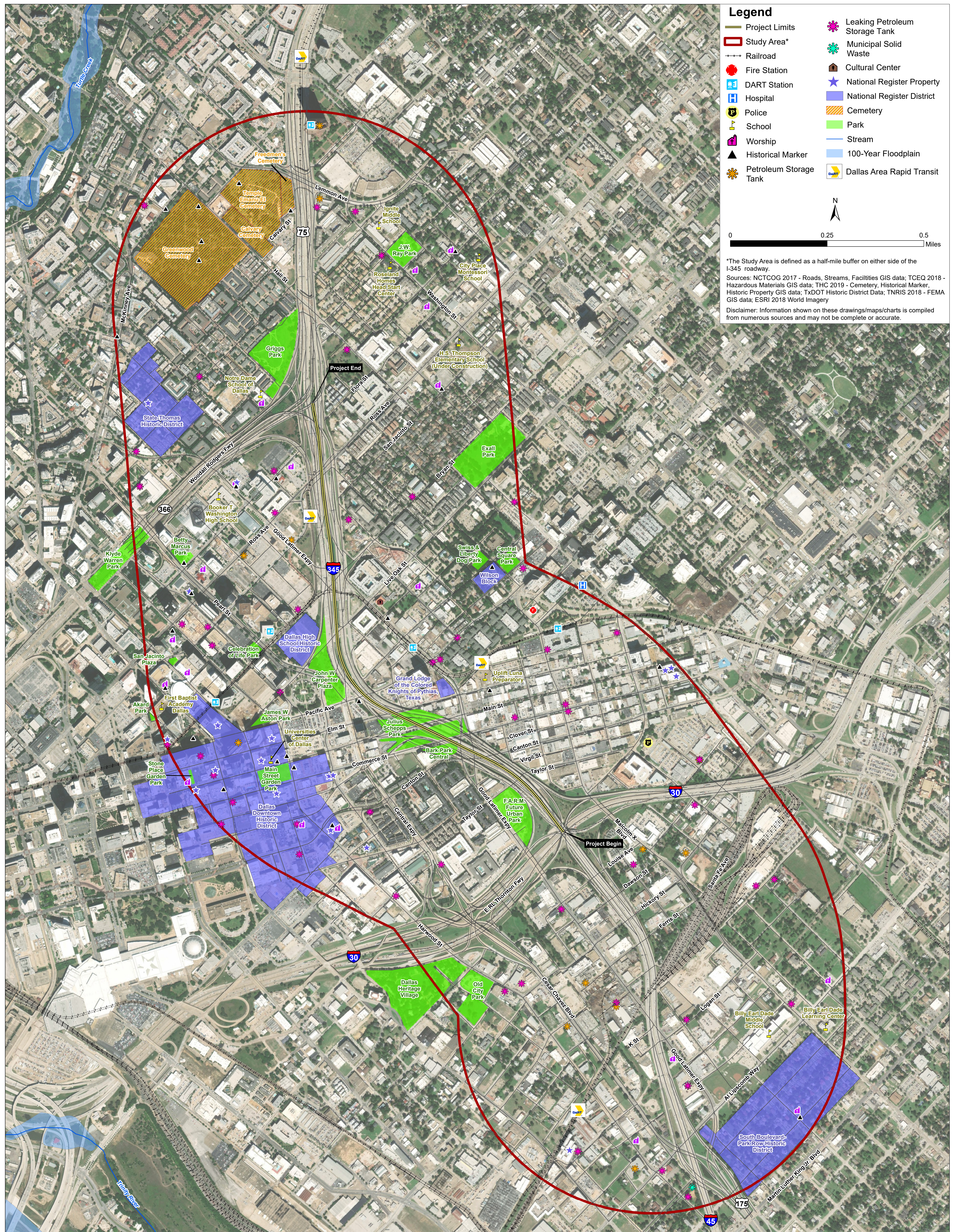
INTERSTATE 345 (I-345)
From I-30 to Woodall Rodgers Freeway (Spur 366)

CSJ: 0092-14-094



Feasibility Study

Environmental Constraints Map



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

CSJ: 0092-14-094



3

Previously Developed Scenarios



**Feasibility
Study**





Developing the Scenarios

Between 2014 and 2016, the Dallas City Master Assessment Plan (CityMAP) gathered public input about the future of downtown Dallas to assess challenges, opportunities, and potential solutions for the city's aging interstate corridors and adjacent neighborhoods.

CityMAP developed scenarios based on high-level planning. CityMAP was the “Art of the Possible”, and the current study will delve into these scenarios and refine them based on engineering and current design criteria.

No Build



Below Grade Freeway



Reconstruct and Elevate with Ramp Modifications



Removal





Traffic & Safety



**Feasibility
Study**





What data are we using?

- Stakeholder and public input
- Origin-Destination data
- Peak period intersection traffic counts
- 24-hour mainlane counts
- 24-hour ramp/frontage road counts
- Historical daily TxDOT count data
- Roadside detection device speeds and volumes
- North Central Texas Council of Governments (NCTCOG) regional travel demand model
- Current signal timing plans
- Roadway geometric data
- National Performance Management Research Data Set (NPMRDS) travel time and speed data
- Field travel times
- 2013-2017 crash data from Texas Crash Records Information System (CRIS)
- DART transit operations data
- List of committed transportation improvement projects

How are we using the data?

- Develop traffic models for operational analysis
- Calibrate traffic models to replicate existing traffic operations
- Calculate crash rates
- Determine who uses I-345
- Develop traffic and safety report



ABOUT THE DATA

Historically, origin-destination data has been gathered through manual observations which are expensive and reflect a limited time period and geography. Newer origin-destination data sources use anonymized smart phone and in-vehicle navigation systems to track actual travel routes as well as origins and destinations.

As many as ten travel data collection methods were considered for evaluation for the I-345 Feasibility Study. Ultimately, origin-destination data sourced from smart phones and in-vehicle navigation systems was collected to conduct the travel analysis during weekday and weekend, morning, evening, and daily time periods over a six-month period.

LEVEL OF CONFIDENCE

All potential travel data sources have limitations, either in sample size, representativeness of the sample, travel modes included, or scale of geographic coverage. To fully understand travel behavior in the study area, the data was compared to various benchmark datasets (including Bluetooth data, National Travel Survey Data, North Central Texas Council of Governments (NCTCOG) regional data, and collected vehicle counts) to produce a level of confidence in the data. The origin-destination data used in the I-345 Feasibility Study reflects a 95 percent confidence level with a margin of error of +/- 2 percent.



Interstate 345 Feasibility Study

Understanding Travel Patterns Using Origin-Destination Data

HOW ARE WE USING THE DATA

The key to understanding the implications of changes to the capacity, travel speed, and connections to I-345 in Downtown Dallas is understanding the travel patterns of current and future users of the roadway.

Where are users of I-345 coming from and traveling to?
How does this change over the course of a day?



KEY QUESTIONS THE DATA WILL ANSWER



REGIONAL ORIGIN-DESTINATION FLOWS

What are the key travel patterns of the region?

How much of the trip activity is from commuters outside of the study loop?

For those traveling to or from
Downtown Dallas, where are they
coming from or going to?



I-345 SEGMENT

What are the common travel patterns for current users of I-345?

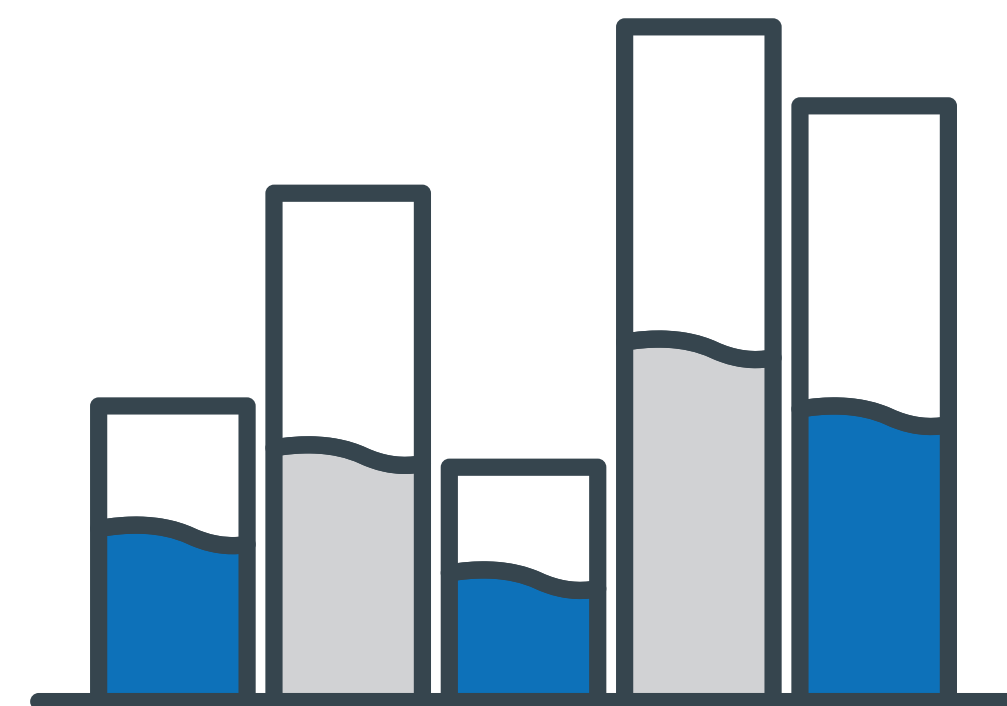
How many users of I-345 are going to or from Downtown Dallas?

How many users of I-345 originate from outside the study loop or are destined to outside the study loop?

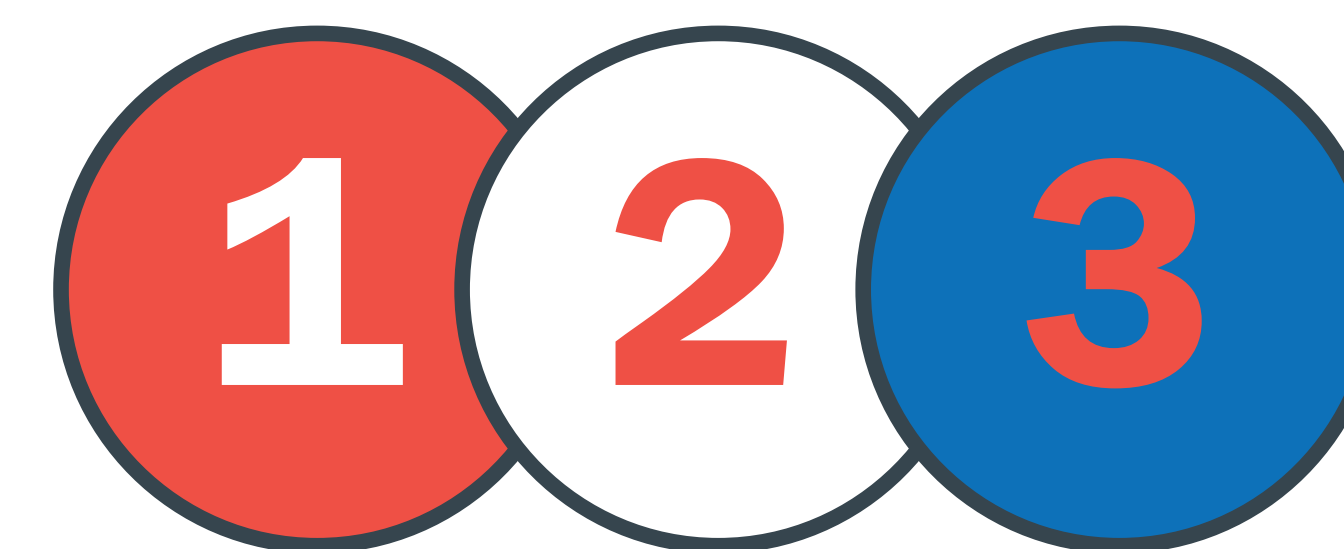


Feasibility Study

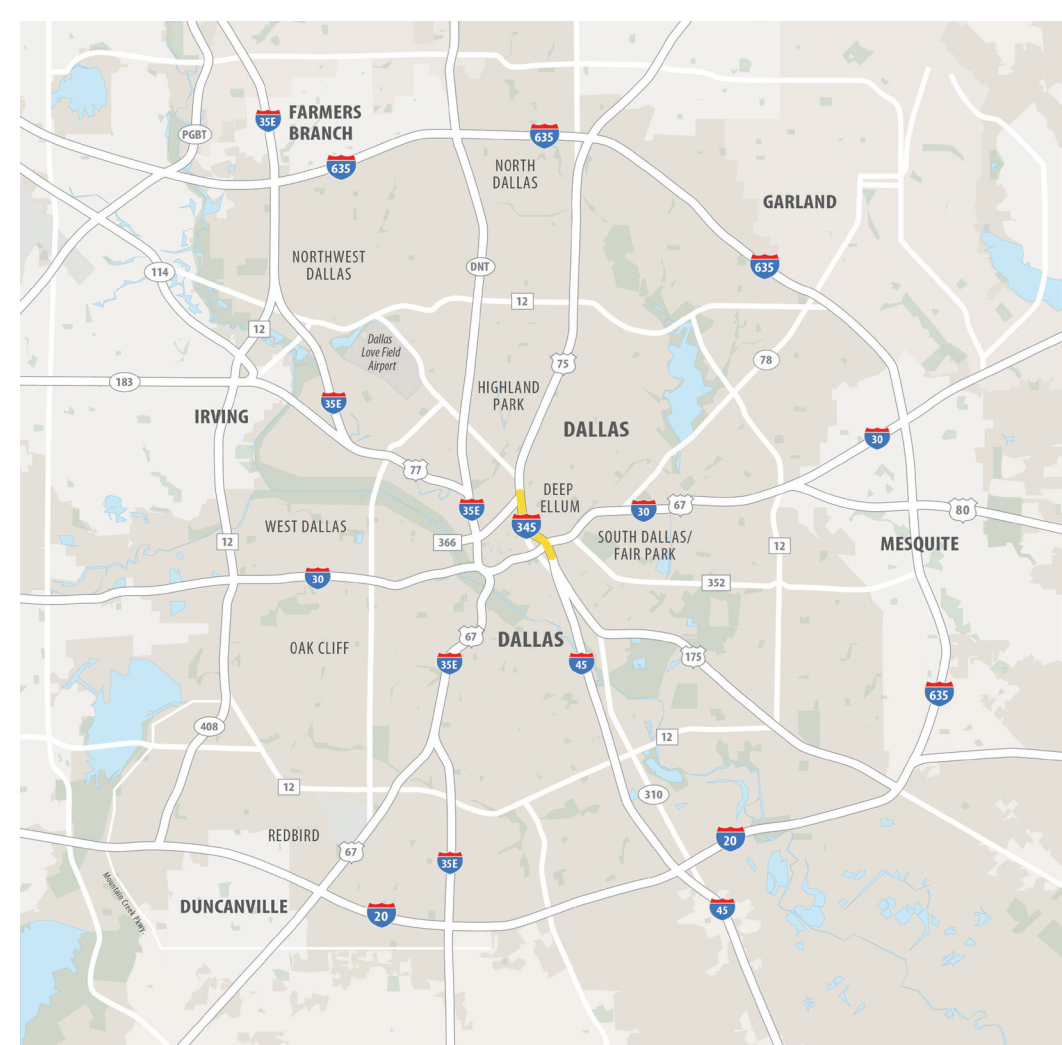
Traffic & Safety Approach



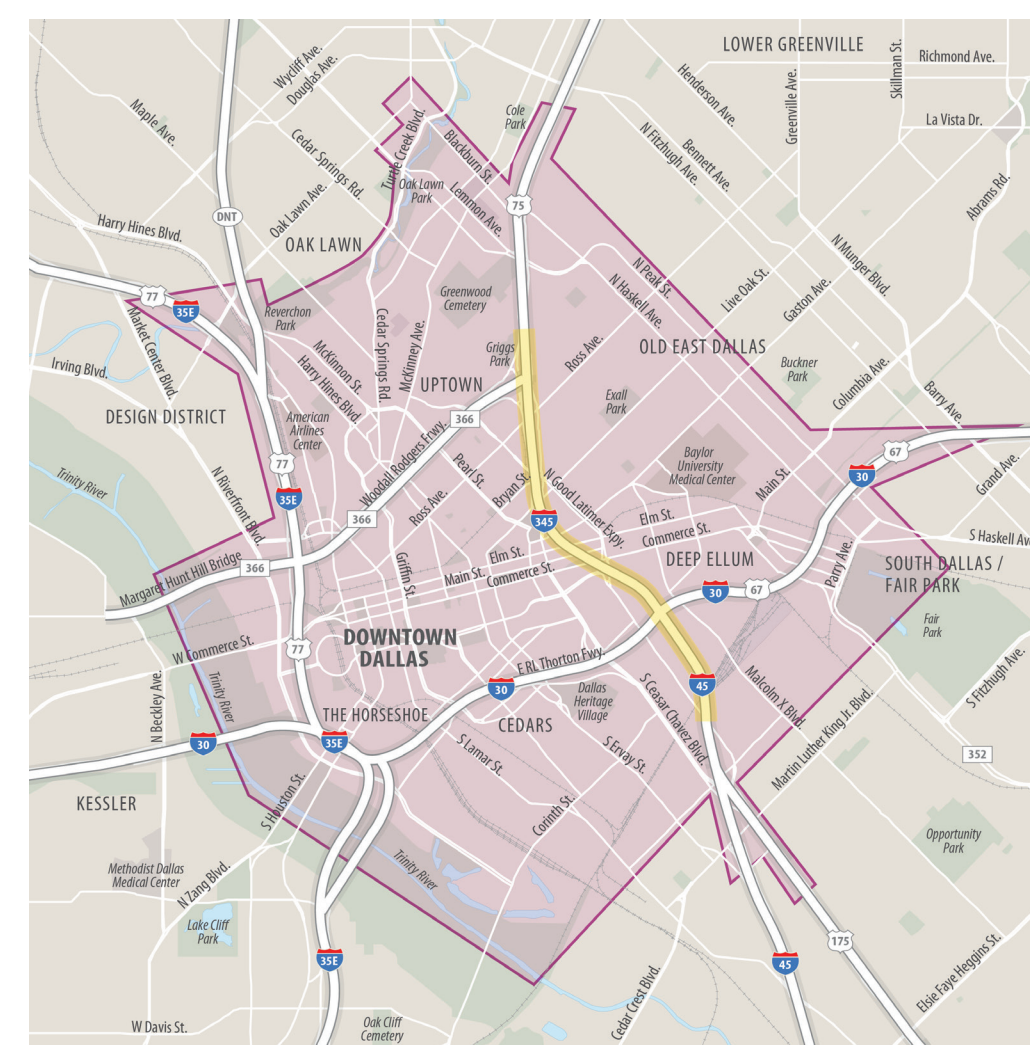
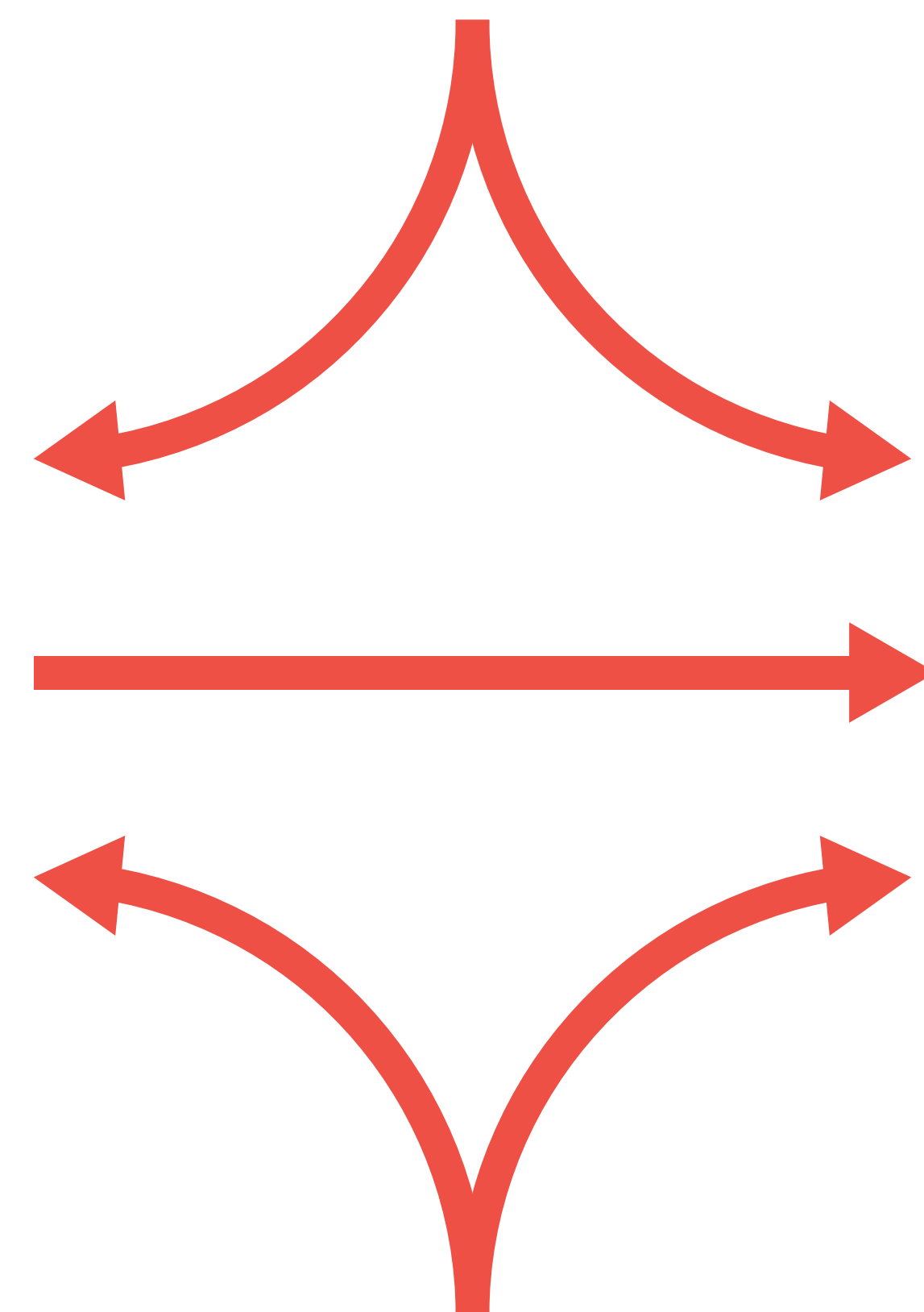
Traffic Data



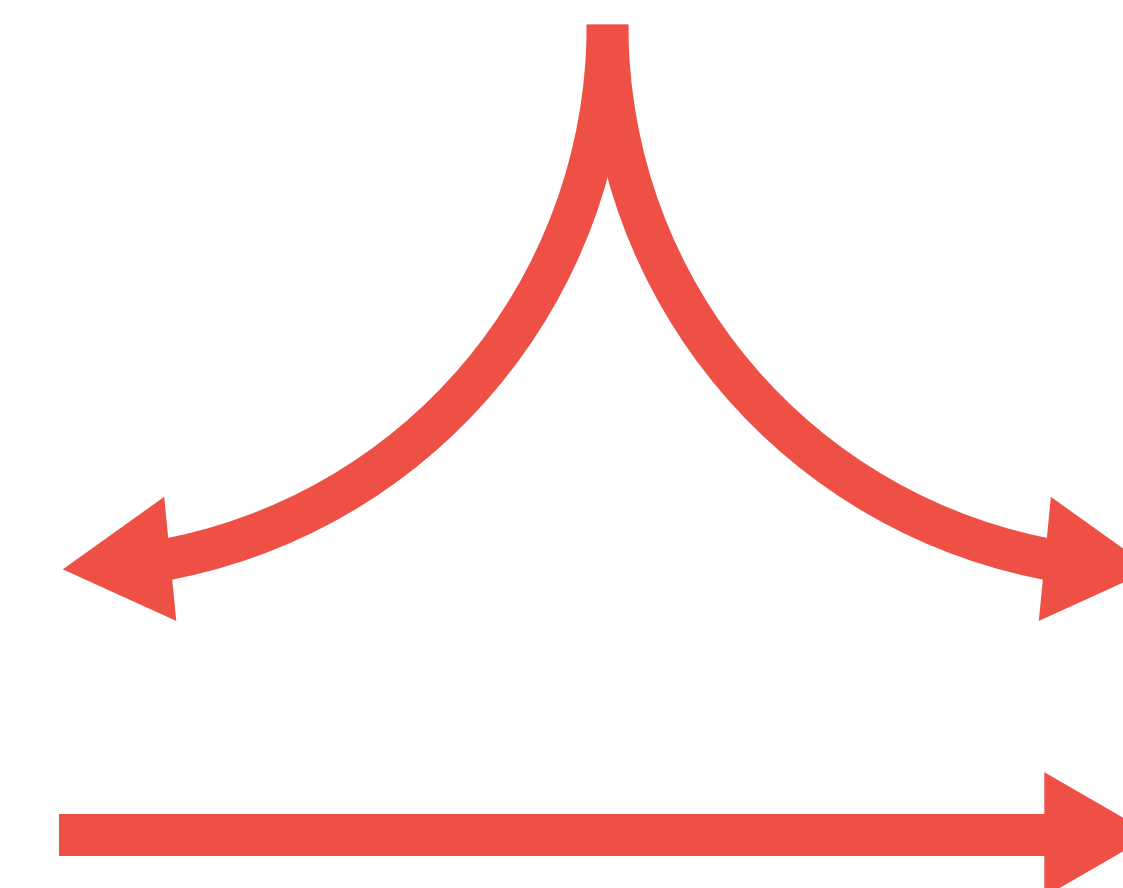
Future Land Use & Build Alternatives



NCTCOG
Regional Travel Model



Microsimulation
Traffic Model



Traffic & Safety Results



Origin-Destination Data



Feasibility Study

Local Study Area



LEGEND

Project Limits

Traffic Study Area

Interstate Highway

U.S. Highways

State Highways

Local Roads

Railroad

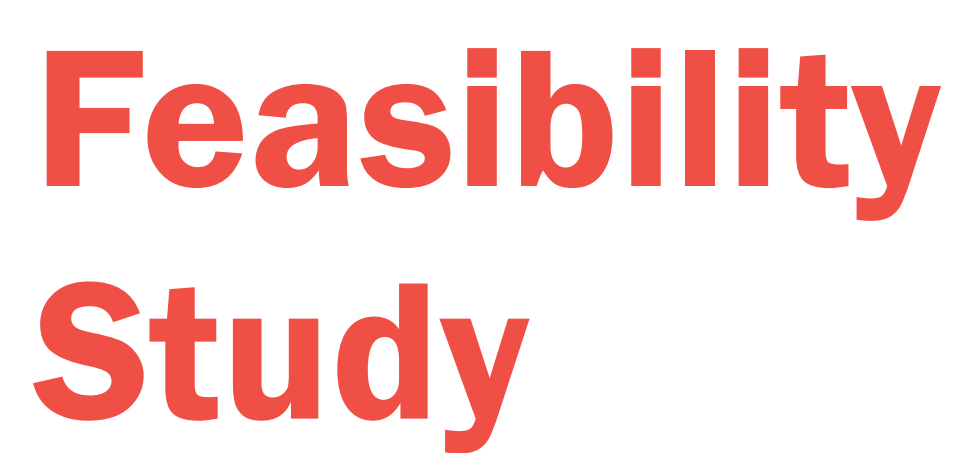
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Project details not to scale

Jan. 22, 2019

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

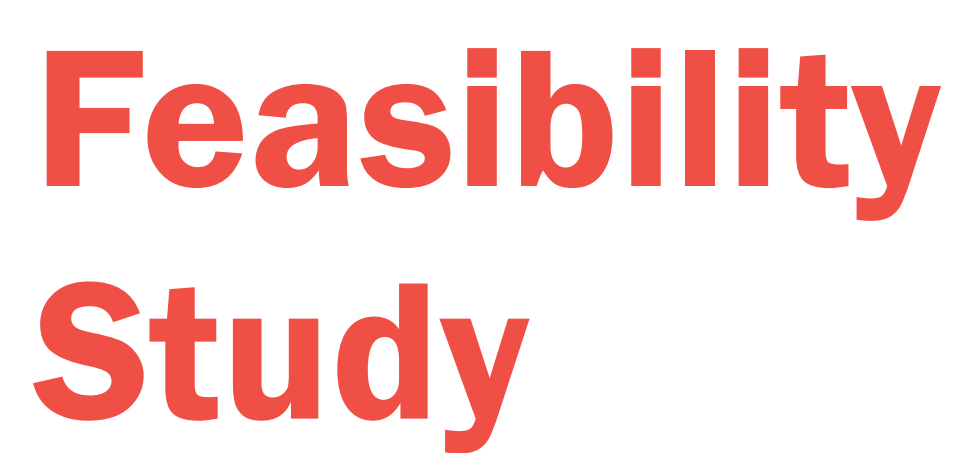
CSJ: 0092-14-094



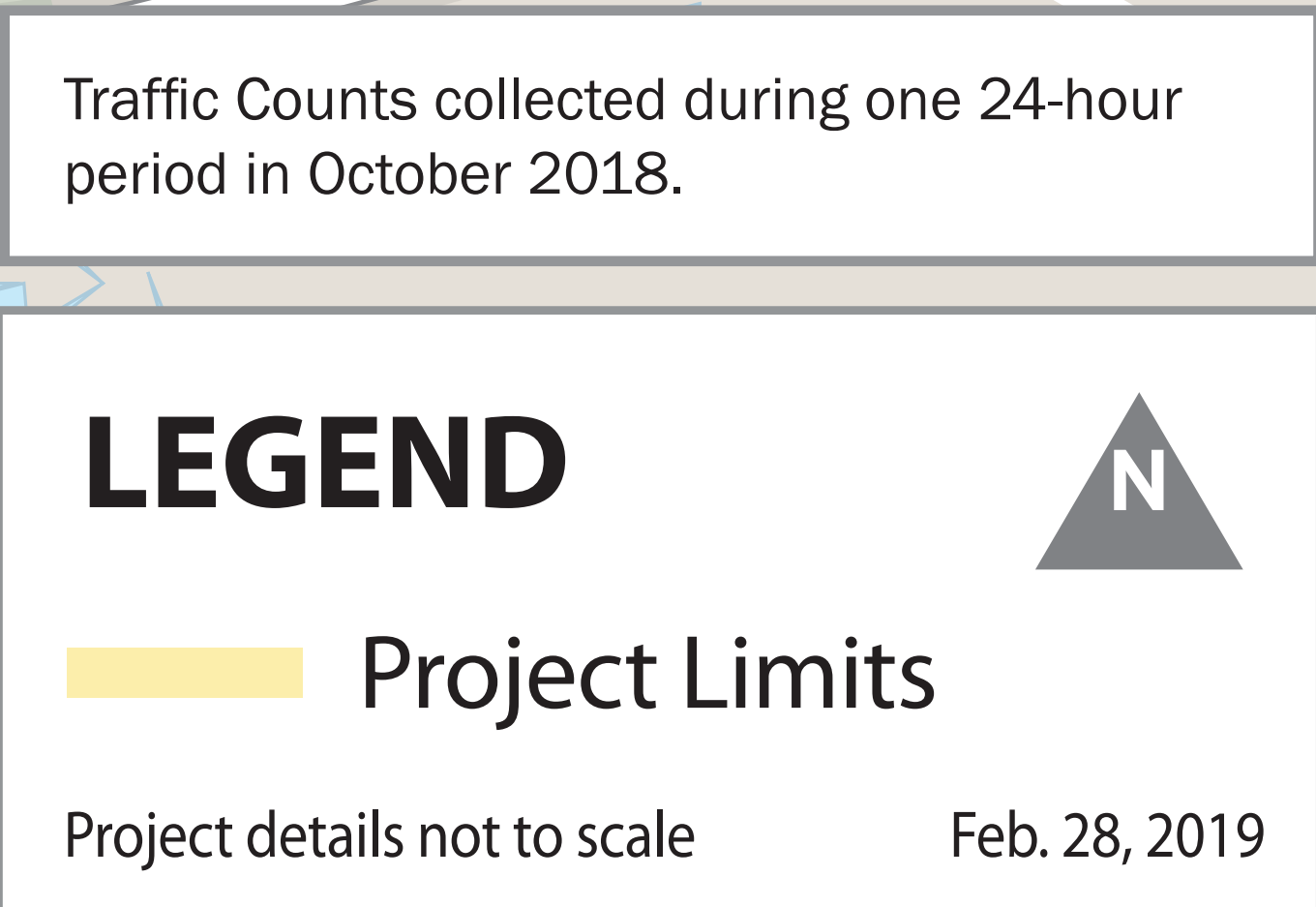
Regional Study Area



CSJ: 0092-14-094



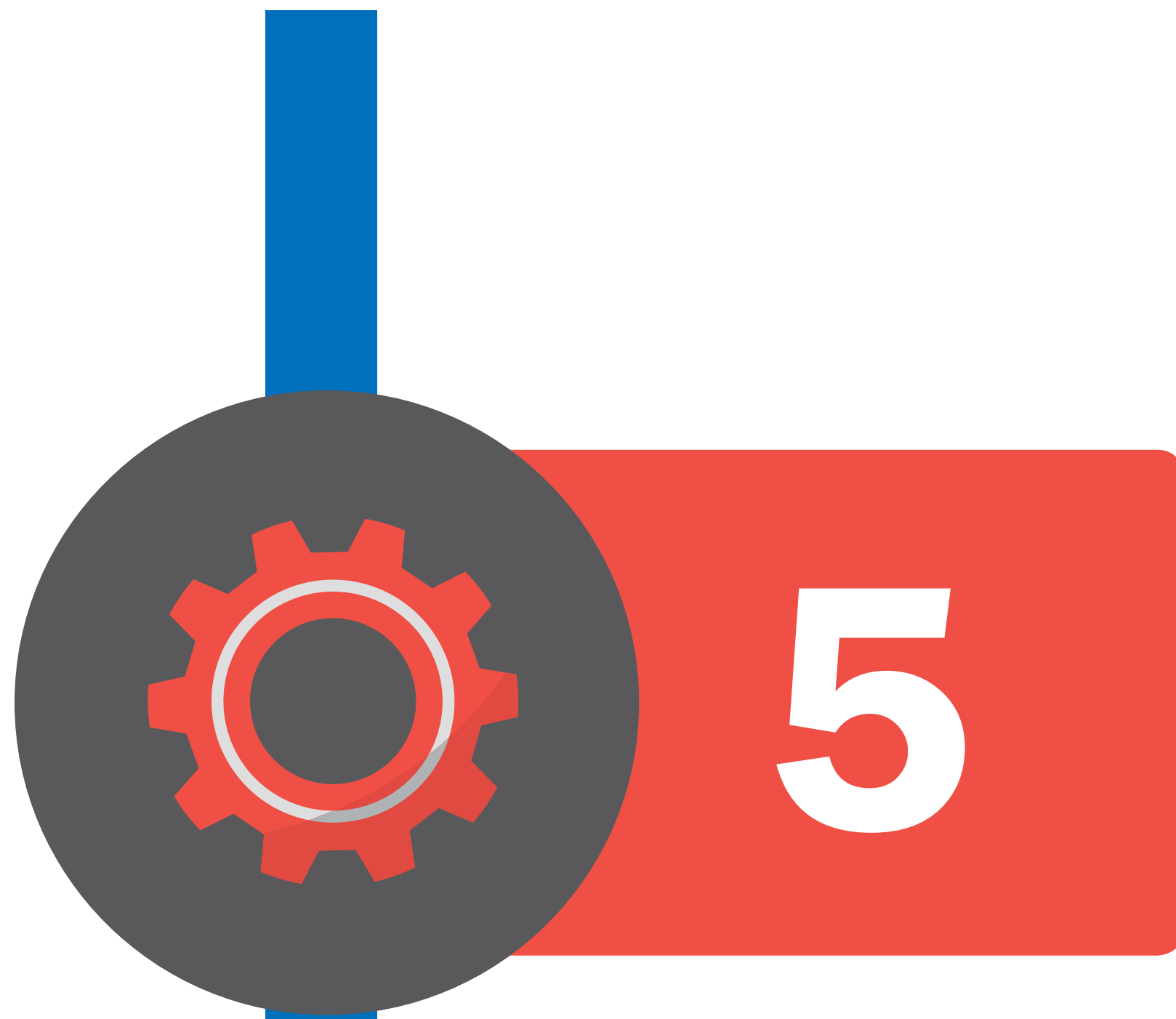
Existing 2018 Two-Way Daily Traffic



INTERSTATE 345 (I-345)

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

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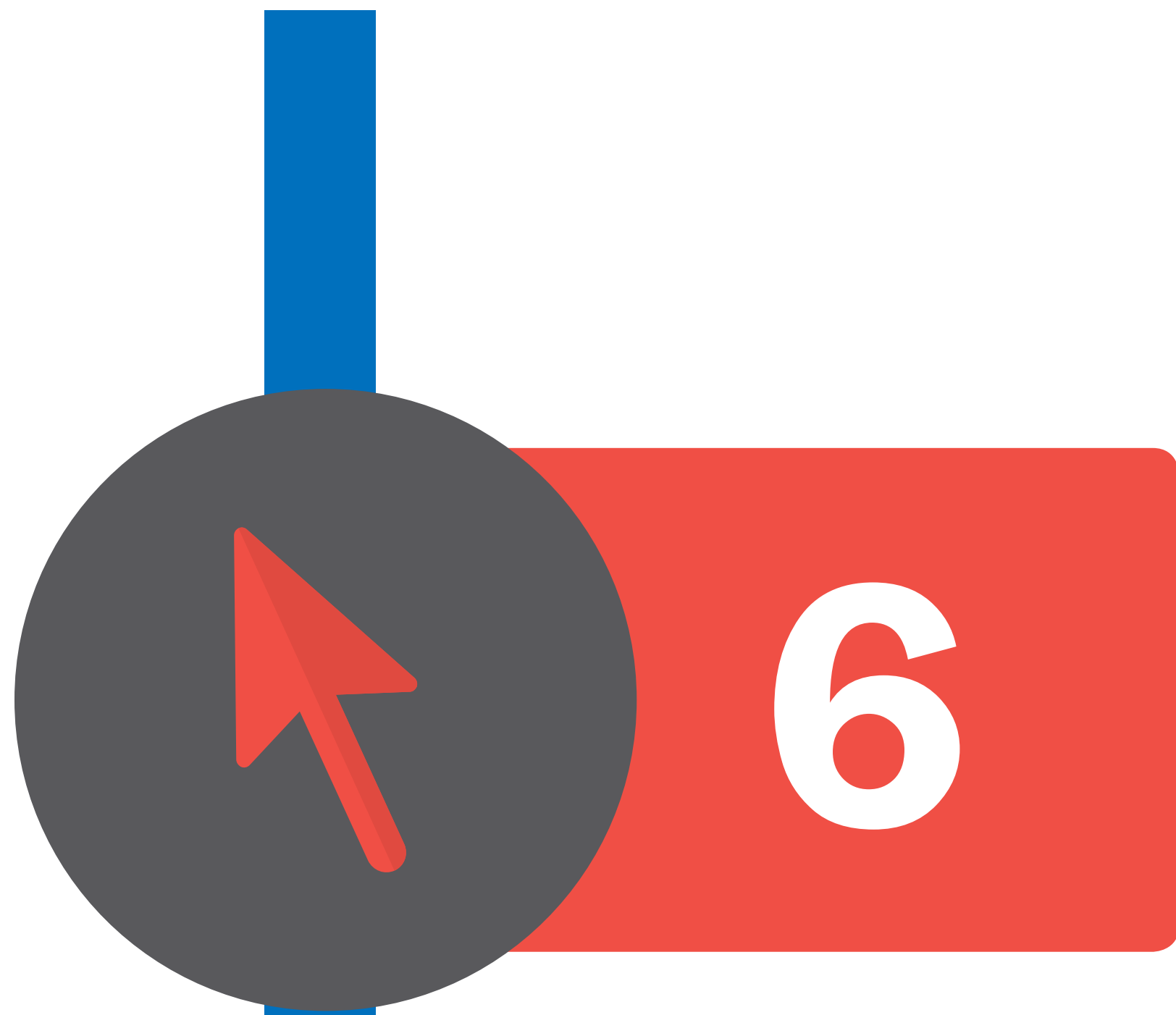


Cooperating Agencies



**Feasibility
Study**





Metroquest Survey



**Feasibility
Study**





Court Reporter



**Feasibility
Study**





7

Please Provide Comments



**Feasibility
Study**





Now, how much do you know about I-345?

Now that you have attended the public meeting, how would you rate your knowledge of I-345? Take a dot and place it near the ranking that best describes your knowledge of the roadway and the project.

