



I-345 CONNECTS FREQUENTLY ASKED QUESTIONS



APRIL 2025

PUBLIC HEARING SERIES

What is the I-345 Connects Project?

The Texas Department of Transportation (TxDOT) Dallas District proposes the reconstruction of I-345 from I-30 to Woodall Rodgers Freeway (Spur 366) in Dallas County, a distance of approximately 2.8 miles, which includes the I-30/I-345 interchange. The existing I-345 bridge will reach its estimated useful service life in approximately 20-25 years, so TxDOT wants to be prepared. This project would replace the existing I-345 bridge.

The existing I-345 facility is an elevated, urban highway that typically consists of three 12-foot-wide mainlanes in each direction with 10-foot-wide shoulders on each side. The existing discontinuous frontage road lanes are 12-foot-wide with two and three lanes in each direction. There are discontinuous sidewalks located within the project limits.

Following the I-345 Feasibility Study completed in 2022, the I-345 Connects project's goal is to environmentally clear the recommended alternative from the feasibility study — the hybrid alternative — which consists of depressed mainlanes and cross streets over the top of the below-ground mainlanes in coordination with the City of Dallas. There is NO proposed right of way (ROW) to be taken in completing this project.

What is the need and purpose of the project?

The proposed project is needed because the existing I-345 from I-30 to Woodall Rodgers, or Spur 366 provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal mobility, and does not meet current design and safety standards, and is reaching its useful design life.

The purpose of the proposed project is to improve multimodal mobility, meet current design and safety standards.

Is the existing bridge safe?

Yes, the existing bridge is safe and is currently undergoing a maintenance project. It is regularly inspected at least once per year and will be maintained for the duration of its service life.

What is the purpose of today's Public Hearing?

A public hearing has four essential purposes:

1. Inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
2. Describe the project so those attending can determine the project's potential to affect their lives and property.
3. Provide the public an opportunity to see information and provide feedback.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions. This public hearing is being held in compliance with both federal and state laws.

What will the improvements include?

The proposed project includes the reconstruction of I-345 to include six 12-foot-wide through mainlanes, three in each direction, that would be below ground with city street connections over the mainlanes with 10-foot-wide pedestrian/bicycle accommodations on both sides. The footprint of the roadway would be narrowed to provide surplus right of way. However, the highway would maintain three mainlanes in each direction. Discontinuous frontage roads would be constructed between Pacific Avenue and Ross Avenue.

**345****What will the improvements include?(continued)**

The project also proposes bicycle and pedestrian accommodations at cross streets and frontage roads in the forms of 6-foot-wide sidewalks or 10-foot-wide shared-use paths. These accommodations would occur at cross streets on both sides. A 10-foot-wide shared-use path would be included at a minimum on one side of the frontage road within project limits. The project also would include rebuilding the interchange of I-30 and I-345 connections to Spur 366, and a Dallas Area Rapid Transit (DART) connection.

Additionally, a Traffic Noise Analysis was accomplished in accordance with TxDOT's (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise to estimate existing and predicted noise levels. Based on the analysis, the team is proposing three noise barriers located east of I-345 north of Spur 366, east of I-345 north of Bryan Street, and west of I-345 north of Dawn Street. The exact locations can be viewed on the schematic.

Have TxDOT and the City of Dallas been coordinating?

Yes, TxDOT and City of Dallas staff have been meeting to collaborate on project refinements. The goal of these meetings is to optimize the proposed design and incorporate the May 2023 city council resolution.

Additionally, TxDOT and city staff from multiple departments have formed working subcommittees that meet weekly to focus on:

- City Street Grid Restoration: Working on city street grid modifications and how to maintain connectivity, pedestrian and bicycle access, potential streetcar opportunities and mobility for motorists.
- Surplus ROW: Identifying surplus ROW and opportunities for its use.
- Connect Dallas: Reviewing access to and from businesses and neighborhoods and how connectivity may be modified because of the I-345 Connects project.

In addition to the subcommittee meetings, TxDOT and City Department heads meet regularly to summarize the subcommittee progress, discuss various City plans for incorporation into the I-345 Connects project, next steps, action items and the project timeline.

TxDOT also briefs the city council approximately every six-months as requested in the May 2023 city council resolution.

Have the identified cross streets been coordinated with the City of Dallas?

Yes, TxDOT and the City of Dallas coordinated in the weekly City Street Grid Restoration subcommittee to discuss various design items related to the I-345 Connects Project, including to ensure that the project accommodates the following:

- Proposed pedestrian accommodations that include a 10-foot-wide sidewalk with a 5-foot buffer between the curb and sidewalk.
- Five-foot-wide bicycle lanes with median/curb separation on select streets that have been coordinated with the City of Dallas.
- All proposed cross streets and bridges can accommodate future streetcars, if warranted.
- Landscape amenities, including items like planters, decorative pavers, benches, etc. Amenities must be funded by others.
- The number of proposed travel lanes shown on the typical sections has been coordinated with the City of Dallas.

What other agencies has TxDOT been coordinating with?

TxDOT has coordinated the I-345 Connects Project with the North Central Texas Council of Governments (NCTCOG) and DART.



Has TxDOT been coordinating with other stakeholders?

Yes, TxDOT and the City will continue to coordinate with various stakeholders, including but not limited to Downtown Dallas, Inc. (DDI), Deep Ellum Foundation (DEF), Baylor Scott and White Hospital (BSW), Downtown Dallas Parks Conservancy (DDPC), Fair Park, and The Uptown Neighborhood Association (TUNA).

What public involvement has occurred?

Following the I-345 Feasibility Study completion in 2022, TxDOT held a series of public meetings, and a virtual public meeting, for the proposed project in March of 2024. The virtual meeting was available online from Tuesday, March 19, to Friday, April 5, 2024. A total of 151 comments were received during the first public meeting comment period.

What environmental studies are being conducted?

An Environmental Assessment has been prepared for the I-345 Connects Project to comply with the National Environmental Policy Act (NEPA). The Environmental Assessment has identified and assessed potential impacts to the natural and human environment, including resources protected under the Section 4(f) of the US DOT Act of 1966 and Chapter 26 of the Texas Parks and Wildlife Code, cultural resources, including historical and archeological resources, water resources, traffic noise, biological resources, visual impacts, community resources, hazardous materials, and air quality. The draft Environmental Assessment is available for review at the in-person public hearings, online and at the District office.

How will the project impact Carpenter Park?

Carpenter Park is a Section 4(f) protected property within the Project area that could potentially be temporarily impacted by a proposed drainage easement. A drainage easement would be required for the installation of an underground pipe, approximately 60 feet deep, to convey storm water from the project. After installation, the park would be returned to pre-existing conditions. However, TxDOT anticipates making a *de minimis* determination for this park under Section 4(f) of the US DOT Act of 1966. This means that impacts to Carpenter Park are minimal in nature, therefore the overall environment will not be disturbed.

Additionally, Carpenter Park was constructed by the City of Dallas partially within TxDOT ROW under the Multiple Use Agreement (MUA) signed in 1992 between the City of Dallas and TxDOT. Per the MUA, TxDOT did not relinquish the state's right to use the land when required for the construction or reconstruction of the highway but consented to the construction of these facilities within TxDOT ROW on an interim basis.

The recommended alternative was developed to minimize impacts to those areas covered by the MUA and does offer surplus ROW, which could be redeveloped by others. The project provides capping opportunities that will be determined later with City of Dallas coordination in addition to surplus ROW.

The cost of reconstruction of existing park facilities within the MUA areas impacted would be paid for by other parties. As detailed in the executed MUA, any impacts to the improvements inside of TxDOT's ROW would not be the responsibility of the Department to reimburse for.

What is the status of the traffic analysis?

The project team collected traffic counts in September 2023 and have since developed draft traffic forecasts for both the Opening Year 2037 and Design Year 2057 for the no-build and build conditions. The traffic forecasts were approved in June 2024 by Texas A&M Transportation Institute (TTI) for use in the environmental technical reports such as the noise analysis.

Additionally, in response to proposed interstate access changes associated with our project, we will be preparing an Interstate Access Justification Report (IAJR) as mandated by the Federal Highway Administration (FHWA). This report will include the outcomes of traffic operations and safety analysis with a draft being submitted to TxDOT Design Division (DES) and FHWA April 2025. The IAJR will be reviewed by DES and FHWA (both District and Headquarters) and is expected to be approved Summer 2026.

**345****How is safety incorporated into the project?**

Safety is TxDOT's number one priority. A safety analysis is required as part of the IAJR. The IAJR will be developed according to the latest standard operating procedures and will be approved by TxDOT's Design Division and FHWA. Safety improvements along the mainlanes include updating roadway geometrics to the latest design criteria for things like vertical clearance, sight stopping distance and ramp spacing as well as improved weaving and merging to minimize vehicle conflict points. In addition, TxDOT is designing the cross streets with wider sidewalks and separate bike lanes separated from vehicle traffic by buffer zones or medians and curbs.

What is the timeline for this project?

Following this hearing, documentation of this public hearing will be reviewed by TxDOT for final environmental clearance and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, final environmental clearance is expected in the Summer 2025.

Has a value engineering study been conducted as part of the I-345 Connects project?

Yes, a three-day value engineering (VE) study was conducted February 27–29, 2024. A VE study is required for all projects on the National Highway System (NHS) that utilize Federal-Aid Highway Program (FAHP) funding with an estimated total project cost of \$50 million or more. Recommendations from the VE study, along with the public meeting comments were considered in the development of the design schematic that is available for review at tonight's public hearing.

What is the projected construction cost for the project and when will it start?

The total estimated construction cost for the project is approximately \$1.65 Billion. The project is currently unfunded for construction.

The I-345 Connects Project's Anticipated Ready to Let Date is to be determined and would take approximately 5 years to construct. "Letting" is when TxDOT notifies the construction community that a project is ready to be bid on. Construction on a project begins after the letting process is complete.

Will any additional ROW be required?

Currently there is no additional ROW required for this project, and there are no anticipated displacements or relocations.

Will there be surplus ROW?

The I-345 Connects Project offers a surplus ROW totaling approximately 6.3 acres. A proposed drainage easement would be required. There are two options are under consideration, one that would require 0.30 acre and the other one 0.85 acre.

What will be done with the surplus ROW?

TxDOT has a process in place that gives priority to local government agencies who may be interested in acquiring such areas. The process begins once construction is complete and is handled by TxDOT's ROW division. Surplus tracts would:

1. Be offered for purchase at the appraised value to the City of Dallas, Dallas County, and Dallas Independent School District. If none of these entities is interested in a surplus ROW tract,
2. It then becomes available for purchase to adjacent property owners. If this does not result in sale of the tract,
3. The public is notified of the opportunity to submit a sealed bid offer to purchase, and the property would be sold to the highest bidder.

Potential surplus ROW land use would ultimately be determined by the future owner according to City of Dallas land use rules and regulations.



How have potential capping areas been identified?

Potential capping areas shown are preliminary, conceptual, and subject to change. The final capping locations will be determined later through coordination with the City of Dallas. Funding for capping elements will be covered by others, not TxDOT.

From the 2022 I-345 Feasibility Study Report, nine acres were reported as potential capping areas for the recommended alternative. Through design refinement and coordination with the City of Dallas, potential capping areas now total 9.6 acres.

Will there be any noise walls or barriers?

TxDOT has identified three locations for potential noise barriers. The noise barriers are proposed at the following locations:

1. Along I-30, between South Good Latimer Expressway and Cesar Chavez Boulevard. This proposed noise barrier would be in front of the Skyline Farmers Market Apartments.
2. Along I-345, running along South Good Latimer Expressway and Canton Street. This proposed noise barrier would be in front of the Camden Farmers Market Apartments.
3. Along I-30, between South Malcolm X Boulevard and Louise Avenue. This proposed noise barrier would be in front of the Cottages at Hickory Crossing.

Note: These potential noise barrier renderings are conceptual only. The exact location and looks of any potential noise barrier will be further refined and voted on during future noise barrier workshops.

What type of feedback are you looking for?

TxDOT would like your thoughts on the proposed plans and improvements, concerns regarding impacts or the draft environmental assessment. All comments will be fully considered and responded to in the project record and made part of the final environmental document for this proposed project.

What is the status of the I-345 Feasibility Study?

TxDOT completed the I-345 Feasibility Study at the end of 2022 and published the report on [TxDOT.gov](https://www.txdot.gov). The team looked at five alternatives, including the no-build, and ultimately identified the “hybrid” alternative as the recommended alternative. TxDOT has advanced the recommended alternative into the schematic and environmental review phase, otherwise known as the I-345 Connects Project.

To view project information from the feasibility study, including responses to public comments received, visit www.345study.com.

How can I stay informed about the project?

To ask questions, provide comments regarding the project or to be added to the mailing list to stay up-to-date and be informed of future project updates, contact TxDOT’s Project Manager. Visit the project website for all public hearing material at www.345connects.com.

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