



## ***Finding of No Significant Impact for a FHWA Project***

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**Proposed Action:** I-345 Connects

**Project Limits:** From I-30 to Spur 366

**City:** Dallas

**County:** Dallas

**State:** Texas

**TxDOT CSJ(s):** 0092-14-094

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In accordance with 43 T.A.C. Part 1, Chapter 2, Subchapter D, Section 2.83, the Texas Department of Transportation (TxDOT) has determined that I-345 Connects will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated July 2025 and the entire project record. This decision documents the selection of the Refined Hybrid Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The proposed improvements would reconstruct the I-345 facility for 2.848 miles and consist of depressing six 12-ft mainlanes (three in each direction). Various configurations of 12-ft auxiliary lanes (up to four) would be included with 10-ft shoulders. Discontinuous frontage roads (one typical 12-ft lane southbound and three typical 12-ft northbound) would be constructed along the facility between Bryan St. and Hall St. The project would include 6-ft sidewalks or 10-ft shared-use paths (SUPs) at cross streets (both sides). A 10-ft SUP would be included at a minimum on one side of the frontage roads within project limits. Improvements would mainly occur within existing right-of-way which varies in width from approx. 280 to 635 ft. Cross/side streets would be realigned and reconstructed to accommodate the complete reconstruction of I-345 and its interchanges with Spur (SS) 366 and I-30. The project would include rebuilding the interchange at I-30/I-345 (including eight direct connectors), connections to SS 366 (Woodall Rodgers), and a Dallas Area Rapid Transit (DART) wye connection. Crossings involved in the reconstruction include Hickory St., Dawson St., Louise Ave., I-30, S. Good Latimer Expy., Canton St., Commerce St., Main St., Elm St., Pacific Ave., Live Oak St., N. Good Latimer Expy., Ross Ave., and SS 366.

A Notice of Availability of the draft EA was issued on March 21, 2025.

A series of public hearings for the proposed project was held in April 2025. The public hearings were held both virtually (Tuesday, April 22 through Friday, May 9, 2025) and in person (Tuesday, April 22<sup>nd</sup> and Thursday, April 24<sup>th</sup>, 2025).

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and technical reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

**Finding of No Significant Impact for a FHWA Project**

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the I-345 Connects project from I-30 to Spur 366.

TxDOT will ensure adherence and completion of all project commitments described in the final EA July 2025, **Section 8.0**, TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

Mitigation required by the following environmental laws will be implemented for this project: Section 106 of the National Historic Preservation Act, 23 CFR 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise (pending the results of the noise workshop and potential design considerations), or any other environmental law that requires compensatory mitigation.

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 July 17, 2025, and executed by FHWA and TxDOT.

DocuSigned by:

A handwritten signature in black ink that reads "Doug Booher".

9/15/2025

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TxDOT Environmental Affairs Division Director

Date