



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

SLIDE 1 – Welcome Slide

The Texas Department of Transportation, or TxDOT, welcomes you to the I-345 feasibility study public meeting. We appreciate your interest in the study and thank you for your participation.

Please note, for the virtual public meeting you can pause this presentation at any point to allow more time to view the slides or get a more detailed view of study information and other exhibits on the website.

SLIDE 2 – Virtual Public Meeting Purpose

This public meeting is being held to present information on the feasibility study process and to receive feedback from the public on the recommended alternative for the future of I-345. Feedback collected from this public meeting will be used as we proceed with the study.

SLIDE 3 – Study Location

The I-345 feasibility study limits extend along I-345 from its interchange with I-30 to the interchange with Woodall Rodgers Freeway, also known as Spur 366 for approximately 1.4 miles, within the City of Dallas in Dallas County. I-345 connects I-45 to US 75 through Downtown Dallas and is primarily a bridge structure.

SLIDE 4 – Study Approach and Timeline

The study includes a four-phase approach to complete the study: Define, Develop, Refine, and Deliver. The study is currently in the **Refine** phase. During this stage, we have taken feedback received from the second series of public meetings and survey, traffic data and analyses and other information to determine the recommended alternative. After this round of public meetings, we will **Deliver** the study report and the recommended alternative. After this feasibility study is concluded and the study is published, the project will move into the next phase, the schematic and environmental analysis. During that phase, additional detailed engineering, traffic, and environmental studies will be conducted according to the National Environmental Policy Act process, which includes additional public involvement.



I-345 Feasibility Study

From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0095-14-094
Virtual and In-Person Public Meeting Script

SLIDE 5 – CityMAP Goals, I-345 Feasibility Study Goals, and Why Study I-345?

As Dallas County population continues to grow and I-345 reaches its estimated remaining useful service life, it is necessary to plan for the future of the roadway. This study will help determine the future of I-345.

The goals established under the CityMAP process included understanding how each alternative studied impacted mobility, connectivity, sustainability, and economic development. TxDOT carried forward those CityMAP goals into the I-345 Feasibility Study goals.

In addition to the CityMAP goals, TxDOT added additional goals for the I-345 Feasibility Study shown in blue on the screen.

SLIDE 6–Constraints Map

The study's Constraints Map is used to help planners and engineers determine the least impactful method to fulfill the goals and objectives of the study. The design team carefully considers social and environmental constraints within a half mile buffer on either side of I-345 during the study process. The full map can be viewed on the study website.

SLIDE 7 – Previous Public Involvement, December 2019 Public Meetings Summary

TxDOT held the first series public meetings to introduce the I-345 Feasibility Study in December 2019. The meetings also served to solicit feedback from stakeholders regarding their use of I-345, travel habits, priorities, and suggested improvements. The following information shown on the slide is an overview of what was learned and taken into consideration when developing alternatives. The key takeaway from the first round of public meetings is there was an even split for public preference on alternatives to evaluate in the study. More than 70% of respondents suggested further analysis of the alternatives presented in the CityMAP Study.

SLIDE 8 – Previous Public Involvement, June 2021 Public Meetings Summary

TxDOT held the second series public meetings in June 2021 to present the conceptual alternatives for the future of I-345 and to gather feedback. The following information shown on the slide is an overview of what was learned and taken into consideration when deciding the recommended alternative and



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

was included in the evaluation of alternatives. The key takeaway from the second round of public meetings is that more than 65% of respondents stated that they preferred a highway alternative versus a removal alternative. Of those that preferred a highway alternative, over 50% stated that they preferred a below grade alternative.

SLIDE 9 – What We Heard from You, June 2021 Public Meetings Summary

The most mentioned themes during the second series of public meetings are listed on the slide. They included:

- Community Cohesion, meaning better connections to areas east and west of I-345 and potential capping areas,
- Impacts to access between South and Southern Dallas and North Dallas,
- Traffic Concerns,
- Pedestrian Safety and,
- Economic Development potential.

SLIDE 10 – Conceptual Alternatives

This slide lists the five conceptual alternatives that were presented at the second series of public meetings:

- No Build/Leave I-345 As-Is Alternative,
- Depressed Alternative,
- Removal Alternative,
- Elevated Alternative, and
- Hybrid Alternative

The following slides will provide a brief overview of each alternative displayed on the conceptual rendering that was also presented in June 2021. Larger versions of these exhibits are available on the project website.



I-345 Feasibility Study

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SLIDE 11 – No Build/Leave I-345 As-Is Alternative

Please see the No Build/Leave I-345 As-Is Conceptual Alternative rendering displayed on the slide. Under this scenario, no additional improvements would occur to the existing I-345 other than maintenance.

Positive notes in green included:

- The existing bridge is safe and has an estimated usable service life of approximately 25-years.

Negative notes in red included:

- The public gave feedback of concerns for pedestrian safety.
- The existing bridge is perceived as a barrier between communities.

SLIDE 12 – Depressed Alternative

Please see the Depressed Conceptual Alternative rendering displayed on the slide. Under this scenario, like US 75, mainlanes are low with discontinuous frontage roads along either side and cross streets over the top. The city street grid is enhanced and includes pedestrian and bicycle facilities along the frontage roads and local streets.

Positive notes in green included:

- Allows for strategic decking or air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines.
- Provides 10-foot shared use paths for pedestrian/bicycle access/with safety lighting.
- Provides mainlanes to connect South and Southern Dallas or communities south of I-30 and North Dallas or communities north of Woodall Rodgers (Spur 366).

Negative notes in red included:

- Severs Good Latimer Expressway and Canton Street. This is not compliant with the City of Dallas Design Guidelines. Per public feedback, it is critical to maintain these connections across I-345 to connect the communities.



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

SLIDE 13 – Removal Alternative

Please see the Removal Conceptual Alternative rendering displayed on the slide. Under this scenario, the existing mainlanes would be removed and the city street grid is enhanced. This alternative includes pedestrian and bicycle facilities.

Positive notes in green included:

- This is the alternative with the most surplus right of way.

Negative notes in red included:

- At-grade crossing with DART will require signals and impede traffic flow and pedestrian and bicyclist movements.
- Most significant impacts to regional mobility (19,000 hours of additional weekday congestion compared to No Build).
- Eliminates mainlanes to connect South and Southern Dallas or communities south of I-30 and North Dallas or communities north of Woodall Rodgers (Spur 366).
- Only meets half of the connectivity criteria and impacts freeway to freeway connectivity.

SLIDE 14 – Elevated Alternative

Please see the Elevated Conceptual Alternative rendering displayed on the slide. Under this scenario, the roadway would be like what exists now, with a smaller footprint of an elevated highway with aesthetic improvements, revised access and signage for drivers, enhanced city street grid, and pedestrian and bicycle facilities under the highway.

Positive notes in green included:

- Provides 10-foot shared use paths for pedestrian/bicycle access/with safety lighting.
- Provides mainlanes to connect South and Southern Dallas or communities south of I-30 and North Dallas or communities north of Woodall Rodgers (Spur 366).

Negative notes in red included:



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

- While the proposed elevated alternative has a smaller footprint than the existing bridge, like this alternative could be perceived as a barrier between communities

SLIDE 15 – Hybrid Alternative

Please see the Hybrid Conceptual Alternative rendering displayed on the slide. Under this scenario, the roadway is like US 75 and the proposed depressed alternative, where mainlanes are low. There is limited access from the mainlanes to the local streets that are reconnected over the top and no proposed frontage roads. Access to the area is from local streets, I-30, or Woodall Rodgers Freeway. This alternative would enhance the city street grid and provide pedestrian and bicycle facilities along the local streets.

Positive notes in green included:

- Allows for strategic decking or air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines.
- Provides 10-foot shared use paths for pedestrian/bicycle access/with safety lighting.
- Maintains Good Latimer Expressway and Canton Street.
- 66% of survey participants want some type of highway for I-345.
- Provides mainlanes to connect South and Southern Dallas or communities south of I-30 and North Dallas or communities north of Woodall Rodgers (Spur 366).

SLIDE 16–Traffic Introduction

At the beginning of this study, TxDOT collected traffic origin and destination data to better understand travel patterns and how vehicles utilize I-345. Origin and destination data is sourced from smart phones and in-vehicle navigation systems. TxDOT does not know exactly where a trip originates or is destined to. The data is based on zones as outlined in the map within the study area. TxDOT respects the privacy of the traveling public.

A key to evaluating the alternatives is to understand the travel patterns of current users of I-345 within the study area, and into and out of the study area. The information is not limited to the I-345 study



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

limits. Changes within the I-345 study limits could potentially impact other freeways and arterials within the study area.

Using this data, TxDOT prepared travel times exhibits from various zones. TxDOT is presenting travel time exhibits at this public meeting as an example of how changes to I-345 impact travel times across the region.

SLIDE 17 – Origin and Destination Distribution - Thru Traffic Northbound on I-345

The following origin and destination slides provide the data for specific origin and destination routes within the study area. Each slide includes a key takeaway that summarizes the travel patterns of current users of I-345. This is same material that was presented at the June 2021 public meetings.

The key takeaway from this slide is daily traffic using I-345 northbound mainlanes is originating from the southern half of Dallas and is destined to the northern half of Dallas.

SLIDE 18 – Origin and Destination Distribution – From Eastbound Woodall Rodgers (Spur 366) to Southbound I-345

The key takeaway from this slide is that PM Peak Period traffic using the eastbound Woodall Rodgers Freeway ramp to southbound I-345 is originating from the northwest quadrant of Dallas and is destined to the eastern half of Dallas.

SLIDE 19 – Origin and Destination Distribution – From Westbound I-30 to Northbound I-345

The key takeaway from this slide is that AM Peak Period traffic using the westbound I-30 to northbound I-345 ramp are originating from the eastern sections of Dallas and the eastern suburbs and is destined mainly to downtown and the northwest quadrant of Dallas.

SLIDE 20 – Travel Time Introduction

The origin and destination data that was shown in the previous slides was used to identify zones or areas of interest based on input, to evaluate the proposed build alternatives impact to 2045 travel times between zones. On the left is an example of origin destination data used to identify zones to develop the representative travel time exhibits on the right. The travel time percent change shown on



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

the following exhibits was developed using the 2045 calibrated subarea regional model. It is an average percent change of 2045 projected travel times when compared to the No Build/Leave I-345 As-Is Alternative. Various representative travel times are presented in the following slides.

SLIDE 21 – Round Trip between South Central and North 2045 Travel Times

This slide provides the travel times between the south central and north zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 22 – Round Trip between Fair Park and Northeast 2045 Travel Times

This slide provides the travel times between the Fair Park and northeast zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 23 – Round Trip between Fair Park and Medical District 2045 Travel Times

This slide provides the travel times between the Fair Park and Medical District zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 24 – Round Trip between Southeast and Northeast 2045 Travel Times

This slide provides the travel times between the southeast and northeast zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 25 – Round Trip between South and Oaklawn 2045 Travel Times

This slide provides the travel times between the south and Oaklawn zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

this slide, the Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 26 – Round Trip between South Central and Medical District 2045 Travel Times

This slide provides the travel times between the south central and medical district zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 27 – Round Trip between Southeast and Medical District 2045 Travel Times

This slide provides the travel times between the southeast and medical district zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 28 – Round Trip between South Central and Northeast 2045 Travel Times

This slide provides the travel times between the south central and northeast zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 29 – Round Trip between Southeast and Northwest 2045 Travel Times

This slide provides the travel times between the southeast and northwest zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 30 – Round Trip between Northeast and Downtown 2045 Travel Times

This slide provides the travel times between the northeast and downtown zones and the percent increase in travel time for each alternative when compared to the No Build/Leave I-345 As-Is



I-345 Feasibility Study

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

CSJ: 0095-14-094

Virtual and In-Person Public Meeting Script

Alternative. For this slide, the Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times while 2045 travel times are significantly impacted with the Removal alternative.

SLIDE 31 – Alternative Evaluation Matrix

The evaluation process began with the development of four preliminary conceptual build alternatives and the No build/Leave I-345 As-Is alternative. The purpose of this evaluation of alternatives was to compare the alternatives to the No Build/Leave I-345 As-Is and identify those that would best achieve the study goals. See the study website for a larger version of the evaluation matrix.

The following categories were the criteria for evaluating the alternatives:

- Mobility
- Connectivity
- Sustainability
- Economic Development
- Construction Cost

The results of the alternative comparisons are shown in the slide.

SLIDE 32 – How Did We Get Down to One Alternative

Each conceptual alternative that was considered has pros and cons in multiple areas of evaluation. On the screen are the key reasons why four alternatives were removed from further consideration and why the recommended alternative is the Hybrid Alternative.

The Hybrid Alternative is the best compromise because it combines elements from the other alternatives based on public feedback. Based on input, changes have been made to the hybrid alternative to develop refinements to what is now the “recommended alternative”.

SLIDE 33 – Hybrid Refinements

As previously mentioned, various refinements were made to the Hybrid Alternative that was shown at the June 2021 public meetings. The updated hybrid alternative is the recommended alternative. Those refinements are listed on the screen.



I-345 Feasibility Study

From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0095-14-094
Virtual and In-Person Public Meeting Script

SLIDE 34 – Recommended Alternative

To learn more about the Recommended Alternative, please go to the project website to view: 3-D conceptual renderings,

- Roll plots displaying the design, and
- A fly over video showing the Recommended Alternative. The video is preliminary, and for representational purposes only, and is subject to change. Traffic shown is for illustrative purposes only.

SLIDE 35 – Just Getting Started

At the conclusion of these public meetings, the study team will develop and publish the I-345 Feasibility Study Report.

This is the first of several steps that need to occur prior to the project being ready for construction. Once the report has been published, the project will move into the Schematic/Environmental Analysis of the Recommended Alternative. There will be additional opportunities to provide input throughout the project.

SLIDE 36 – Comments

As mentioned earlier, comments will be accepted in four ways, which are outlined on the slide. The public comment period for this public meeting ends on Monday, June 27, 2022. Comments must be received or postmarked by then to be included in the official public meeting documentation.

Questions on this study may be directed to the TxDOT Project Manager, Grace Lo, P.E. at 345study@txdot.gov.

SLIDE 37 – “Thank You”

We sincerely appreciate your participation and interest concerning the proposed design of the I-345 Feasibility Study. Your questions, comments, and concerns will receive careful consideration.

Thank you, this concludes the presentation.