Public Meeting

Interstate Highway 345 Feasibility Study

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

May 24, 2022

Dallas County, Texas

Feasibility Study

Public Meeting Purpose:

- Provide information on the study process.
- Receive input on the recommended alternative for the future of I-345.

Study Location

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

Study Approach and Timeline

1 Define
the study approach

- Perform data collection
- Begin meeting with elected officials, stakeholders and study partners (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 prelimary concepts

- Assess feedback and develop conceptual alternatives
- Develop existing and future no build traffic results
- Develop initial build alternatives
- Develop preliminary evaluation matrix
- Continue listening sessions
- Begin work group update meetings
- Perform conceptual alternative traffic analyses
- Conduct second series of public meetings
- Conduct second survey

3 Refine
reasonable alternatives

- Assess feedback and refine conceptual alternatives
- Refine evaluation matrix
- Continue listening sessions
- Conduct work group update meetings
- Conduct third series of public meetings

WE ARE HERE

4 Deliver
collaborative and defendable study results

- Assess feedback and modify recommended alternative as applicable
- Conduct work group update meetings
- Publish study online
- **Proceed to the next phase - schematic and environmental analysis**

KEY TAKEAWAYS

The feasibility study will identify a recommendation to move forward into the next phase of the project (schematic and environmental analysis). During that phase, additional detailed engineering, traffic and environmental study will be conducted. This includes additional public involvement.

CityMAP Goals, I-345 Feasibility Study Goals, and Why Study I-345?

CityMAP Goals

- Mobility
- Connectivity
- Sustainability
- Economic Development

I-345 Feasibility Study Goals

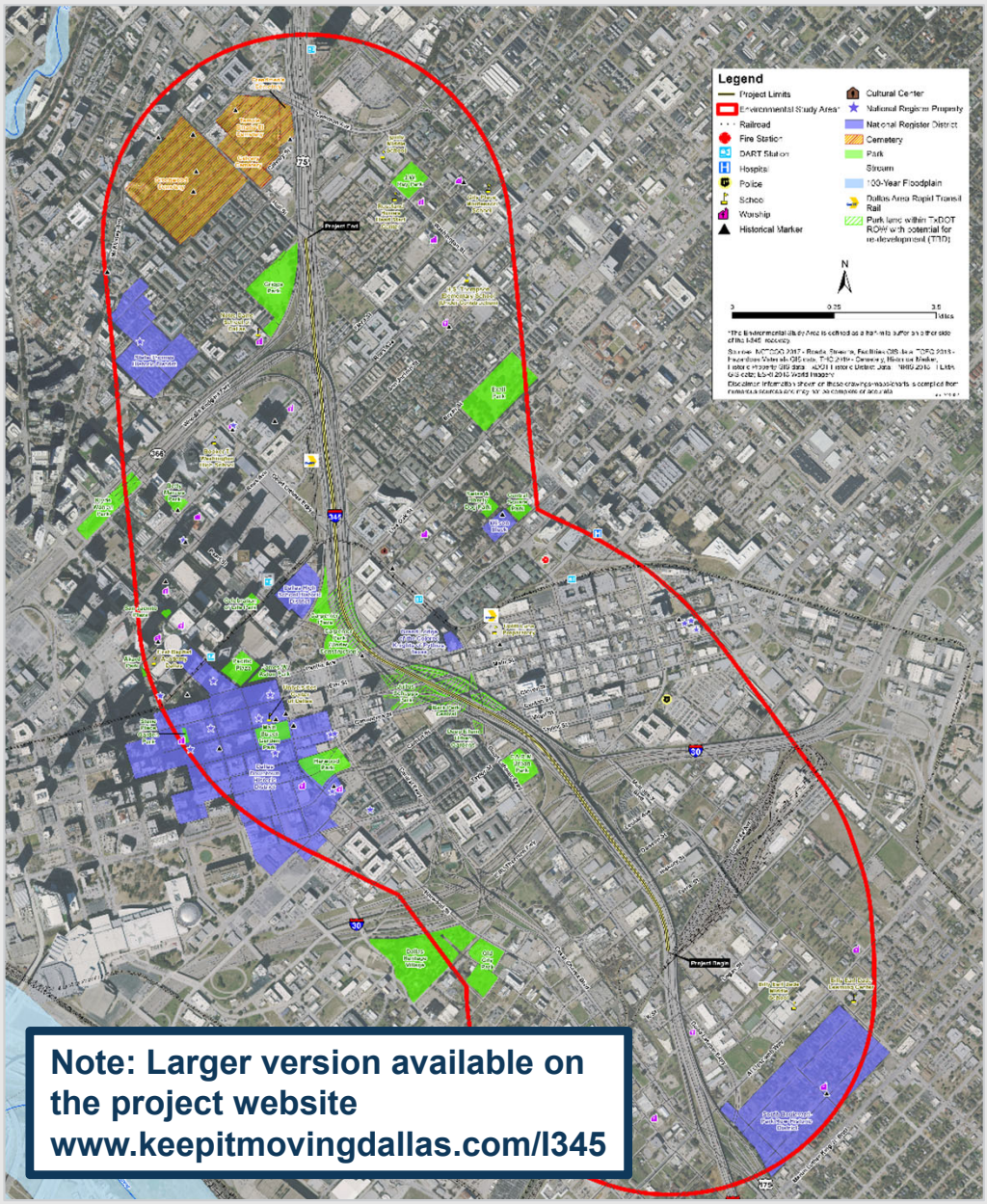
- Carry forward CityMAP Goals of Mobility, Connectivity, Sustainability and Economic Development
- Have an inclusive, transparent and collaborative public involvement process
- Work collaboratively with stakeholders
- Review recommendations from previous studies
- Provide the best solution that maintains safety, mobility and operability
- Defendable results
- Incorporate TxDOT and community goals
- Work towards recommended alternative

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 to determine the future of I-345.

Constraints Map

- The design team carefully considers social and environmental constraints during the study process
- Key constraints within the I-345 study area:
  - One cemetery
  - Two schools
  - Two DART rail stations and three DART railway crossings
  - Three places of worship
  - Two National Historic Register Properties
  - Four Texas Historical Markers
  - One future park and six existing parks
  - Eighteen potential hazardous material sites



Previous Public Involvement, December 2019 Public Meetings Summary

PUBLIC MEETING ATTENDANCE

DECEMBER 2
206 people in attendance at St. Philip's School and Community Center

DECEMBER 3
178 people in attendance at CityPlace Conference Center

DECEMBER 5
302 people in attendance at the Sheraton Hotel

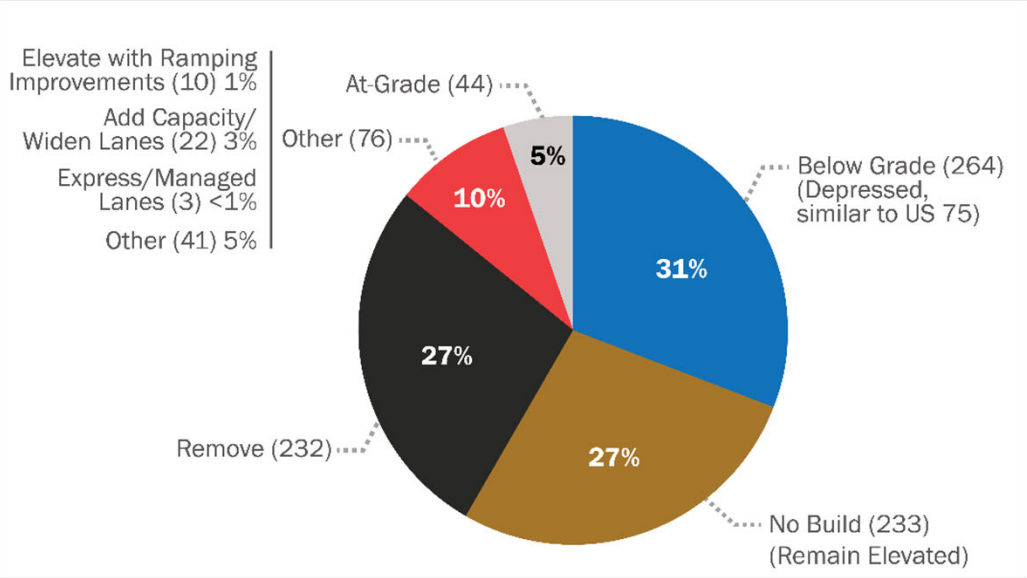
PUBLIC MEETING SERIES 1

1362 # of surveys received

130 # of written comments received

15 # of verbal comments received

PREFERRED ALTERNATIVES



Total Responses: 849

KEY TAKEAWAY

There was a pretty even three-way split for public preference on alternatives to evaluate in the feasibility study. More than 70% of respondents suggested further analysis of the alternatives presented in the 2016 CityMAP Study.

Previous Public Involvement, June 2021 Public Meetings Summary

KEY TAKEAWAY

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% of respondents stated that they preferred a below grade (depressed/hybrid) alternative.

POSITION LETTERS

4

Deep Ellum Foundation - Hybrid Alternative
Greater Dallas Planning Council - Hybrid Alternative
Southeast Dallas Now - Hybrid Alternative
Downtown Dallas Inc. - Items for further consideration

PUBLIC MEETING ATTENDANCE

7,400 views online
(includes TxDOT Public Meeting Webpage view, Keepitmovingdallas.com Webpage Views and YouTube Presentation views)

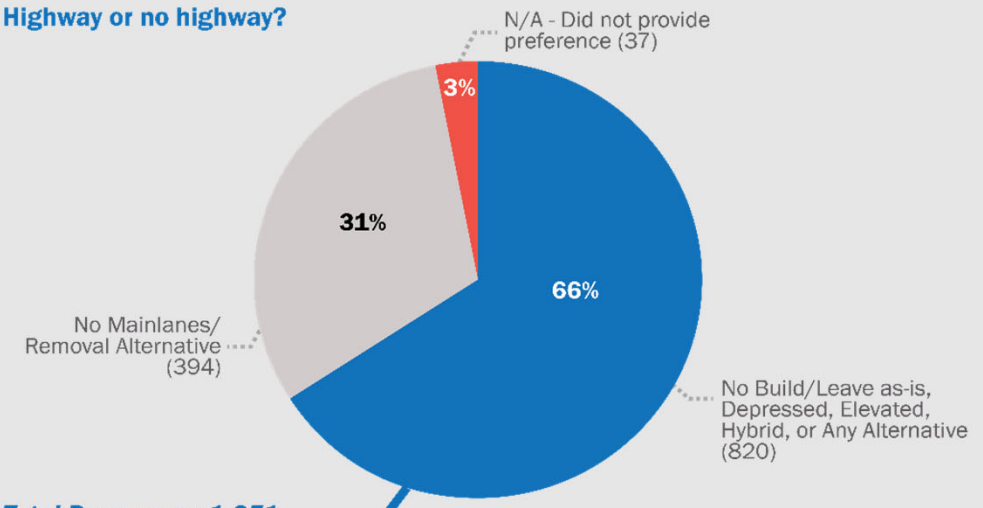
140 total people
in attendance at the Shed at Dallas Farmers Market and at the St. Philips School and Community Center

PUBLIC MEETING SERIES 2

1023	175	47	6
# of surveys received	# of comments received via comment form	# of voicemail comments received	# of email comments received

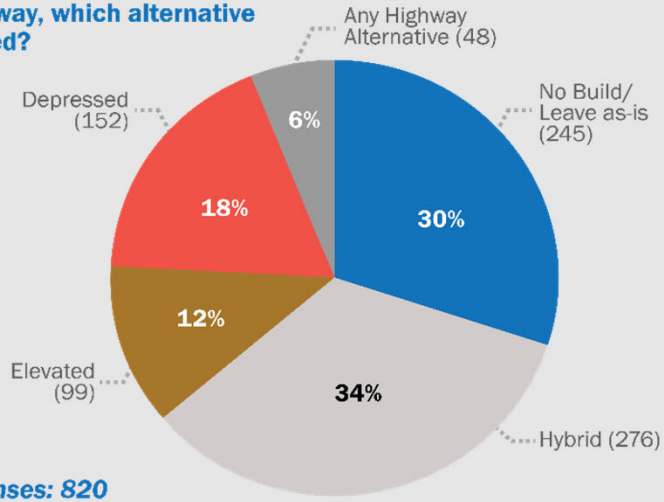
INPUT RECEIVED FROM SURVEY ON ALTERNATIVES*

Highway or no highway?



Total Responses: 1,251

Out of the 66% (820) above that want a highway, which alternative was preferred?



Total Responses: 820

**Includes input received through the SCOUT survey, comment form, online comment form (surveymonkey.com), email, and verbal comments*

What We Heard from You

TOPICS THAT MATTERED TO YOU

Common themes from second series of public meetings

Community Cohesion

Better connections to areas east and west of I-345, and potential areas for capping

Impacts to access between South and Southern Dallas and North Dallas

Traffic Concerns

Pedestrian Safety

Economic Development Potential

Potential surplus right of way and areas for capping

Conceptual Alternatives Previously Considered

The five alternatives that were previously considered at our previous public meetings were:

NB	**No Build/ Leave I-345 As-Is**	No additional improvements would occur to the existing I-345 other than maintenance.
D	**Depressed Alternative**	Similar to 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.
R	**Removal Alternative**	The existing mainlanes would be removed and the city street grid is enhanced. This alternative includes pedestrian and bicycle facilities.
El	**Elevated Alternative**	Similar to 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.
H	**Hybrid Alternative**	Similar to 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. No proposed frontage roads. Access to the area is from local streets, I-30 or Woodall Rodgers Freeway. The city street grid is enhanced and includes pedestrian and bicycle facilities.

No Build/Leave I-345 As-Is Alternative

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

Due to its service life, the existing bridge undergoes routine inspection and maintenance.

The public gave feedback of concerns for pedestrian safety with the no build alternative

The no build alternative/existing bridge is perceived as a barrier between communities

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

Depressed Alternative

Allows for strategic decking/air-right development opportunities in a below grade\trench configuration, consistent with the City of Dallas Design Guidelines

Provides 10' shared use paths for pedestrian/ bicycle access/with safety lighting

Severs Good Latimer Expy. and Canton St. 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

66% of survey participants want some type of highway for I-345

Negligible impacts to regional mobility

Provides mainlanes to connect South and Southern Dallas and North Dallas

LEGEND

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

N

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

Removal Alternative

Alternative with the most surplus right of way

At-grade crossing with DART will require signals and impede traffic flow and pedestrian/bicycle movement

Most significant impacts to regional mobility (19k hours of additional weekday congestion compared to No Build)

Eliminates mainlanes to connect South and Southern Dallas and North Dallas

Provides 10' shared use paths for pedestrian/ bicycle access/with safety lighting.

Only meets half of the connectivity criteria and impacts freeway to freeway connectivity

33% of survey participants said they wanted the highway removed

LEGEND

N

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

Elevated Alternative

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

Negligible impacts to regional mobility

Smaller footprint than existing roadway and some surplus ROW

66% of survey participants want some type of highway for I-345

Provides mainlanes to connect South and Southern Dallas and North Dallas

Provides 10' shared use paths for pedestrian/ bicycle access/with safety lighting

LEGEND

N

- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

Hybrid Alternative

Allows for strategic decking/air-right development opportunities in a below grade/trench configuration, consistent with the City of Dallas Design Guidelines

Provides 10' shared use paths for pedestrian/ bicycle access/with safety lighting

Maintains Good Latimer Expy. and Canton St.

66% of survey participants want some type of highway for I-345

Provides mainlanes to connect South and Southern Dallas and North Dallas

Negligible impacts to regional mobility

LEGEND

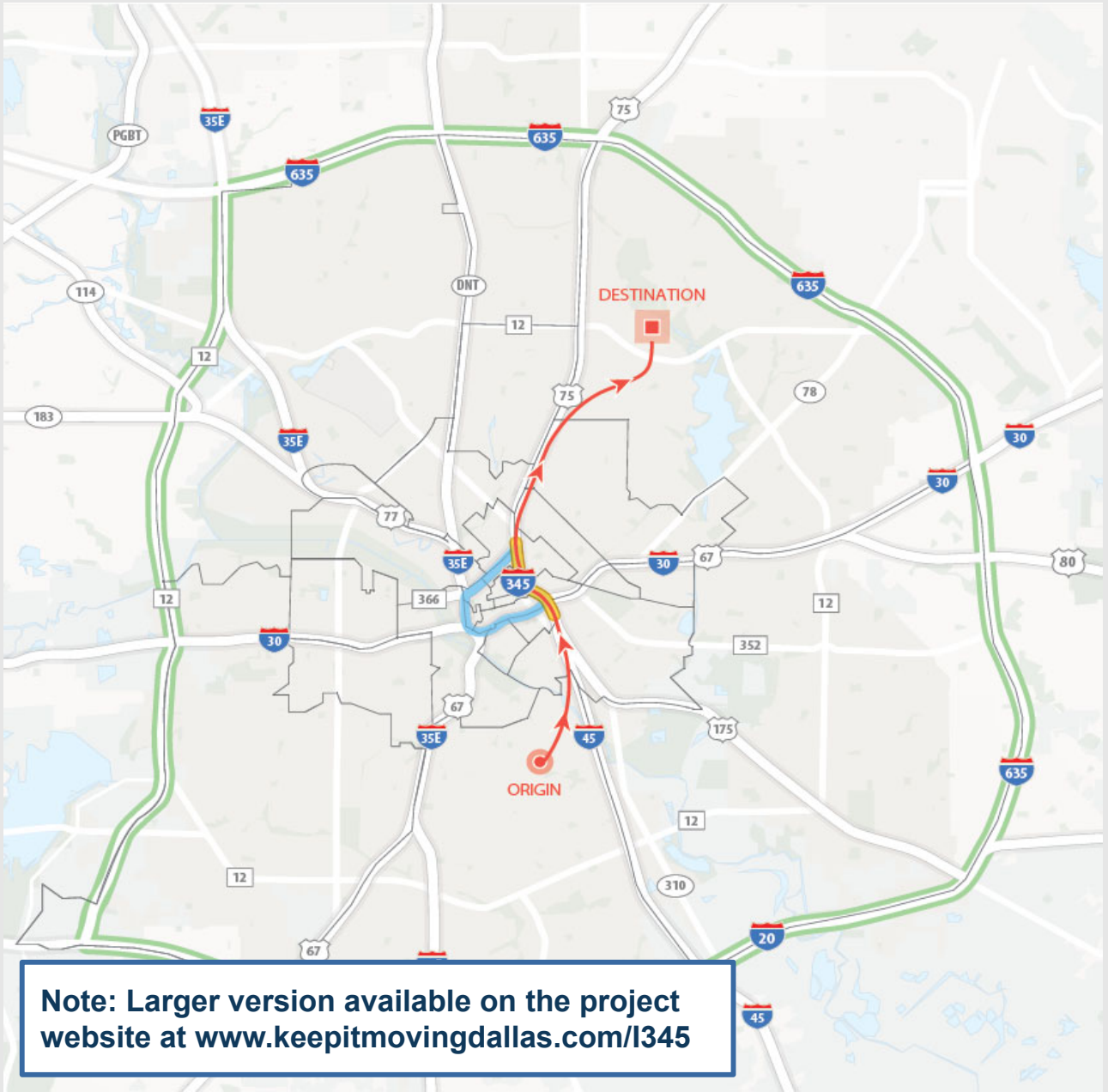
- Proposed Mainlanes
- Proposed At-Grade Roadway
- Proposed Bridge
- Proposed Ramps/Direct Connectors
- Proposed Frontage Road
- DART

N

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

Traffic Introduction – Origin and Destination

- Origin and destination data represents movement through a geographic space, from an origin to a destination
- Origin-Destination data was collected over a six-month period from fall 2017 to spring 2018.
- 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 limits.
- The three origin-destination examples and various travel time exhibits are available for review on the project website.



Note: Larger version available on the project website at www.keepitmovingdallas.com/I345

Origin & Destination Distribution - Thru Traffic Northbound on I-345

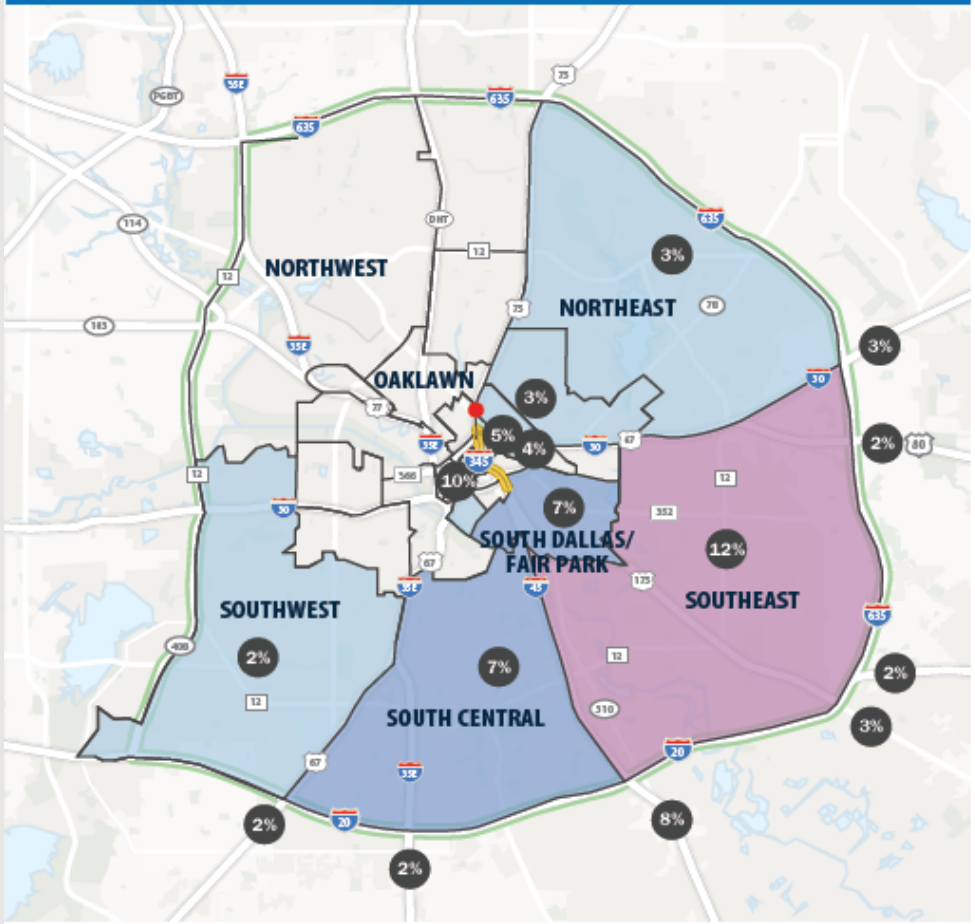
Key Takeaway

Daily* traffic using I-345 northbound mainlanes is originating from the southern half of Dallas and is destined to the northern half of Dallas.

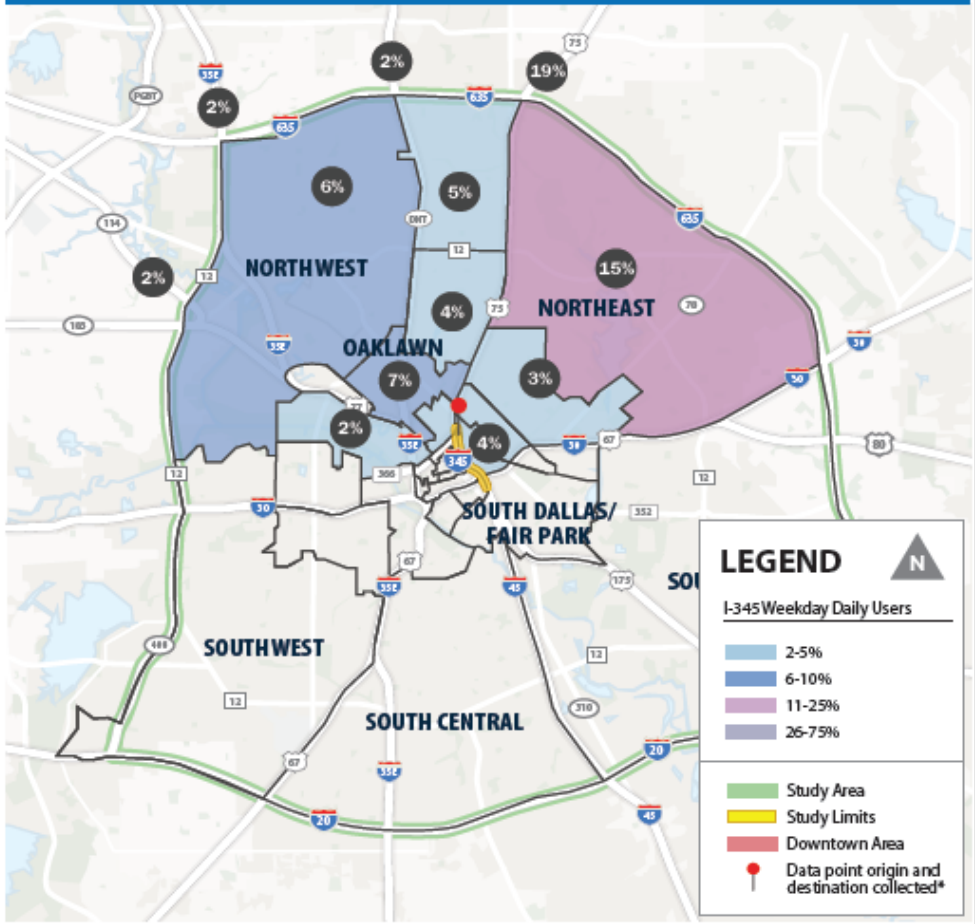
The distribution shown is approximately 75% of the daily traffic traveling northbound on I-345. Approximately 7% of the remaining traffic originates within the study area in multiple zones with small distributions. Approximately 18% of the traffic originates outside the study area through other roadways (minor arterials) not collected in the data.

The distribution shown is approximately 71% of the daily traffic traveling northbound on I-345. Approximately 14% of the remaining traffic is disbursed within the study area in multiple zones with small distributions. Approximately 15% of the traffic leaves the study area through other roadways (minor arterials) not collected in the data.

ORIGIN MAP



DESTINATION MAP



This is the same information presented at the June 2021 public meetings.

**Volume at the data point is approximately 83,000 northbound trips a day*

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

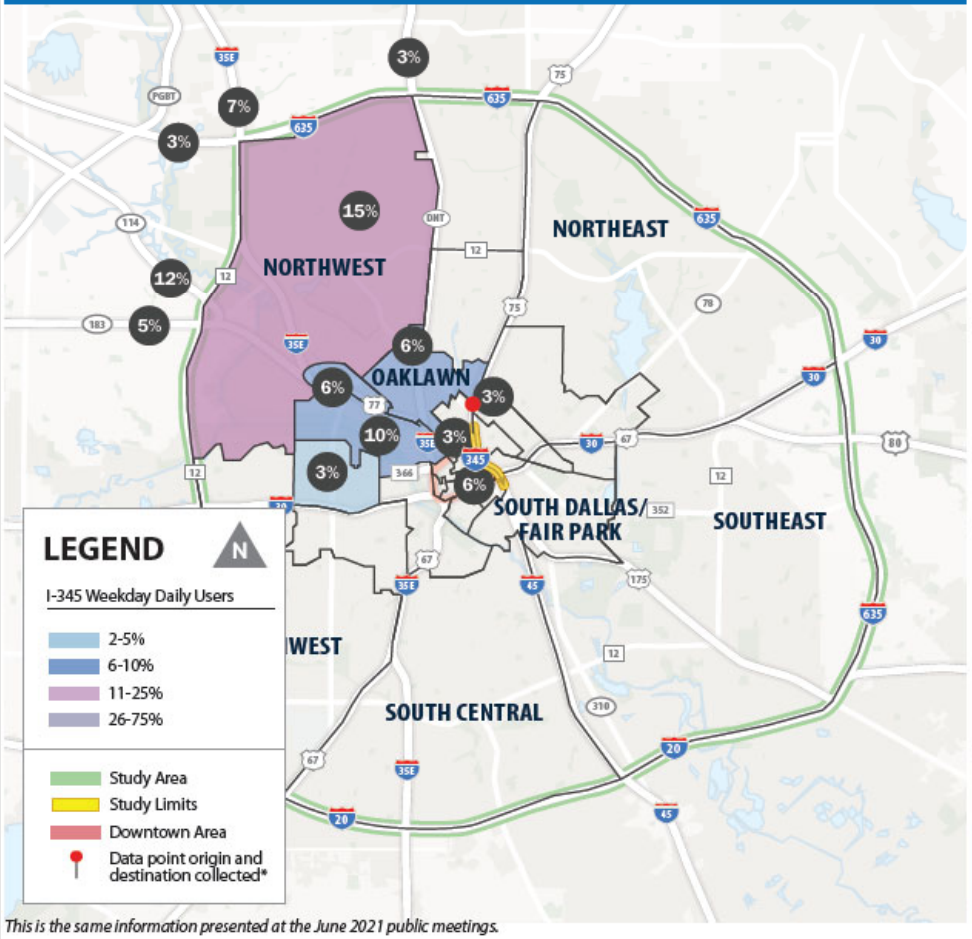
Key Takeaway

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.

The distribution shown is approximately 82% of the PM Peak Period ramp traffic. Approximately 5% of the remaining traffic originates within the study area in multiple zones with small distributions. Approximately 13% of the traffic originates outside the study area through other roadways (minor arterials) not collected in the data.

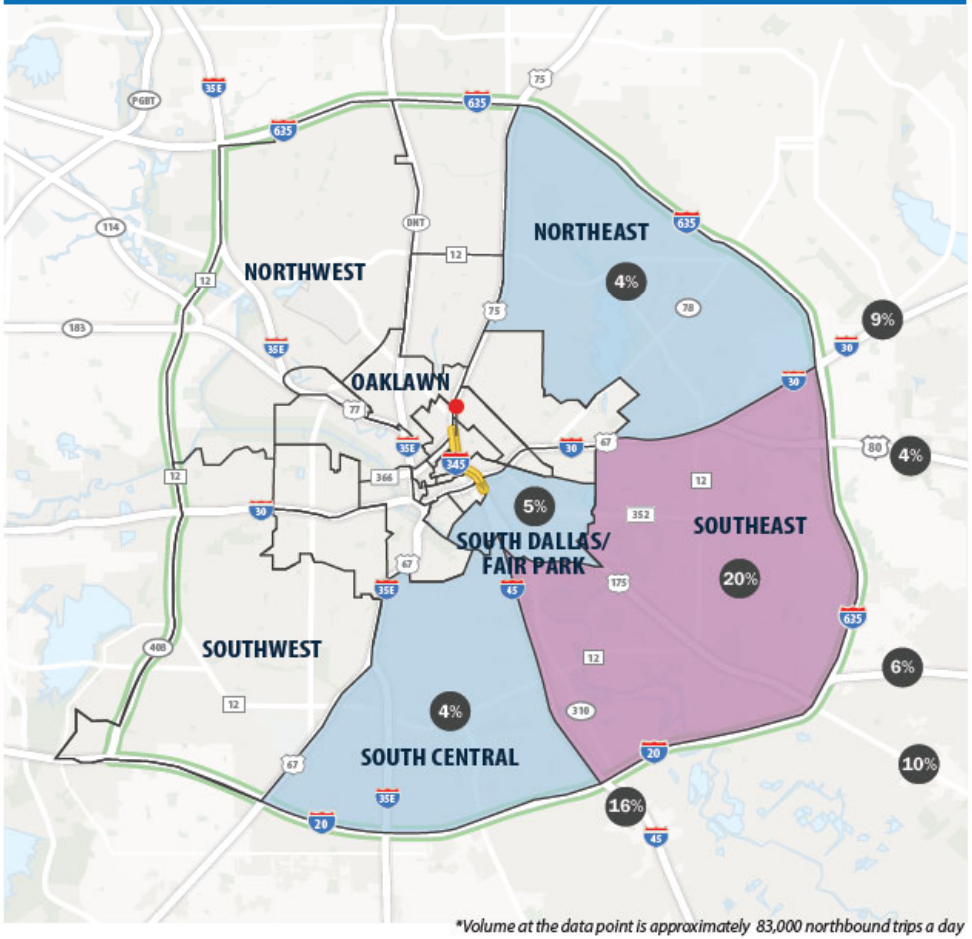
The distribution shown is approximately 78% of the PM Peak Period ramp traffic. Approximately 10% of the remaining traffic is disbursed within the study area in multiple zones with small distributions. Approximately 12% of the traffic leaves the study area through other roadways (minor arterials) not collected in the data.

ORIGIN MAP



This is the same information presented at the June 2021 public meetings.

DESTINATION MAP



**Volume at the data point is approximately 83,000 northbound trips a day*

Origin & Destination Distribution – From Westbound I-30 to Northbound I-345

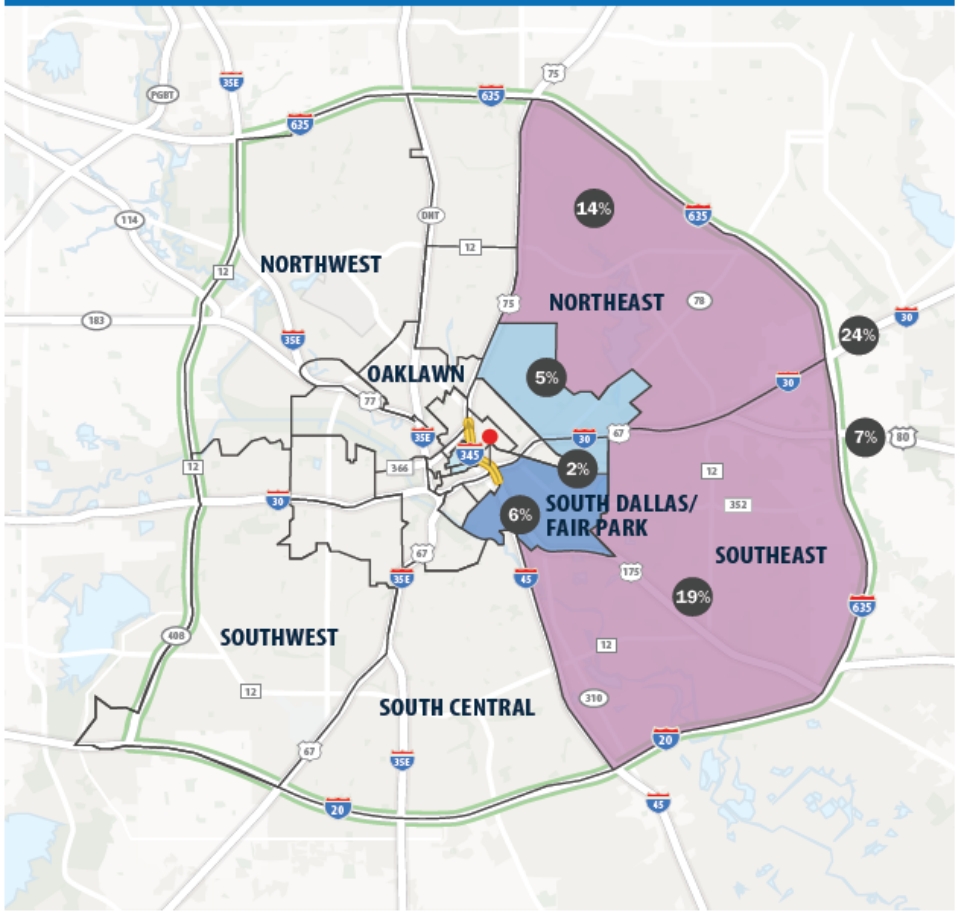
Key Takeaway

AM Peak 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.

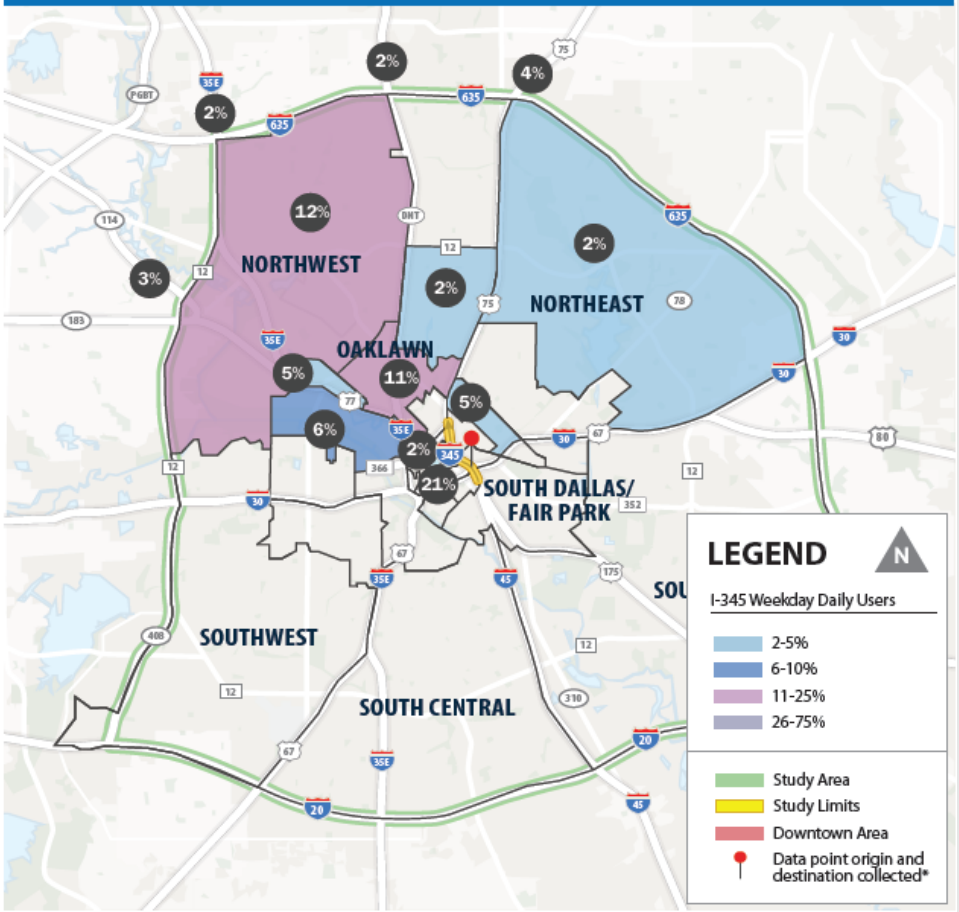
The distribution shown is approximately 77% of the AM Peak Period ramp traffic. Approximately 4% of the remaining traffic originates within the study area in multiple zones with small distributions. Approximately 19% of the traffic originates outside the study area through other roadways (minor arterials) not collected in the data.

The distribution shown is approximately 77% of the AM Peak Period ramp traffic. Approximately 7% of the remaining traffic is disbursed within the study area in multiple zones with small distributions. Approximately 16% of the traffic leaves the study area through other roadways (minor arterials) not collected in the data.

ORIGIN MAP



DESTINATION MAP



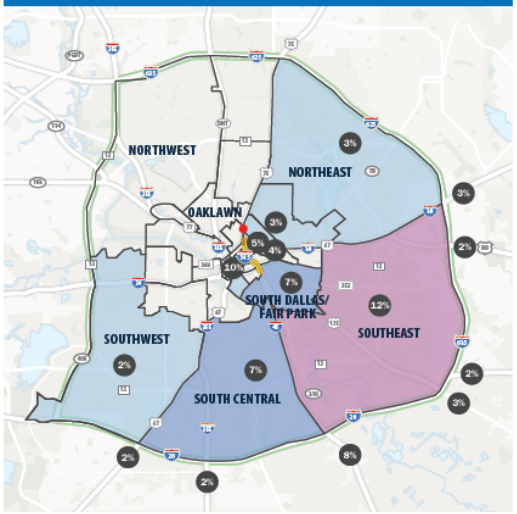
This is the same information presented at the June 2021 public meetings.

**Volume at the data point is approximately 8,900 on the ramp in the AM peak period (6-10 AM)*

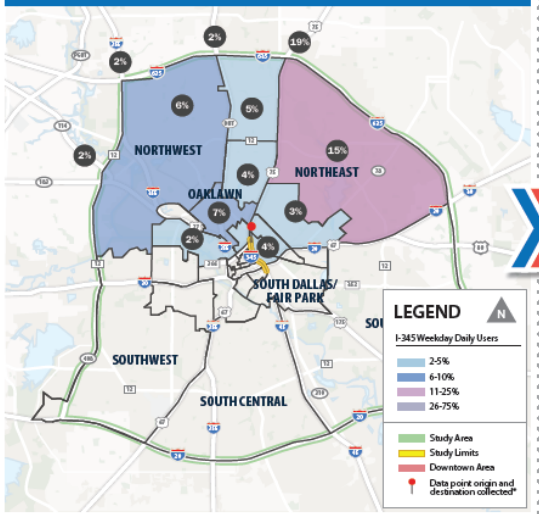
Travel Time Introduction

Origin & Destination Disribution of Thru Traffic Northbound on I-345

ORIGIN MAP

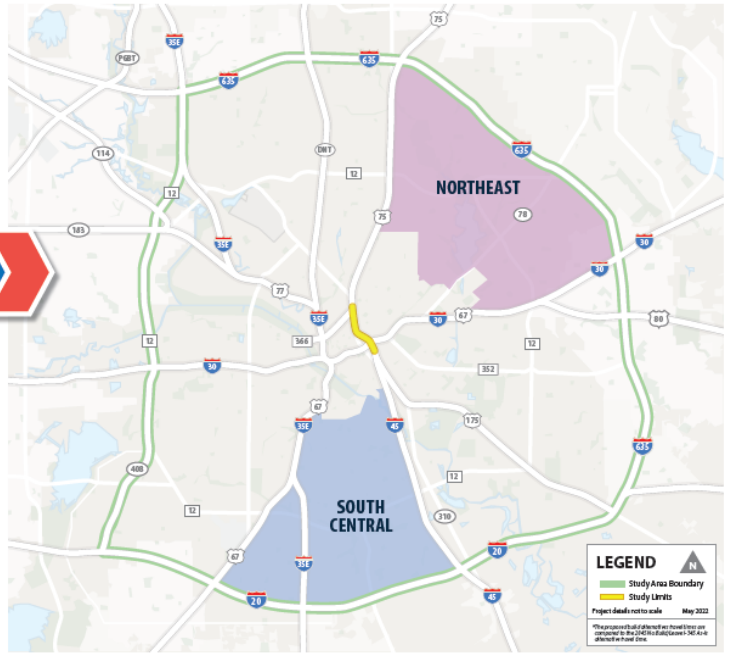


DESTINATION MAP



**The 2045 calibrated subarea model is based on of the 2045 NCTCOG regional traffic model to include study area traffic counts and adjacent projects. Adjacent project updates included the Horseshoe project, I-35E Lowest Stemmons, I-30 Canyon, I-30 East Corridor, and SM Wright (PH 1 and PH 2) as of latest plans available (May 2021).*

Round Trip between South Central and Northeast 2045 Travel Times



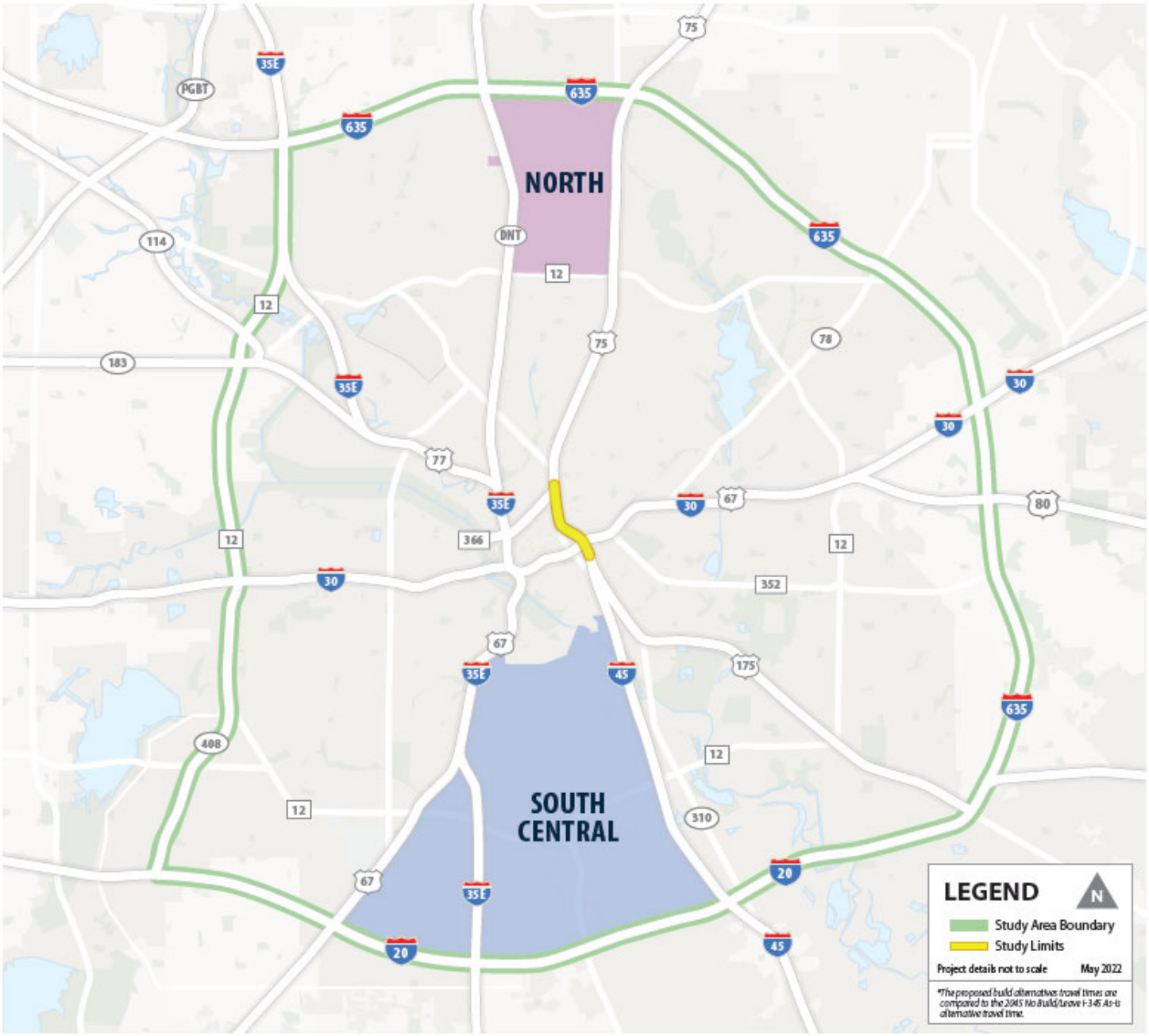
KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and northeast zones. Impacts to 2045 travel times between the south central and northeast zones are significantly impacted with the Removal alternative.

South Central to Northeast	Percent Increase in Travel Time (6:30-9:00AM)
Depressed	
Removal	
Elevated	
Hybrid	

Northeast to South Central	Percent Increase in Travel Time (3:00-6:30PM)
Depressed	
Removal	
Elevated	
Hybrid	

Round Trip between South Central and North 2045 Travel Times



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and north zones. Impacts to 2045 travel times between the south central and north zones are significantly impacted with the Removal alternative.

South Central to North

Percent Increase in Travel Time (6:30-9:00AM)

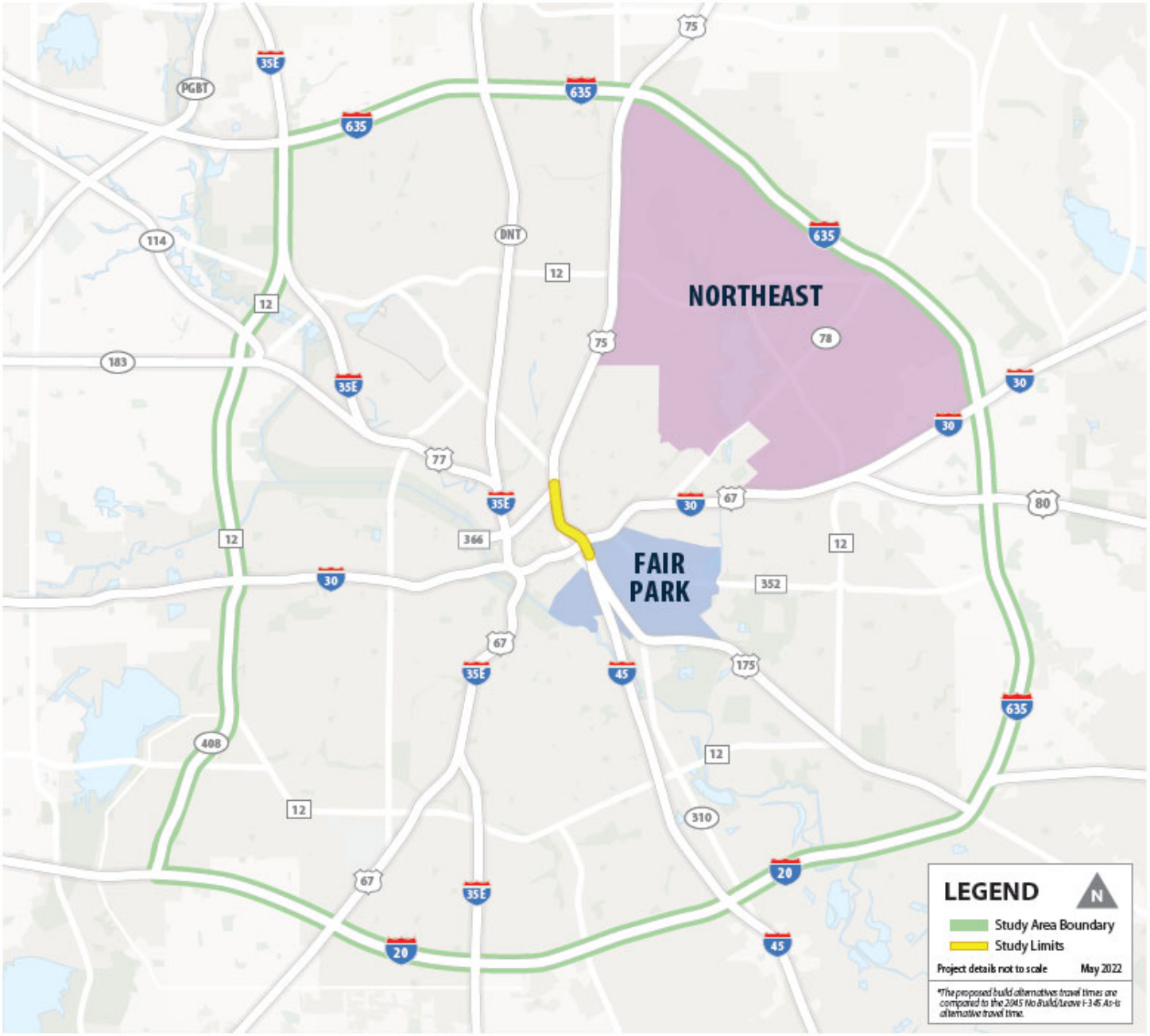
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●		
Elevated	●					
Hybrid	●					

North to South Central

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	●	
Elevated	●					
Hybrid	●					

Round Trip between Fair Park and Northeast



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the Fair Park and northeast zones. Impacts to 2045 travel times between the Fair Park and northeast zones are significantly impacted with the Removal alternative.

Fair Park to Northeast

Percent Increase in Travel Time (6:30-9:00AM)

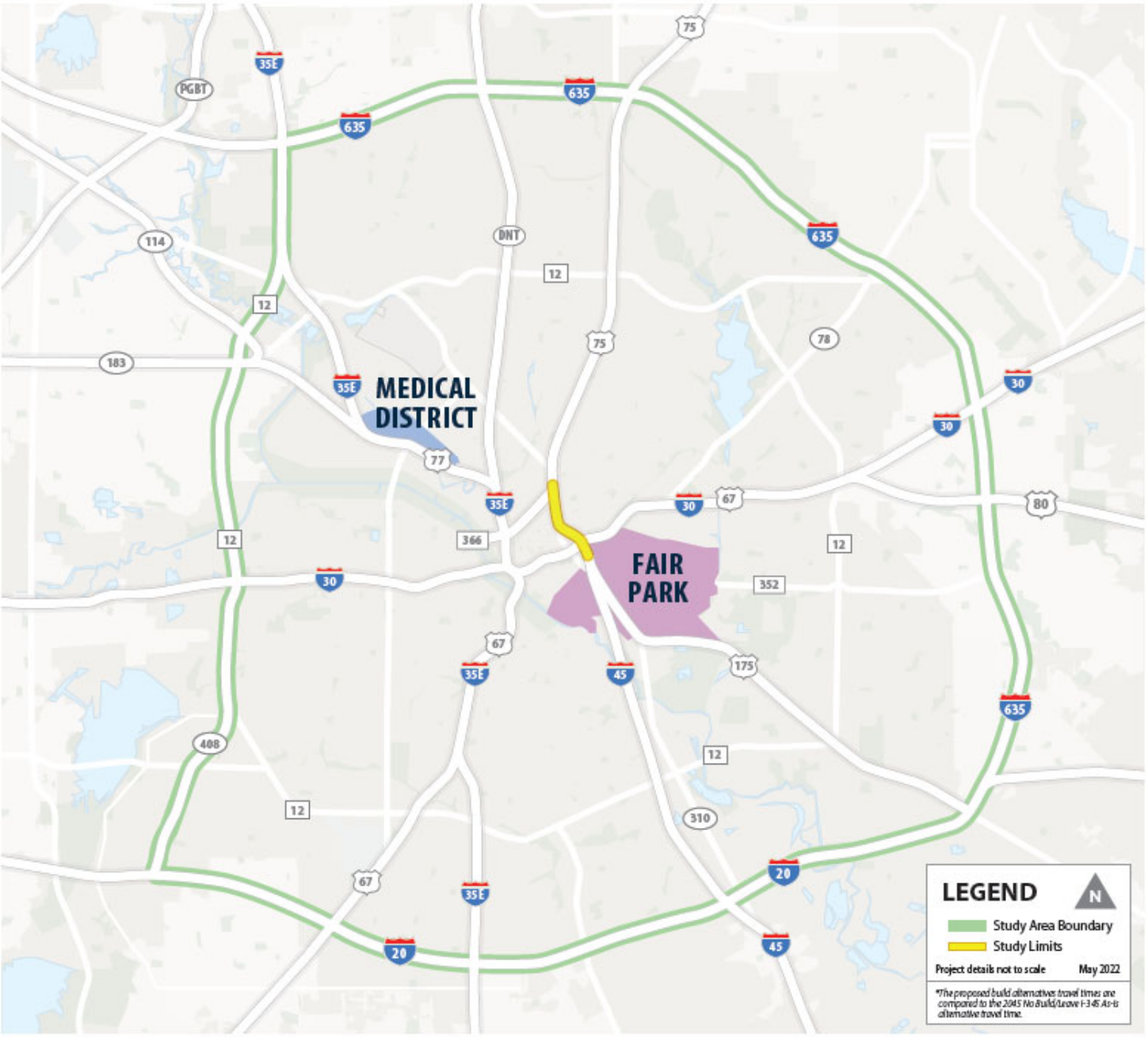
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	◔			
Elevated	●					
Hybrid	●					

Northeast to Fair Park

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	◔	
Elevated	●					
Hybrid	●					

Round Trip between Fair Park and Medical District



KEY TAKEAWAY

The Elevated and Hybrid alternatives have negligible impacts to travel times between the Fair Park and Medical District zones. Impacts to 2045 travel times between the Fair Park and Medical District zones are significantly impacted with the Removal alternative.

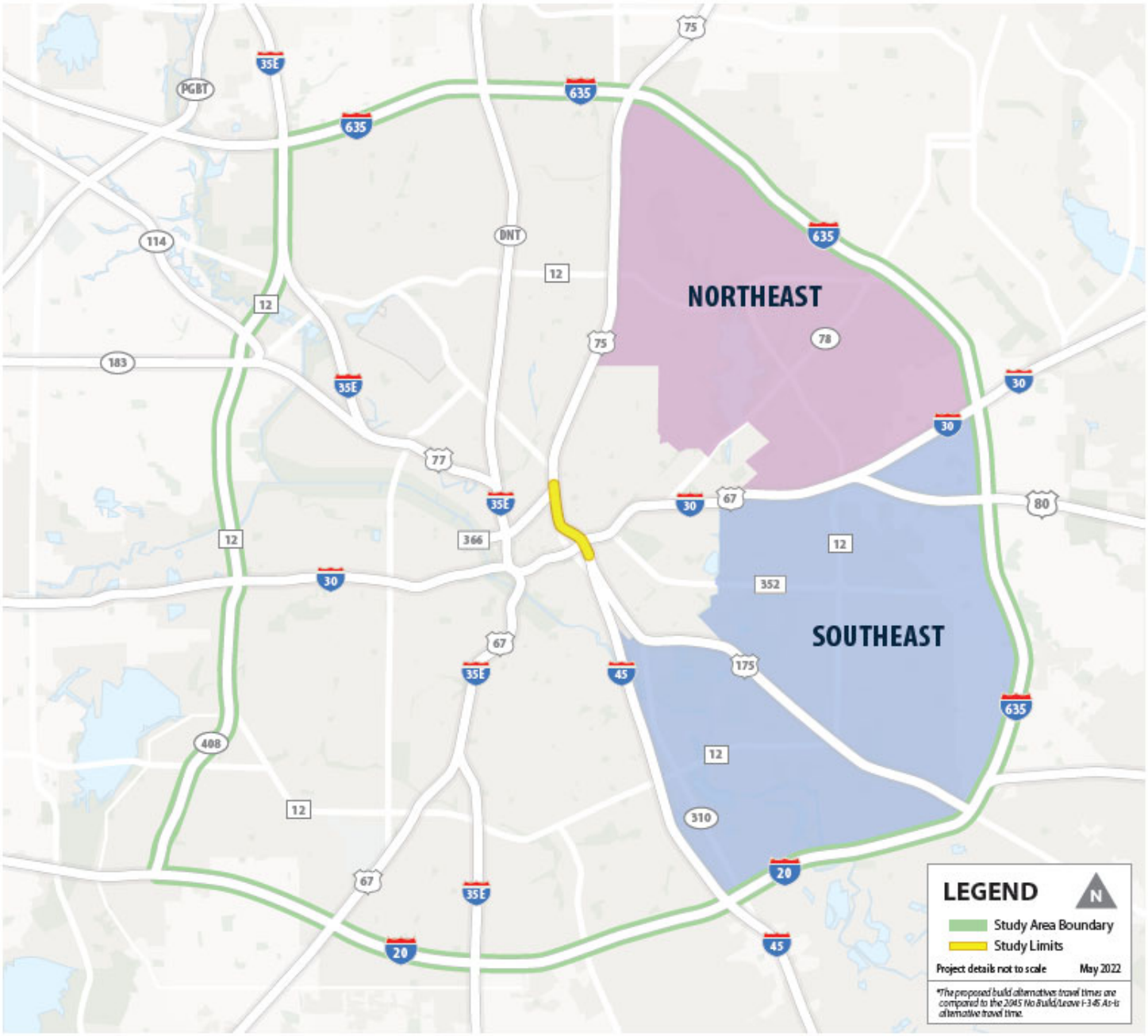
Fair Park to Medical District

Percent Increase in Travel Time (6:30-9:00AM)	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●	●				
Removal	●	●	●	●	●	
Elevated	●					
Hybrid	●					

Medical District to Fair Park

Percent Increase in Travel Time (3:00-6:30PM)	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	●	●
Elevated	●					
Hybrid	●					

Round Trip between Southeast and Northeast



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the southeast and northeast zones. Impacts to 2045 travel times between the southeast and northeast zones are significantly impacted with the Removal alternative.

Southeast to Northeast

Percent Increase in Travel Time (6:30-9:00AM)

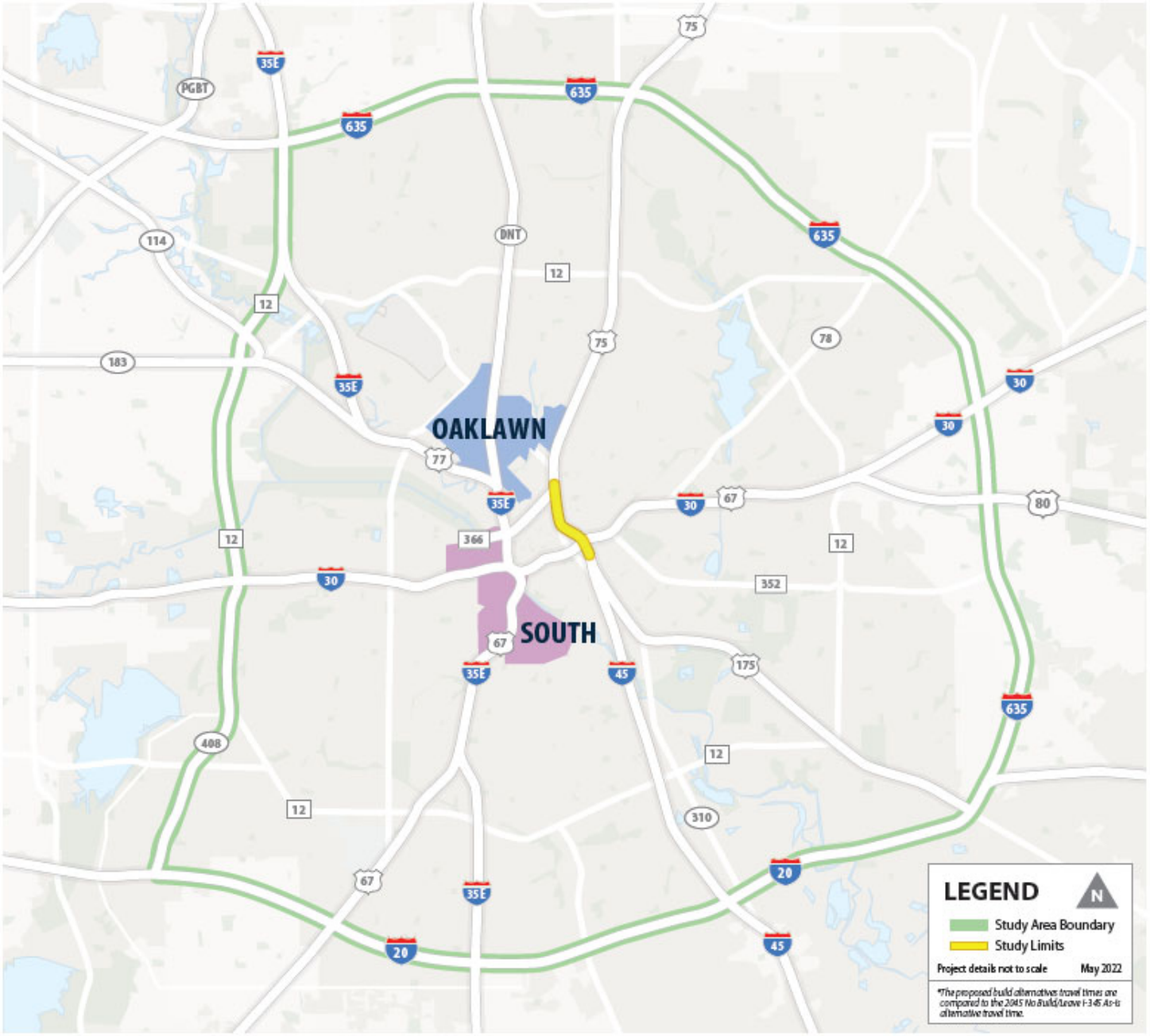
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Northeast to Southeast

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Round Trip between South and Oaklawn



KEY TAKEAWAY

The Elevated and Hybrid alternatives have negligible impacts to travel times between the south and Oaklawn zones. Impacts to 2045 travel times between the south and Oaklawn zones are significantly impacted with the Removal alternative.

South to Oaklawn

Percent Increase in Travel Time (6:30-9:00AM)

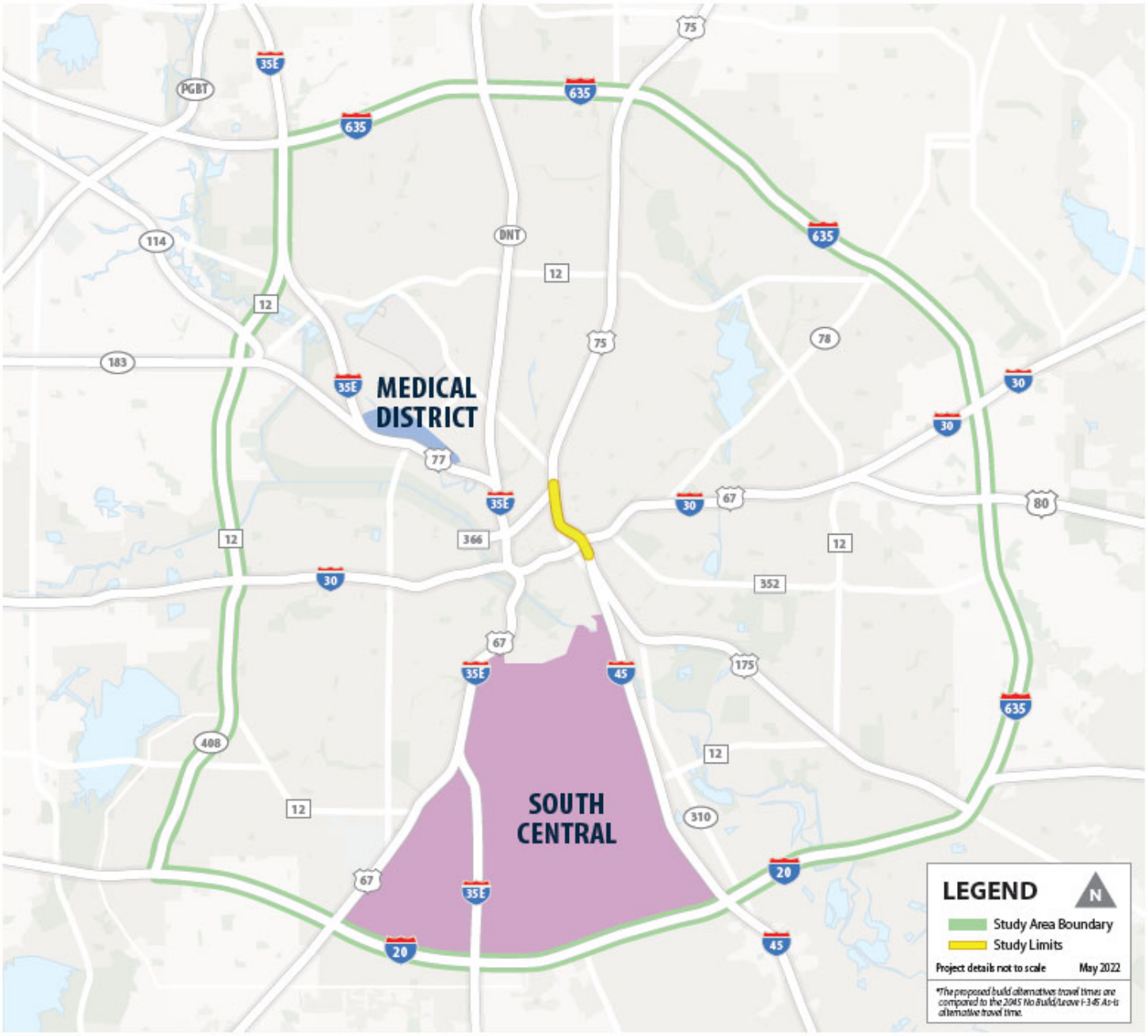
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●	●				
Removal	●	●	●	●		
Elevated	●					
Hybrid	●					

Oaklawn to South

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	●	●
Elevated	●					
Hybrid	●					

Round Trip between South Central and Medical District



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and Medical District zones. Impacts to 2045 travel times between the south central and Medical District zones are significantly impacted with the Removal alternative.

South Central to Medical District

Percent Increase in Travel Time (6:30-9:00AM)

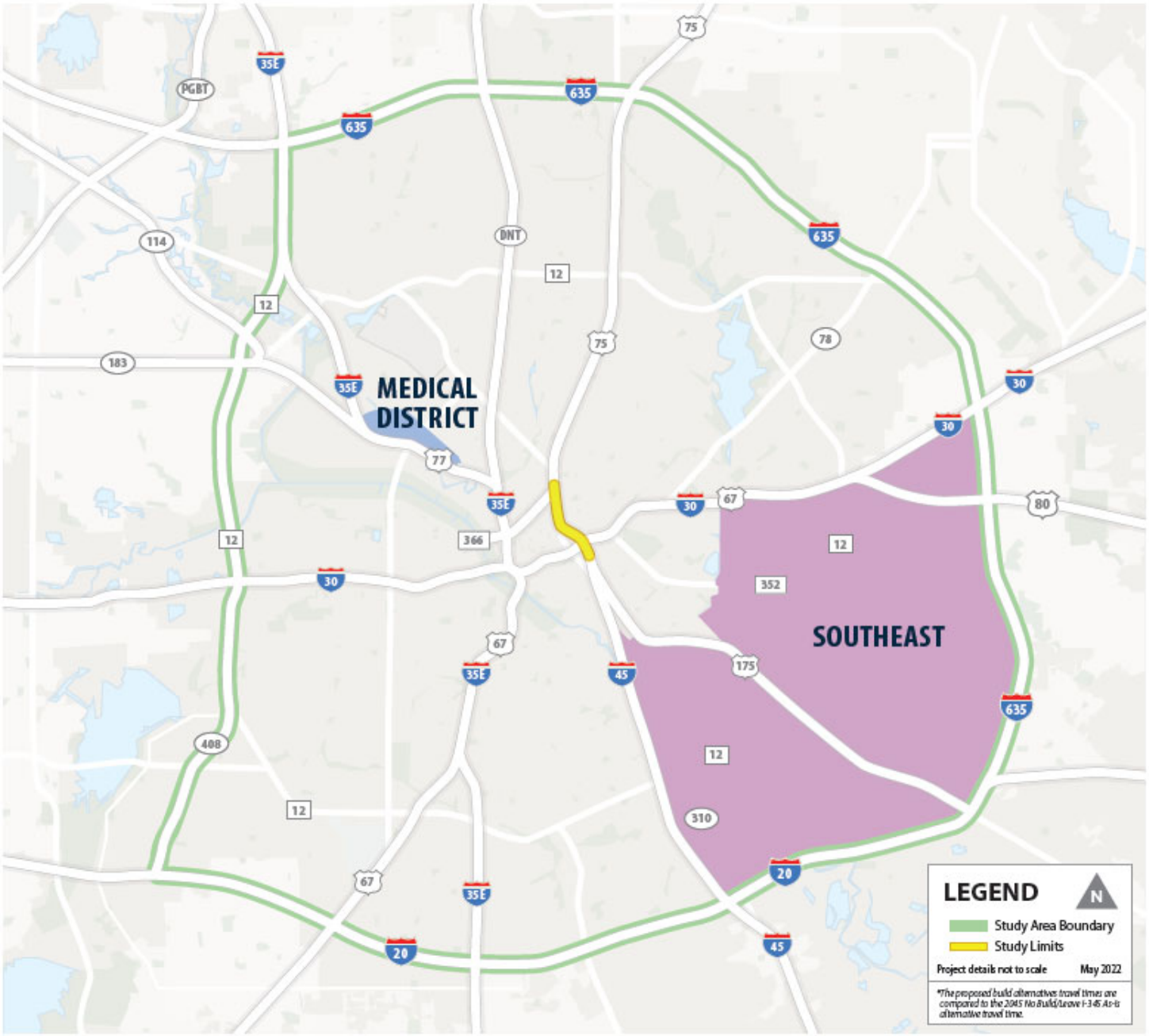
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Medical District to South Central

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●		
Elevated	●					
Hybrid	●					

Round Trip between Southeast and Medical District



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the southeast and Medical District zones. Impacts to 2045 travel times between the southeast and Medical District zones are significantly impacted with the Removal alternative.

Southeast to Medical District

Percent Increase in Travel Time (6:30-9:00AM)

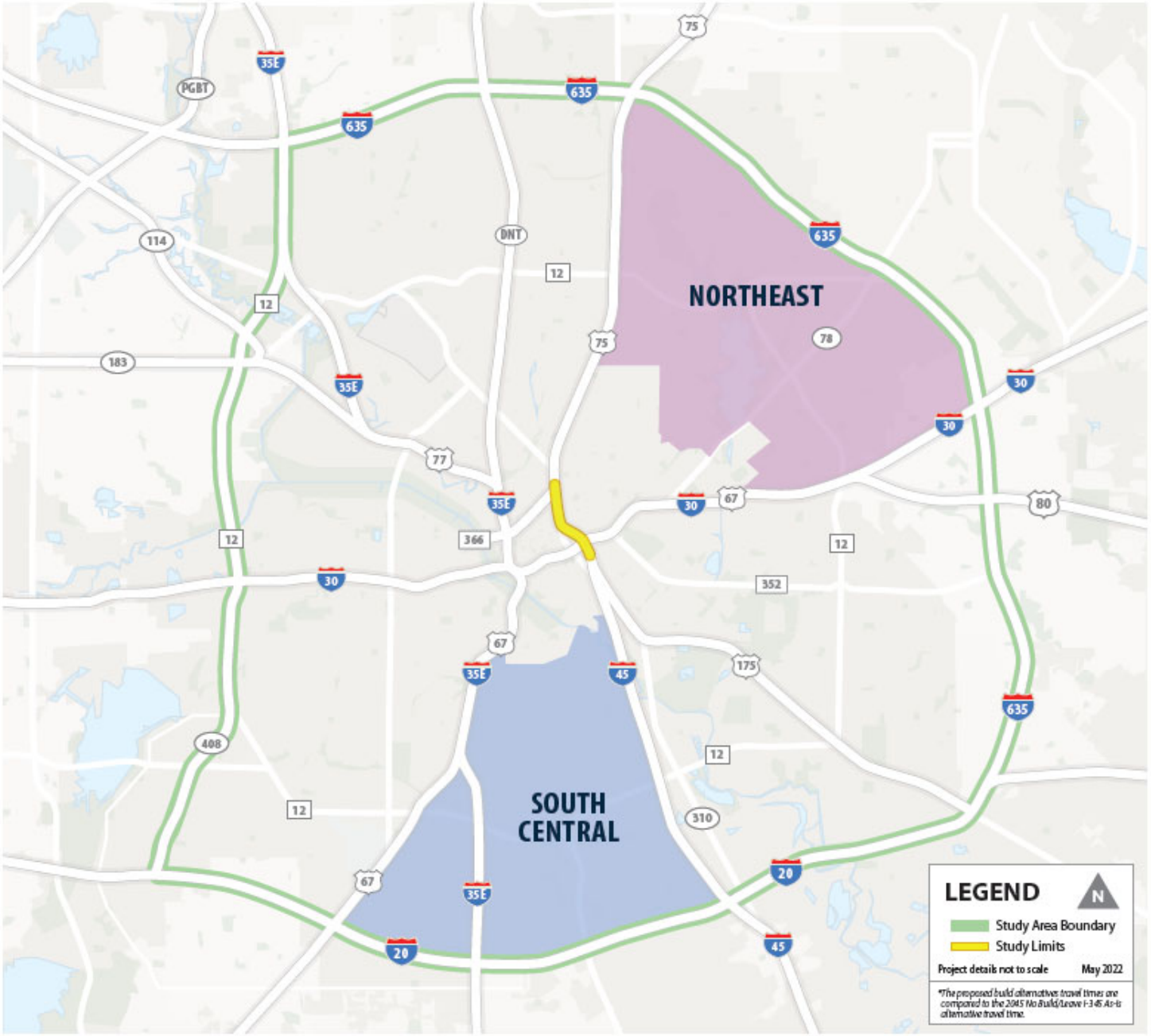
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Medical District to Southeast

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●		
Elevated	●					
Hybrid	●					

Round Trip between South Central and Northeast



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the south central and northeast zones. Impacts to 2045 travel times between the south central and northeast zones are significantly impacted with the Removal alternative.

South Central to Northeast

Percent Increase in Travel Time (6:30-9:00AM)

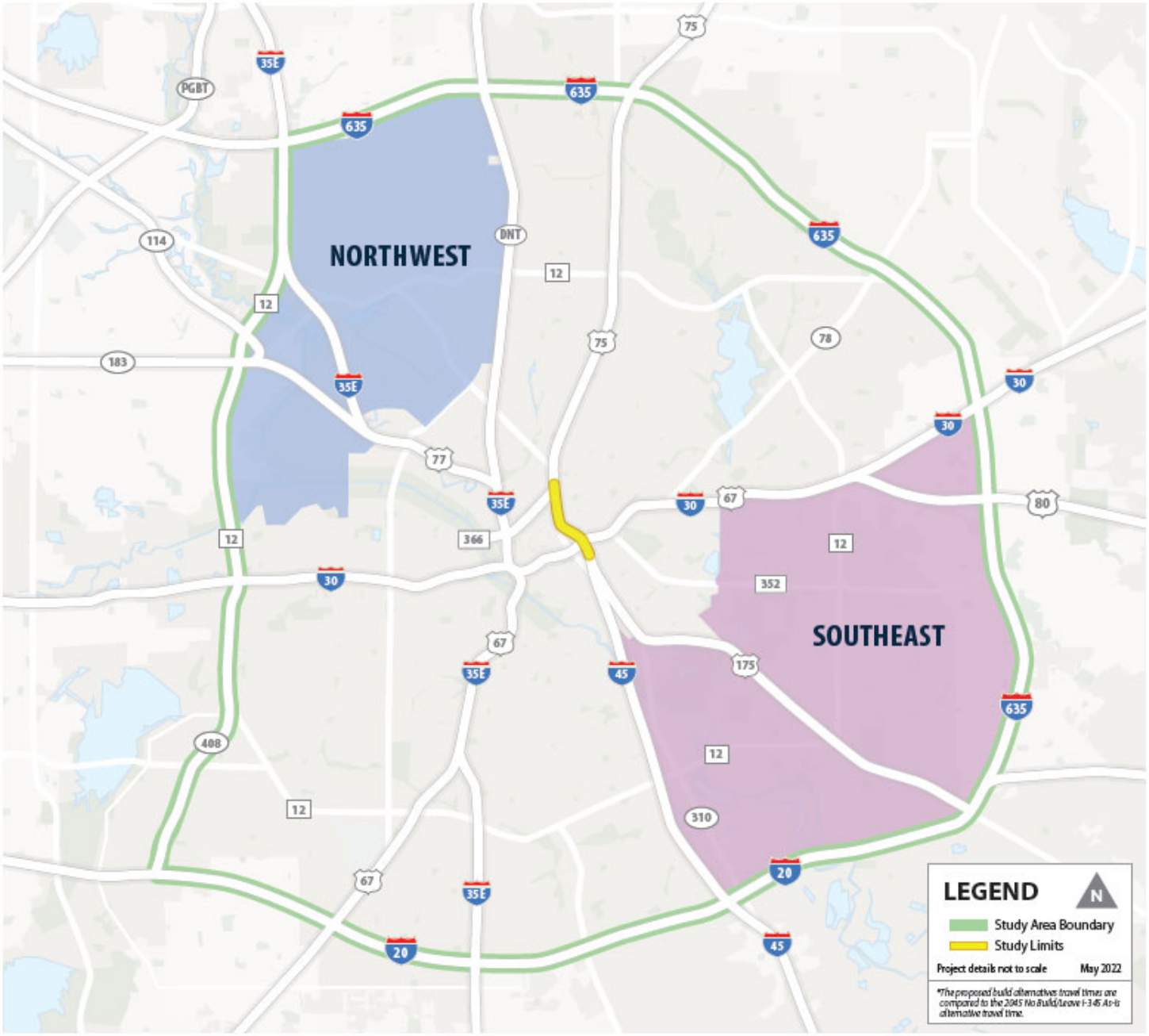
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Northeast to South Central

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Round Trip between Southeast and Northwest



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the southeast and northwest zones. Impacts to 2045 travel times between the southeast and northwest zones are significantly impacted with the Removal alternative.

Southeast to Northwest

Percent Increase in Travel Time (6:30-9:00AM)

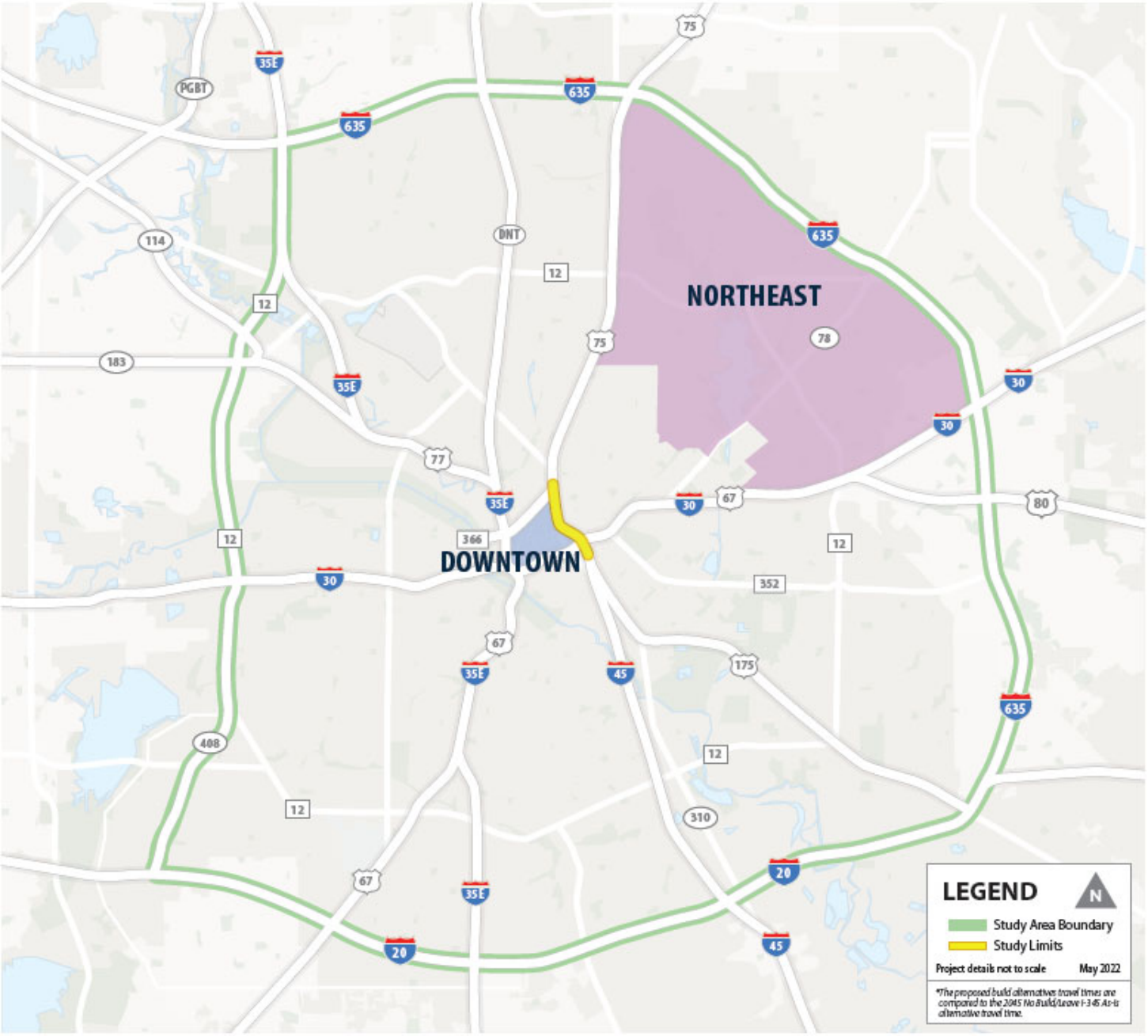
	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●				
Elevated	●					
Hybrid	●					

Northwest to Southeast

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●			
Elevated	●					
Hybrid	●					

Round Trip between Northeast and Downtown



KEY TAKEAWAY

The Depressed, Elevated and Hybrid alternatives have negligible impacts to travel times between the northeast and downtown zones. Impacts to 2045 travel times between the northeast and downtown zones are significantly impacted with the Removal alternative.

Northeast to Downtown

Percent Increase in Travel Time (6:30-9:00AM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	●	
Elevated	●					
Hybrid	●					

Downtown to Northeast

Percent Increase in Travel Time (3:00-6:30PM)

	Negligible Impacts	6%-15%	16%-30%	31%-40%	41%-50%	51%-60%
Depressed	●					
Removal	●	●	●	●	●	●
Elevated	●					
Hybrid	●					

Alternative Evaluation Matrix

*Note: No new ROW would be required with any of the proposed alternatives. This includes no impacts to natural resources (wetlands, streams, farmland, wooded areas or floodplains) or cemeteries.

**N/A = Not applicable

Criteria Rating Scale in comparison to the No Build/Leave I-345 As-is				
Does not achieve criteria	Sometimes meets criteria	Neutral/No Change	Mostly meets criteria	Highly meets criteria
○	◔	◑	◕	●

Criterion		Objective	No Build/ Leave I-345 As-Is	Depressed	Removal	Elevated	Hybrid	Key Takeaway
Mobility	Vehicles	Minimize impacts to corridor mobility on the freeways and local roads	◑	◑	○	◑	◑	Due to the changes in access with each proposed build alternative, traffic patterns will change traffic volumes on various freeways and local roads.
	Bicycle/Pedestrian	Improve bicycle/pedestrian mobility	◑	●	●	◕	●	All proposed build alternatives would improve bicycle and pedestrian mobility.
	Transit	Accomodate existing transit facilities and known future proposed transit projects	●	●	◔	●	●	All proposed build alternatives would accommodate existing transit and the proposed DART D2 alignment. The Removal alternative would have an at-grade crossing with the existing transit facility because of the increased traffic on local roads. With the Removal alternative, DART might have to consider grade separations to improve transit and vehicle operations and safety.
Connectivity	Access between freeways	Freeway to freeway connections	◑	◑	○	◑	◑	The Depressed, Elevated and Hybrid alternatives maintain the I-345 freeway system between I-30 and Woodall Rodgers Freeway (Spur 366). The Removal alternative severs the freeway connection.
	Access between freeways and local roads	Freeway to local road connections	◑	◑	○	◔	◔	I-345 has 16 existing access points (ramps). The Depressed alternative maintains 13 of the 16 access points. The Removal alternative severs the connection of I-345 to local roads. The Elevated alternative maintains 7 and the Hybrid alternative maintains 9 of the 16 access points.
	Access between local roads	Local road connections	◑	○	◕	◑	◑	In all proposed build alternatives, no new connections are proposed, however, the Taylor Street connection is severed. The Depressed alternative, in addition to Taylor Street, severs Canton Street and Good Latimer Expressway. The Removal alternative, in addition to Taylor Street, severs Canton Street.
	Bicycle/Pedestrian	Improve bicycle/pedestrian facility connections	◑	◑	●	●	●	All proposed build alternatives improve bicycle and pedestrian connections along proposed cross streets or frontage roads where applicable. The Depressed alternative does not maintain a connection across Good Latimer Expressway on the southern end of the study limits.
Sustainability	Agency Coordination	Respond to City of Dallas design guidance and DART D2 future plans	◑	◕	◕	◑	●	The alternatives were coordinated with the City of Dallas, NCTCOG and DART. The Hybrid alternative is the only proposed build alternative that meets all of the criteria received to date.
	Right of Way (ROW)*	Avoid additional ROW* and displacements	N/A**	●	●	●	●	All proposed build alternatives avoid additional ROW and would not result in any displacements.
	Parks outside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities, outside existing State ROW	N/A	●	●	●	●	No additional ROW would be required and there would be no impacts to parks or recreational areas located outside of State ROW.
	Parks and public usage inside State ROW	Avoid impacts to parks, recreational areas, and public usage facilities like parking, including existing and future amenities within existing State ROW	N/A	○	○	●	○	The Elevated alternative would not result in permanent impacts to the existing public facilities within State ROW. The Depressed, Removal and Hybrid alternatives would result in permanent impacts to public facilities within the State ROW, including Julius Schepps Park, Bark Park Central, and Carpenter Park extension and existing parking lots.
	Communities	Minimize impacts to existing adjacent communities (Downtown/Deep Ellum)	○	◕	●	◔	◕	The No Build/Leave I-345 As-Is alternative is perceived as a barrier between Downtown and Deep Ellum. The Depressed and Hybrid alternatives would depress the mainlanes and improve the local road connections at grade, including adjacent bicycle and pedestrian accommodations. The Removal alternative replaces the existing highway with local streets, including adjacent bicycle and pedestrian accommodations. The Elevated alternative would be similar to the No Build/Leave I-345 As-Is alternative, but when reconstructed would allow for better connectivity under the mainlanes, including bicycle and pedestrian accommodations.
		Minimize impacts to existing communities beyond downtown	◑	◑	○	◑	◑	The No Build/Leave I-345 As-Is, Depressed, Elevated and Hybrid alternatives maintain the connection from South Dallas to North Dallas. The Removal alternative removes the connection and the communities would have to adjust travel patterns to alternate routes.
	Sustainable Design	Minimize maintenance costs through sustainable design elements	○	◔	◑	◔	◔	The No Build/Leave I-345 As-Is alternative requires significant maintenance to extend the life of the existing structure. The Removal alternative would have the least maintenance costs being an at-grade solution but will increase maintenance on local roads due to the increase in traffic volumes on the local roads. The Elevated alternative would have maintenance costs to inspect and repair any structural deficiencies over time. The Depressed and Hybrid alternatives could have significant maintenance costs to accommodate current DART D2, which requires storm water detention and a pump station. Any potential capping could also add maintenance costs dependent on the type of proposed amenities (TBD).
	Potential Surplus ROW	Amount of potential surplus ROW that could result in development (to be determined) (in acres)	N/A	◕	●	◕	◕	All of the proposed build alternatives have potential for surplus ROW.
Economic Development	Property Values Impacts	Property values at buildout due to potential for economic development (2020 dollars)	◑	●	●	◕	●	All of the proposed build alternatives have potential to increase property values at buildout; however, increased property values could result in higher property taxes which may negatively affect some residents and businesses.
	Property Tax Revenue Impacts	Annual incremental property tax revenue at buildout (2020 dollars)	◑	●	●	◕	●	All of the proposed build alternatives have potential to result in annual incremental property tax revenue at buildout; however increased property taxes could negatively affect some residents and businesses.
	Potential Cap Locations	Provides opportunity for potential development of capping over freeway	○	●	○	○	●	Ratings include both surplus ROW and potential development on top of the freeway.
Construction Cost	Cost ($)	Preliminary, approximate construction cost (2020 dollars)	N/A	$$$	$	$$	$$$	It is estimated that the cost of the alternatives would be approximately: depressed, $1B; elevated $650M; removal, $400M; and hybrid, $1B. There is significant cost associated with the Depressed and Hybrid alternatives. The higher cost is associated with depressing the highway and relocation of existing utilities.

Note: Larger version available on the project website at www.keepitmovingdallas.com/I345

How Did We Get Down to One Alternative?

NB	**No Build/ Leave I-345 As-Is**	The existing bridge can only be maintained for so long to stay safe and operational. The cost to maintain the existing bridge will continue to increase over time. Eventually it will become too costly to maintain and replacement will be needed.
D	**Depressed Alternative**	Severing Good Latimer Expressway and Canton Street does not meet the City of Dallas Design Guidelines and is not favorable by the position papers received from stakeholders.
R	**Removal Alternative**	The impacts to regional traffic with the removal alternative are significant. Based on public feedback, this option was eliminated to continue to provide a connection of mainlanes between south and southern Dallas and north Dallas.
El	**Elevated Alternative**	The existing elevated highway is perceived as a barrier between communities. While the proposed elevated has a smaller footprint and could be built back different, the alternative has been eliminated to provide better community cohesion.
H	**Hybrid Alternative**	This alternative is the best compromise to combine 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”.

Hybrid Refinements

The following design refinements were made to the Hybrid alternative presented at the 2021 public meetings...

1. Revised westbound connection between Hall St. and Good Latimer Expy. from one-way to two-way
2. Removed median on Good Latimer Expy.
3. Minimized impacts to Carpenter Park
4. Refined for revised DART D2 alignment
5. Swiss Ave. no longer connected to Cesar Chavez Blvd.
6. 2-lane southbound frontage road at Ross Ave. and 2-lane exit to Live Oak St./ Cesar Chavez Blvd. revised to 1-lane to accommodate DART D2 refinements

KEY TAKEAWAY

We made these changes based on feedback from City of Dallas, DART, stakeholders and public feedback.

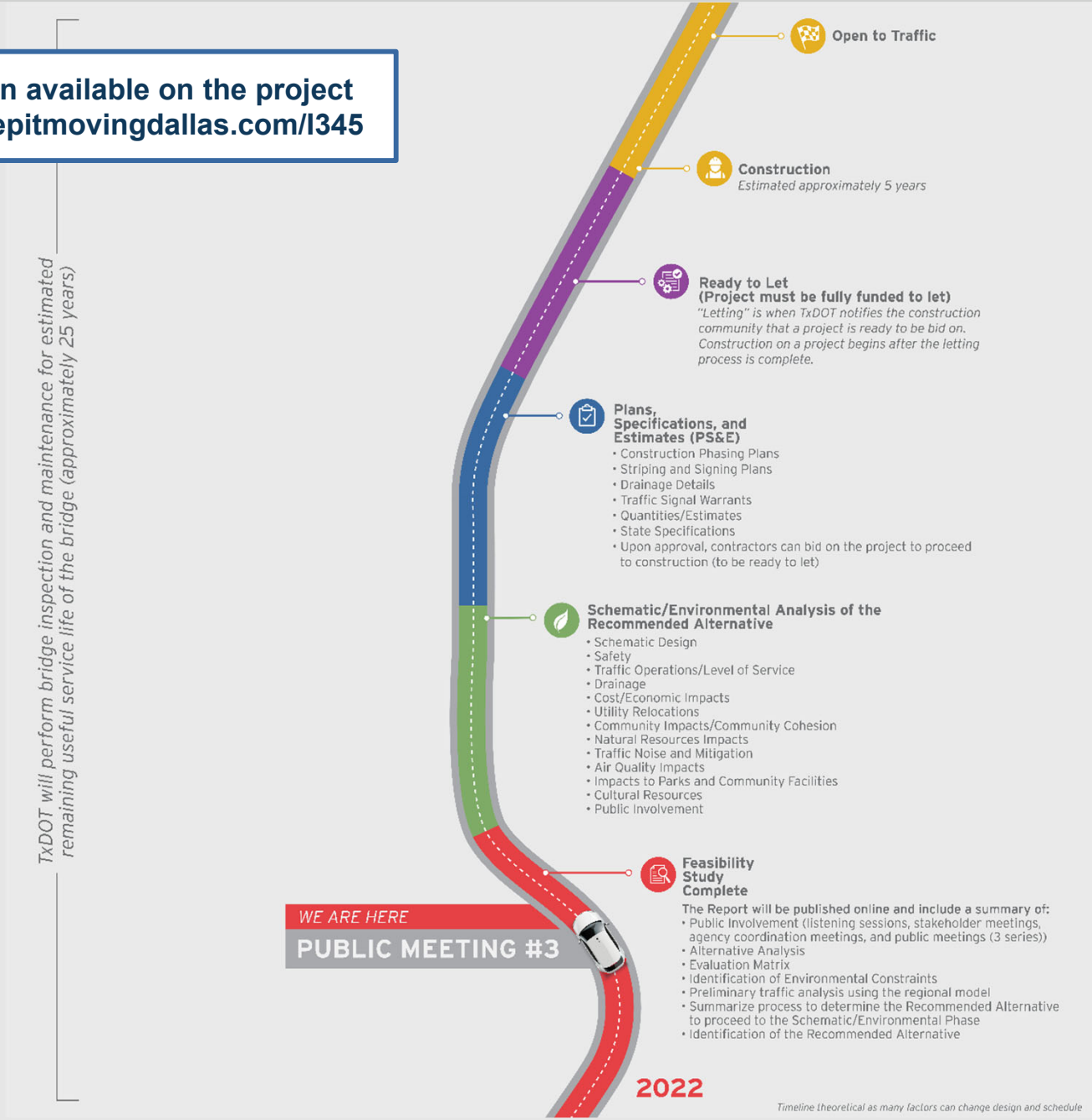
Recommended Alternative

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.

Just Getting Started

Note: Larger version available on the project website at www.keepitmovingdallas.com/I345



How to Submit Your Comments

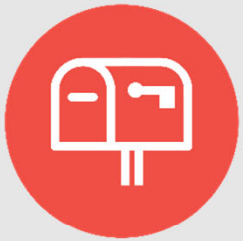
Please submit your comments regarding this Public Meeting using any of the four methods below.

Comments must be received or postmarked on or before Monday, June 27, 2022 to be included in the Public Meeting Summary.

For general questions about the presentation of the study, please contact TxDOT Project Manager, Grace Lo at 345study@txdot.gov

Comment Online
Click the provided link on the website at www.keepitmovingdallas.com/I345

Email Us
345study@txdot.gov



Mail-In Comments
Texas Department of Transportation
Grace Lo, P.E.
4777 E. Highway 80
Mesquite, TX 75150

Leave a Voicemail
(833) 933-0439

Thank You!

This concludes the presentation.