



**I-345 Connects**  
**From I-30 to Woodall Rodgers Freeway (Spur 366)**  
**CSJ: 0092-14-094**  
**Public Hearing Script (Pre-recorded Speech)**



**I-345 Connects**  
**Presentation Script**  
**(Pre-recorded**  
**Speech)**



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**SLIDE 1 – Welcome Slide**

Good evening, thank you for joining this public hearing for the I-345 Connects project from Interstate 30 to Woodall Rodgers Freeway, known as Spur 366.

The following presentation will provide an update on the I-345 Connects project, and instruction on how you can provide input for this project. We will continue to work closely with stakeholders, communities, and the public as we move forward. In addition, we will cover other ways to provide comments and input later in this presentation.

**SLIDE 2 – End the Streak**

November 7, 2000, was the last deathless day on Texas roadways and over 80,000 people have lost their lives since then. That’s a streak we want to break. Help TxDOT End the Streak of roadway fatalities by buckling up, driving the speed limit, putting down your phone and never driving under the influence of alcohol or other drugs.

**SLIDE 3 – Travis Campbell, P.E. Welcome Video**

I’m Travis Campbell, Director of Transportation Planning and Development for the TxDOT Dallas district. Thank you for joining us as we conduct this virtual public event. Understanding how our projects impact communities is important to TxDOT. The following presentation will provide instruction on how you can connect with us and provide vital input about this project. We will continue to work closely with stakeholders, communities and the public as we move forward.



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Thank you for your time and interest in improving our transportation system and we look forward to receiving your comments.

**SLIDE 4 – Public Hearing Purpose**

You may have attended previous public meetings and hearings conducted by TxDOT. For the benefit of those who have never participated before, we will explain why the Department conducts a public hearing.

A public hearing has four essential purposes:

- Inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
- Describe the project so those attending can determine the project's potential to affect their lives and property.
- Provide the public an opportunity to see information and provide feedback.
- 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.

Following this hearing, the Department will proceed with the preparation of the final environmental documentation. Your statements and comments will be addressed in this document and will be given full consideration in the preparation of the final recommendation and design for the I-345 Connects project.



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**SLIDE 5 – Viewing Design Schematic and Project Information**

The design schematic and environmental documentation for the I-345 Connects project are available for inspection and reproduction at the Texas Department of Transportation Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas, 75150. In addition, the design schematic and the draft environmental document may be viewed online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under “Upcoming Public Hearing / Meeting” or the project website at [www.345connects.com](http://www.345connects.com). The information on these websites is the same information being shown in this presentation.

**SLIDE 6 – Need and Purpose**

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 and meet current design and safety standards.

**SLIDE 7 –Build Alternative**

This map shows the proposed I-345 Connects Project, from I-30 to Spur 366, and includes improvements to the I-345 interchanges with I-30 and Woodall



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Rodgers or Spur 366 for a total project length of approximately 2.8 miles. The proposed improvements would consist of depressing six mainlanes (three in each direction), constructing discontinuous frontage roads along the facility between Pacific Avenue and Ross Avenue, and bicycle and pedestrian accommodations within the existing right of way which varies between 280- to 635- feet.

**SLIDE 8 – Existing I-345 Typical Section**

The existing I-345 facility is an elevated, urban highway that typically consists of three 12-foot mainlanes in each direction with 10-foot-wide shoulders on each side. Auxiliary, entrance and exit lanes run alongside the mainlanes. The existing facility is an elevated steel structure over all cross streets between I-30 and Spur 366. 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.

**SLIDE 9 – Proposed I-345 Typical Section**

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, providing opportunities for 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.



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The project also proposes bicycle and pedestrian accommodations at cross streets and frontage roads in the form 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 or DART connection.

**SLIDE 10 – Cross Street Enhancements to Reconnect the Street Grid**

Additional cross and side streets would be realigned and reconstructed at ground level to accommodate the reconstruction of I-345 and its interchanges with I-30 and Spur 366. The list of cross streets proposed for enhancements are shown on the screen.

**SLIDE 11 – Cross Street Typical Sections**

Based on coordination with the City of Dallas, TxDOT designed the cross streets with wider sidewalks and bike lanes separated from vehicle traffic by buffer zones or medians and curbs. Wider sidewalks can also accommodate amenities such as planters and park benches. All the cross streets can accommodate future street cars.



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**SLIDE 12 – Projected Cost and Schedule**

The I-345 Connects Project Ready to Let date is to be determined. “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. The total estimated construction cost for the project is approximately \$1.65 billion. The project is currently unfunded for construction.

**SLIDE 13 – National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation**

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on December 9, 2019.

Environmental studies were conducted for the proposed I-345 Connects project to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the Human and Natural Environments.

Technical environmental documentation was approved for further processing by TxDOT and was coordinated with other public agencies. Notices for this public hearing were advertised in the Dallas Morning News, Al Día, Dallas Weekly,



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Dallas Examiner, Dallas Post Tribune, North Dallas Gazette, on the project website at 345connects.com, TxDOT.gov website under “Hearings & Meetings” and on Keepitmovingdallas.com under “Upcoming Public Hearing/Meeting.” The TxDOT Public Information Office also prepared a news media release to advertise the public hearing.

**SLIDE 14 – Environmental Review – Resources and Topics Evaluated**

The technical documentation for this project addresses the potential environmental impacts identified during the preliminary engineering of the proposed project. These areas of potential impacts included natural, social, and cultural resources. This slide shows a list of all resources that were evaluated during the environmental analyses. The following slides include a summary of those findings.

As part of this process, TxDOT determined that the project would take place within existing right of way and no displacements or relocations would be required.

**SLIDE 15 – Environmental Review – Resources and Topics Evaluated**

Of the environmental resources studied through the I-345 Connects project development, we would like to note the following conclusions:

A Traffic Noise Analysis was accomplished in accordance with TxDOT’s (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic





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Noise to estimate existing and predicted noise levels. Based on the analysis, it was determined that three preliminary noise barriers were determined to be feasible and reasonable to abate traffic noise.

There are no water or wetland features within the proposed project area; therefore, no impacts are anticipated to waters of the U.S.

Carpenter Park, located at 2201 Pacific Avenue, which is a City of Dallas public park, is a Section 4(f) protected property adjacent to the proposed project. Carpenter Park 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* impacts determination under Section 4(f) of the Department of Transportation Act of 1966.

In conclusion, the studies, analyses, and evaluations performed indicate the proposed project would not result in a significant impact on the human or natural environment.

**SLIDE 16 – Right of Way/Easements**

Currently there is no additional right-of-way required for this project, and there are no anticipated displacements or relocations. The I-345 Connects Project



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offers a surplus right-of-way totaling approximately 6.3 acres. A proposed drainage easement would be required. There are two options under evaluation. Option 1 would require 0.30 acre from Carpenter Park and Pearl Street and Option 2 would require 0.85 acre along Pacific Avenue. Both options would require installing a drainage pipe 60 feet under ground with no long term impacts to either Carpenter Park or Pacific Avenue.

**SLIDE 17 – Project Timeline**

The public comment period for the public hearing ends Friday, May 9, 2025. 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 anticipated for the Summer of 2025. The Ready to Let Date for the project is to be determined.

This concludes the environmental evaluation portion of the presentation.

**SLIDE 18 – We Request Your Feedback**

Comments will be accepted several ways as shown on the screen. If you would like to leave a verbal comment, please call the number listed.

Comments must be received or postmarked by Friday, May 9, 2025, to be part of the official public hearing record.



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All substantive comments and questions will be fully considered and responded to in the project record and made part of the final environmental document for this proposed project. This document will then be made available for public review online at the project website.

**SLIDE 19 – Thank You**

We sincerely appreciate your participation and interest concerning the proposed design of the I-345 Connects Project. This concludes the presentation. Thank you.