



I-345 Feasibility Study
From I-30 to Woodall Rodgers Freeway (Spur 366)
CSJ: 0095-14-094
Frequently Asked Questions
June 22, 2021

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1. What is the I-345 Feasibility Study?

TxDOT regularly reviews its existing infrastructure to ensure it is still meeting the needs of the traveling public. As part of this proactive review process, TxDOT is facilitating a feasibility study to determine long term plans for I-345. This study incorporates stakeholder input, traffic data, current and future development plans, environmental impacts, and other factors.

2. What is the purpose of the I-345 Feasibility Study?

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

3. When will the I-345 Feasibility Study be completed?

The study started in 2018 and the first public meeting series was held in December 2019. It is estimated the study will be complete at the end of 2022. However, TxDOT is committed to conducting a thorough public involvement process and will extend the study as needed to conduct the process and ultimately provide a recommended alternative.

4. I thought Dallas CityMAP was the definitive plan for I-345, why are we re-studying I-345?

Dallas CityMAP developed alternative scenarios and gave us the “art of the possible”. The current study will review the conceptual scenarios developed during CityMAP and refine them into conceptual alternatives based on engineering and current design criteria and will evaluate the environmental impacts of each alternative. Other alternatives developed during the current study will also be considered.

The study is also considering the following:

- stakeholder and public input
- engineering analysis
- traffic analysis
- right of way requirements
- existing and planned developments
- cost and economic impact
- other planning efforts
- natural and cultural resources
- land use and park land
- water resources and flood plains
- hazardous materials
- social and community impacts

5. What was the purpose of the 2012 I-345 Feasibility Study and what was the outcome?

The 2012 I-345 feasibility study evaluated alternatives that would improve the structural condition of the bridges, reduce maintenance costs, and reduce the frequency of maintenance and preservation activities. The 2012 I-345 feasibility study recommended adding bent caps and girders and strengthening local connections.



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6. How much has been invested in inspection, maintenance, and repairs to the I-345 bridge?

More than \$30 million has been invested since 2001 in inspection, maintenance, and repairs. The bridge has additional service life and will be inspected and maintained as necessary until it is replaced.

7. How many vehicles travel on I-345 each day? How many expected in the traffic analysis year in 2045?

Existing I-345 has approximately 180,000 vehicles each day, both northbound and southbound directions. These numbers were based on pre-COVID traffic counts collected in 2018. The expected traffic in 2045 will increase to approximately 206,000 vehicles each day, both northbound and southbound directions.

8. When will you build the recommended alternative?

I-345 is primarily a bridge structure. Maintenance can be done on the bridge as needed to extend the useful service life but eventually it is likely the bridge will need to be replaced. The feasibility study will help determine long-term plans. Schedule and funding have not been identified for this corridor. Projects must go through a multi-year engineering and environmental review process. Followed by construction plans and ultimately construction of the recommended alternative and open to traffic. Traffic would be maintained during construction. If any changes are proposed for the project, they will need to be updated in the region's mobility plan (NCTCOG MTP), TxDOT's unified transportation plan (UTP), City of Dallas Thoroughfare Plan (if necessary), and funding identified.

9. Has TxDOT decided the future of I-345?

A decision has NOT been made regarding the future of I-345. The feasibility study will assess several conceptual alternatives for I-345. The public is encouraged to actively participate in the public involvement process by attending public meetings, submitting comments, and taking surveys. All feedback will be incorporated into the final study report.

10. What is the funding source and projected cost for any improvements to I-345?

Currently, no funding is available for improvements recommended by the feasibility study. It takes time to get a project from conception to construction. TxDOT is working proactively to develop a plan so that when funding becomes available, we are ready to move forward. A preliminary estimated cost of construction for each alternative was prepared in advance of the June 2021 public meeting. Presented in the evaluation matrix is a relative comparison, using dollar signs, of each alternative compared to the No Build/Leave I-345 As-Is alternative. The Depressed and Hybrid alternatives have the highest construction costs followed by the Elevated alternative. The Removal alternative has the lowest construction costs but does not include any necessary improvements to the city street grid.



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11. What is the next phase of the project?

The next phase of the project is an approved schematic, environmental documentation, and update of the NCTCOG Mobility Transportation Plan to be consistent with the recommended alternative at the conclusion of the I-345 Feasibility Study. The I-345 Feasibility Study summary will be available online.

12. Will there be a formal presentation followed by question/answer?

No, the in-person public meetings are an open house format. When the study progresses to the next phase a public hearing will be scheduled. Any comments received regarding this public meeting within the 30-day comment period, will be addressed in the public meeting summary that will be available online after the meeting.

13. What public involvement has TxDOT conducted to date?

The first series of public meetings were held in December 2019. A stakeholder survey was also conducted during this time to get public input on the roadway. To keep public involvement progressing during the pandemic, the study team held 92 virtual stakeholder listening sessions as well as continual agency coordination.

TxDOT is now holding the second series of public meetings to show the public where they are in the study process, including: Study Overview, Environmental Constraints Map, Conceptual Alternatives, Traffic Demand analysis, Origin and Destination analysis, traffic volume analysis, evaluation matrix, project partnerships, and 2019 Survey Results. The purpose of this series of meetings is to gather public input on the conceptual alternatives. A survey and comment cards are available for this purpose.

14. Is the material available in-person the same as online?

Yes, the same material will be presented at both in-person and online virtual meetings.

15. Why are there two public meetings scheduled at the same time in two different locations, in addition to the virtual option?

Per request from the South Dallas community, TxDOT added another public meeting location for those not able to attend the meeting in Downtown Dallas. The same meeting materials will be presented at both in-person locations and virtually.

16. How many more meetings and comment opportunities are there before the I-345 Feasibility Study is complete?

The process is not set and can be adjusted based on the needs of the study. It is anticipated that we will need at least one additional series of public meetings, for a minimum of three sets of meetings total. After the June 2021 public meetings, TxDOT will engage in another round of stakeholder meetings. A third set of public meetings will present refinements to the alternatives presented in June 2021. The dates are not yet set and will be dependent on the number and comments received at this series of



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public meetings to evaluate approach/schedule moving forward. Note, if TxDOT feels the need to add additional public meetings, stakeholder or listening sessions, they can add to the study approach to meet the goals of an inclusive, transparent, and collaborative public involvement process.

17. How can I stay informed?

Contact the TxDOT project manager with questions or concerns regarding the study or to be added to the mailing list to stay up-to-date and be informed of future public meetings:

Travis Campbell, P.E.
TxDOT I-345 Project Manager
Phone: (214) 320-6100
Email: 345study@txdot.gov

You can also review information presented at the meetings by visiting www.345study.com.

18. Does the feasibility study provide environmental clearance?

No, the environmental clearance would be obtained during the next phase of the project, after the recommended alternative is identified, during the planning phase of the project. The recommended alternative would be determined during the current phase: the feasibility study phase of the project. A summary of the process to determine the recommended alternative will be available online at the end of the feasibility study. The next phase to clear the project will build off the feasibility study to develop an approved schematic and environmental clearance. The timing of the next phase to environmentally clear the project is to be determined.

19. Would the existing parks be impacted by the project?

The park facilities outside of the State ROW would not be impacted by any of the alternatives under evaluation during the feasibility study because there would not be any additional ROW needed. However, the build alternatives would impact the areas of the existing City parks currently located within the State ROW. These parks include Barks Park, Julius Schepps Park, and Carpenter Park. These parks were constructed by the City of Dallas partially within State ROW under the Multiple Use Agreement (MUA) signed in 1992 between the City and TxDOT. The MUA stipulates TxDOT does 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 State ROW on an interim basis. The conceptual build alternatives do offer surplus land which could be redeveloped and potential caps for development to be determined.

20. How was environmental justice (EJ) evaluated? (or why was it not?)

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The EJ populations within the environmental study area will be identified in the environmental constraints section of the feasibility study report. The feasibility



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study report will be available online at the end of the study. TxDOT is in the process of obtaining feedback from the community during this series of public meetings to be able to evaluate potential EJ impacts when comparing alternatives. In addition, EJ impacts will be further evaluated in the environmental review and schematic phase of the project.

21. What environmental resources were analyzed in the evaluation matrix?

Impacts to parks (outside and within the State ROW) and to the connectivity/access for communities in Downtown/Deep Ellum, and communities beyond downtown were evaluated for the project alternatives. Because no proposed ROW would be required by any of the proposed alternatives, there would be no impacts to natural resources including wetlands, streams, farmlands, wooded areas or floodplains, or archeological resources such as cemeteries.

22. What about environmental impacts to other resources?

Other issues/resources such as traffic noise, cultural resources and air quality will be included in the next version of the evaluation matrix and presented in the next round of public meetings.

23. How does TxDOT use the evaluation matrix to conclude the I-345 Feasibility Study with a recommended alternative?

By the end of this study, TxDOT will recommend an alternative to continue to the next phase of project development. Using the study goals, TxDOT will recommend the best solution that meets the goals and evaluation matrix criteria to continue project development.

24. Are additional lanes compared to the No Build/Leave I-345 As-Is being added to any of the proposed alternatives?

No, no additional thru lanes are proposed with any of the build alternatives. The existing 3-thru lanes are proposed in all the build alternatives. Auxiliary lanes are shown as needed to accommodate ramps, lane balance requirements and improve existing weave challenges.

25. What is an auxiliary lane?

An auxiliary lane is an extra lane constructed between entrance and exit ramps. The lane allows drivers a safe way to merge into traffic. It helps prevent bottlenecks on the thru lanes caused by drivers attempting to enter or exit the freeway. Auxiliary lanes can be utilized on mainlanes or frontage roads.

26. Are continuous frontage roads for incident management part of any of the alternatives?

No, the build alternatives do not have continuous frontage roads proposed at this time due to the proposed DART D2 portal. It is not feasible to propose frontage roads as the DART D2 tunnel is rising to join the Good Latimer alignment. The depressed alternative evaluated discontinuous frontage roads, like US 75.



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27. Are the ramps set or are they subject to change based on public involvement, further traffic evaluation and coordination?

The ramps and everything presented in the build alternatives are subject to change. This is the first time the alternatives are being presented to the public for feedback. Your input is appreciated and will be considered as the feasibility study proceeds. Any comments provided within the 30-day comment period will be addressed in the public meeting summary which will be posted on the website.

28. Why are the inside entrances and exits removed or minimized?

In coordination with the City of Dallas and the provided design guidance, the number of entrances and exits compared to the No Build/Leave I-345 is reduced. The number of entrance and exit ramps varies by alternative. The inset provided on each build alternative roll plot compares the No Build/Leave I-345 As-Is access and connections to the respective proposed build alternative.

29. Has the decision been made to remove the interstate?

No, a decision has not been made to remove I-345. The feasibility study will assess several conceptual alternatives, including a Removal alternative, for I-345 and will incorporate stakeholder input, traffic data, current and future development plans, environmental impacts, and other factors.

30. Will the study review an option in addition to the removal?

Yes, the study is reviewing the conceptual alternatives developed during CityMAP as well as other feasible alternatives identified during the current study.

31. Has there been consideration of an option to have a depressed four lane highway with exits before and after to access surface streets?

To date, there has been multiple design iterations in coordination with the City of Dallas. There will be three additional alternatives presented for a total of four proposals at the next series of public meetings. These are in addition to the no-build scenario.

32. Is there any proposed ROW?

No, none of the alternatives propose any additional ROW beyond the existing State ROW footprint. There are no proposed displacements.

33. What will happen to surplus ROW near I-345?

If surplus ROW is identified during the development of the conceptual alternatives, it will be sold after construction at fair market value with the City or County getting right of first refusal to purchase the land at fair market value. If the City or County chooses not to purchase the land at fair market value, it will be sold to other interested parties at fair market value.



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34. What is the approach to the traffic analysis?

The traffic study is taking a comprehensive approach to analyzing mobility in the study area. The study leading up to the June 2021 public meeting included:

- a large data collection effort was completed at the project initiation to provide a complete picture of traffic volumes, including traffic counts and origin and destination data (Station 5 displays Traffic Counts, Station 6 explains and gives examples of origin and destination data);
- development of a macroscopic travel demand sub area model calibrated to the counts, origin and destination data, and adjacent projects (Station 5 includes a map of adjacent projects), which was then used to evaluate regional impacts of the alternatives (shown in Station 7)

All these tools were used in conjunction throughout the evaluation process to date. The evaluation process and resulting evaluation matrix are presented in Station 8.

35. What are the next steps after the public meeting to continue the traffic analysis?

The traffic analysis will be updated with any changes to the alternatives based on public input.

36. What assumptions are being made about future growth for traffic volume? Are we assuming the same rate of growth as existed in the prior decade?

Future growth shown at these public meetings are based on the land use assumptions within the approved 2045 Metropolitan Transportation Plan model developed by NCTCOG. NCTCOG works with the city for updates to land uses during the development of the Metropolitan Transportation Plan. In coordination with the City of Dallas, TxDOT has evaluated as part of the alternative evaluation matrix economic impacts based on each alternative, which is presented in the evaluation matrix.

37. Why is the traffic data different from what I can find online or in the CityMap report?

The traffic data utilized traffic counts from TxDOT's traffic Count Database System, TCDS, as well as traffic counts collected by the traffic team at over one hundred locations throughout the study area. The traffic data was collected in 2018. Current traffic data online may be more recent. CityMap data was collected in 2015.

38. For the Origin and Destination (O-D) data, can you tell the demographics of the traveling public?

Because the O-D data developed for the project is anonymized, we cannot determine the demographics of the traveling public. It would be possible to overlay demographic data from the US Census Bureau on top of the travel patterns, but there are limitations in that process that prevent the ability to develop reliable conclusions on demographic travel patterns.



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39. Why was O-D data collected and what will you do with it?

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. Changes within the I-345 study limits could potentially impact other freeways and arterials within the study area. It is important to understand where people are coming from and going to as the study progresses.

With the calibrated study area, TxDOT can analyze, visualize, and compare the travel patterns in the study area. There are many points and zones within the data that can provide valuable trip information to aid the study in understanding how the public is using I-345.

40. Why did you start with the NCTCOG Regional Model? Was it calibrated to existing conditions?

The study started with the regional model to aid in understanding the overall impact of changes to I-345. The NCTCOG Regional Model was calibrated to existing conditions using the StreetLight origin/destination data, traffic counts that were collected as part of the project in the fall of 2018, and historical traffic count data from TxDOT's Statewide Traffic Analysis and Reporting System (STARS II) database. Within the project study area, the NCTCOG Regional Model was also updated to include the known adjacent projects that are not currently up to date in the 2045 MTP. As part of the study area calibration, the NCTCOG Regional Model was verified and updated as necessary to include the latest schematics or plans for Lowest Stemmons, the Horseshoe, the Canyon, I-30 Fair Park, SM Wright Phase I and II and Southern Gateway (see Station 5 for a map of adjacent projects).

41. What is the difference between existing and no-build?

The no-build regional traffic model includes the following adjacent corridor updates/plans as of May 2021:

- Lowest Stemmons Project (I-35E) – under construction
- The Horseshoe Project (I-35E/I-30) – completed
- The Southern Gateway Project (I-35E) - under Construction
- The Canyon (I-30) – final design
- The East Corridor Project (I-30) – under study
- SM Wright Phase 1 (I-45) – completed
- SM Wright Phase II (US 175) – under construction

42. What is the difference between the NCTCOG regional boundaries and the study area?

The NCTCOG regional boundaries include 16 counties centered around Dallas and Fort Worth. The study subarea includes the portion of the 16-county region generally bounded by I-635 to the north and east, I-20 to the south, and Loop 12 to the west.



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43. Will there be additional studies conducted to review alternative traffic patterns because of the Covid-19 pandemic and changed behaviors?

The current plan as part of the I-345 Feasibility Study is to utilize the growth factors from the 2045 MTP prepared by NCTCOG. This study evaluates traffic pattern changes because of the different alternatives in comparison with the no-build scenario in the year 2045.

44. Do the alternatives improve the existing weave issues?

Yes. All the of alternatives address existing weave issues. As the study progresses, additional operational analysis will be conducted to validate improvements. The results will be included in the next phase of the study as part of the Interstate Access Justification Report (IAJR).

45. How many listening sessions have been held so far?

To date, TxDOT has held 92 one-on-one meetings with stakeholders. The stakeholders include elected officials, neighborhood groups, civic associations, and other agencies (City of Dallas, NCTCOG, and DART).

46. How will DART's proposed D2 line impact plans for I-345?

There have been recent public comments and news coverage regarding TxDOT and DART competing for space for D2 and I-345. TxDOT is working closely with DART to ensure that a proposed depressed D2 alignment would not impede any of the alternatives for I-345. Detailed engineering is ongoing to ensure that there is no conflict, even if I-345 were depressed. The impacts of D2 on each alternative will be explained at the June 2021 public meeting. The area underneath I-345 is within TxDOT ROW and will require a permit to be crossed. TxDOT and DART meet regularly to discuss future projects and are committed to working together as plans solidify for D2 and I-345.

47. How will the alignment of D2 impact options that are currently being considered for I-345 (e.g., below grade)?

TxDOT, DART and NCTCOG, are coordinating closely. The I-345 design team has the latest horizontal and vertical design files for the D2 alignment. The current Depressed and Hybrid alternatives have been evaluated to provide adequate vertical clearance with the latest D2 profile. There are drainage challenges that have been included in the alternative evaluation matrix, and these assumptions have been included in the cost presented as part of the matrix. Wall heights and constructability have also been considered as the team refined the alternatives being presented for the public's input.

48. How is TxDOT making decisions for I-30 with consideration to potential changes to I-345?

TxDOT and the City are working closely to coordinate the I-30 and I-345 projects. The project teams are coordinating file sharing, design coordination and understanding both projects' history. Both TxDOT Project Managers (Travis Campbell for I-345 and Nathan Petter for I-30) are invited to the coordination meetings for each project to stay updated as the projects progress.

The I-345 traffic model was updated based on the latest proposed alternative for the I-30 Fair Park segment presented at the I-30 June 8, 2021 public meeting.



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The I-30 design, like I-345, is being closely coordinated with the City of Dallas.

49. I attended the I-30 meetings, the materials did not include traffic, evaluation matrix, etc.

Why are the materials for I-345 so different?

The I-345 project is in the feasibility study phase. The I-30 segments, including the Canyon and now the segment from I-345 to Ferguson, will progress to an approved schematic and environmental document. I-345 is a few years away from this phase but would appreciate feedback on a recommended alternative from the feasibility study to progress to schematic/environmental.