



I-345 CONNECTS PRESENTATION



MARCH 2024

345

Public Meeting

I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County

March 19 & 21, 2024

I-345 Connects Public Meeting CSJ: 0092-14-094 March 19 & 21, 2024

SLIDE 1 - Welcome

Good evening, thank you for joining this public meeting for the I-345 Connects Project. I'm Travis Campbell, Director of Transportation, Planning, and Development for the TxDOT Dallas District. For those of you here in person, please note that this presentation is being recorded and will be uploaded to the project website after tonight's meeting. If you are watching this recording online, you can pause this presentation at any point to allow for more time to view the slides or get a more detailed view of the project information and other exhibits on the website.

The following presentation will provide an update on the I-345 Connect 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. Please note, there will not be a formal comment session following this presentation. We will cover how to provide comments and input later in this presentation.

End The Streak

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX) #EndTheStreakTX Toolkit

I-345 Connects Public Meeting CSJ: 0092-14-094 March 19 & 21, 2024 2

SLIDE 2 - End the Streak

November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So, please do your part and share this message with your friends and family.



1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how the project may affect the environment.
3. Provide the public the opportunity to review information and provide input.
4. Develop a record of public participation.

SLIDE 3 - Public Meeting Purpose

This public meeting has been convened by TxDOT and is being held to receive and consider comments from the public regarding the I-345 Connects Project.

You may have attended previous public meetings conducted by TxDOT. However, for the benefit of those who have never attended one, I will explain why and how the Department conducts a public meeting.

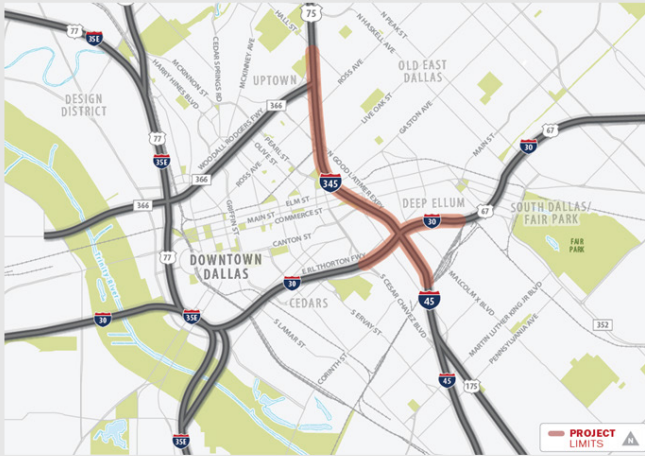
A public meeting has four essential purposes:

1. To inform the public of the status of planning efforts on the project and to present the recommendations based on studies performed to date.
2. To describe the project to the public including known potential project impacts to the human and natural environments.
3. To provide the public an opportunity to view information and express their ideas and concerns at this stage in the planning process, while the ability to respond to comments is still flexible and before location and design decisions are finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.

Project Location

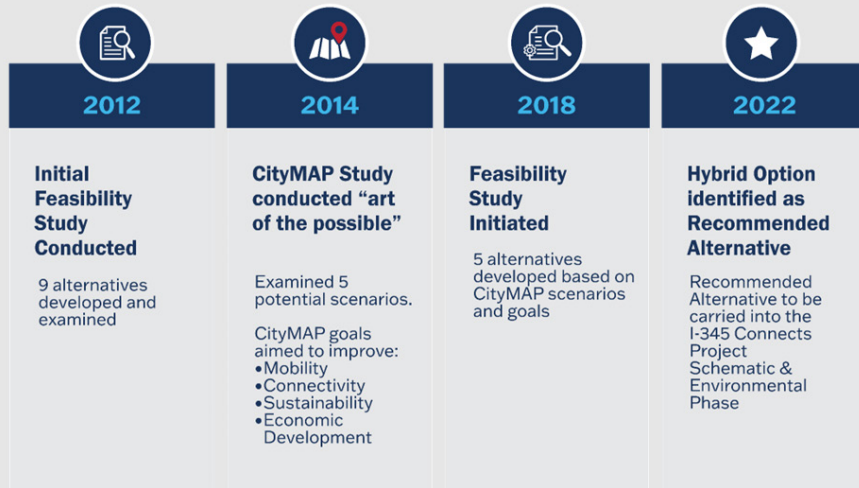
I-345 CONNECTS PROJECT LIMITS:
From I-30 to Woodall Rodgers Freeway (Spur 366)
PROJECT LENGTH:
Approximately 2.8 miles



SLIDE 4 - Project Location

The I-345 Connects Project extends from I-30 to Woodall Rodgers Freeway, also known as Spur 366, and includes improvements to the interchange of I-30 and I-345. The total project length is approximately 2.8 miles. The proposed project is located just east of Downtown Dallas, in Dallas County. I-345 connects I-45 to US 75 through Downtown Dallas and is currently a bridge structure.

Project History



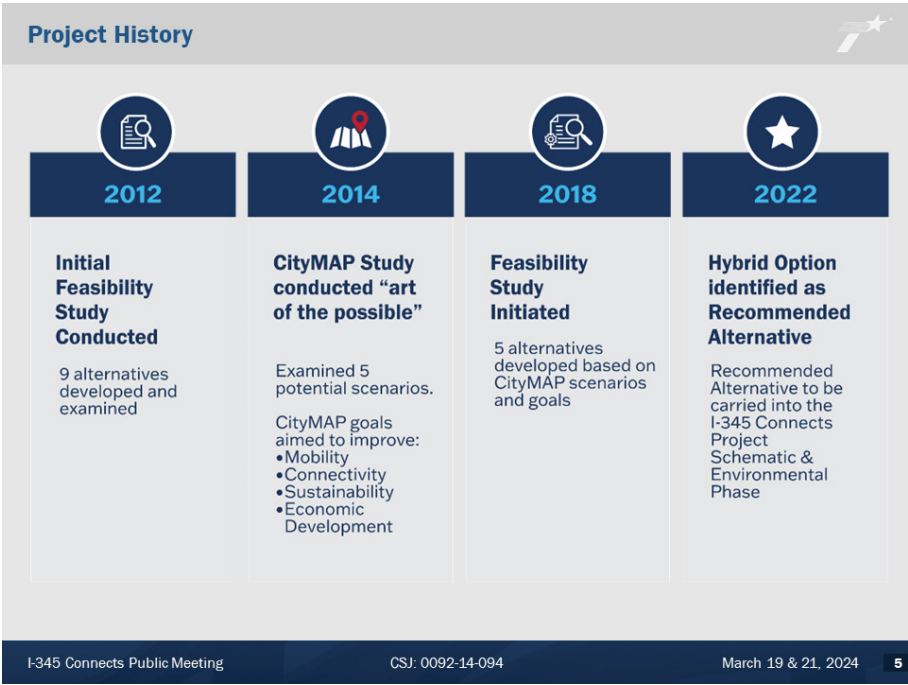
SLIDE 5 - Project History

I-345 was originally constructed in 1973. In 2012, TxDOT conducted a feasibility study to evaluate nine alternatives to improve the structural condition of the bridge, reduce maintenance costs and reduce the frequency of maintenance and preservation activities.

In 2014, TxDOT began a study to review the major interstates surrounding and entering Downtown Dallas. The Dallas City Center Master Assessment Process or Dallas CityMAP showed us the "art of the possible." CityMAP developed five potential scenarios based on high-level planning that could be incorporated in a future look at the I-345 Corridor.

In 2018, TxDOT initiated the most recent I-345 Feasibility Study to further examine the five potential alternatives derived from the CityMAP study. The goals established under the CityMAP process included understanding how each alternative impacted mobility, connectivity, sustainability, and economic development. TxDOT carried forward those CityMAP goals into the I-345 Feasibility Study goals.

The five conceptual alternatives developed during the feasibility study included:



SLIDE 5 - Project History Cont.

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

The Hybrid Alternative was created to combine the best elements from the depressed and removal alternatives based on public feedback and coordination with the City of Dallas. The hybrid alternative is similar to adjacent US 75, meaning mainlanes are below grade; however, there are no continuous frontage roads along either side. Cross streets are proposed over I-345 on ground level. Ultimately in 2022, the hybrid alternative was refined based on public comment and identified as the recommended alternative to be carried into the I-345 Connects Project Schematic and Environmental Phase.

Extensive public involvement and agency outreach took place throughout the previously mentioned studies to help the I-345 Connects Project team recommend the Hybrid Alternative. Outreach has taken place in the form of meetings with key stakeholders, public meetings, surveys, listening sessions, one-on-one meetings, various newsletter publications, presentations, media mentions, widely publicized project fact sheets and infographics, and hosting all study information on the publicly accessible study website. To find a more detailed breakdown of each previously mentioned study and public involvement documentation and synopses, visit www.keepitmovingDallas.com.



Major Concerns from the Feasibility Study

- Community Cohesion
- Impacts to access between South and Southern Dallas and North Dallas
- Traffic Concerns
- Economic Development Potential
- Pedestrian/Bicyclist Safety

How we are addressing concerns in the design phase

Design Phase Improvements

- Lowered mainlanes with reconnected cross street connections removes the elevated barrier between downtown and Deep Ellum
- Highway mainlanes remain to provide connection between South and North Dallas
- Maintains 3 highway mainlanes in each direction; improved access from Woodall Rodgers to I-30 and I-45
- Narrowed footprint and lowered mainlanes provides surplus right of way and decking opportunities
- New cross streets designed to accommodate improved pedestrian and bicycle access safety buffered from vehicle lanes

SLIDE 6 - Transitioning from the Feasibility Study to Preliminary Design Phase

TxDOT received valuable feedback during the feasibility phase which we've carried through to the current preliminary design phase. Major concerns heard during the feasibility study included the desire to improve community cohesion, minimize access impacts between South and Southern Dallas and North Dallas, traffic concerns, expand economic development potential along the I-345 corridor and improve pedestrian and bicyclist safety.

We have included improvements to the roadway design to address these concerns by lowering the mainlanes and reconnecting the city street grid over the top, maintaining the number of highway lanes, narrowing the footprint to provide surplus right of way and decking opportunities, and adding new pedestrian and bicycle facilities with safety buffers. Additional details about the project history can be found in Station 2.



Dallas City Council approved TxDOT's plan for the I-345 Connects Project and passed a conditional resolution of support for the "Refined Hybrid Option" in May 2023.

SLIDE 7 - City of Dallas Supports I-345 Connects

After much coordination between TxDOT and the City of Dallas, the City Council voted on and passed a resolution on May 24, 2023, that conditionally supported the "Refined Hybrid Option."

Partnership with City of Dallas

The Dallas City Council passed a resolution on May 24, 2023 that conditionally supported the "Refined Hybrid Option." The resolution called for the formation of subcommittees to address the various elements of the city council resolution. Those subcommittees included:

Subcommittee Restoration of Surface City Street Grid

- Purpose**
Restoration of the surface street grid
- Highlight**
- Cross street connections
 - Corridor walkability/pedestrian access
 - Multimodal accommodations, including streetcar and bicycles
 - Potential enhancements and capping areas
- Include city departments:**
- Economic Development
 - Housing and Neighborhood Revitalization
 - Planning and Urban Development
 - Transportation
 - Public Works

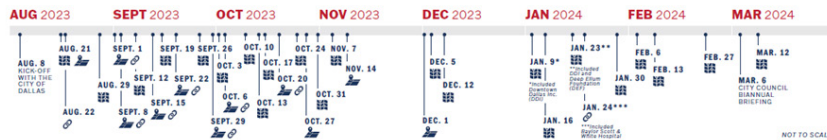
Subcommittee Surplus Right of Way (ROW)

- Purpose**
Potential for surplus ROW
- Highlight**
- Potential enhancements and capping areas
 - Locations and dimensions of surplus ROW and potential use
- Include city departments:**
- Economic Development
 - Housing and Neighborhood Revitalization
 - Planning and Urban Development
 - Transportation
 - Public Works
 - Park and Recreation
 - Environmental Quality

Subcommittee Connect Dallas

- Purpose**
Adhere to Connect Dallas Strategic Mobility Plan (adopted April 2021)
- Highlight**
- Proposed access from I-30 and I-345 to Fair Park, Baylor Scott & White Hospital, Deep Ellum, Farmer's Market, and Central Business District
 - Multimodal accommodations including streetcar and pedestrian/bicycle
- Include city departments:**
- Economic Development
 - Housing and Neighborhood Revitalization
 - Planning and Urban Development
 - Transportation
 - Public Works

Subcommittee Meeting Timeline



SLIDE 8 - Partnership with City of Dallas

The resolution called for the formation of subcommittees to address the various elements in the City Council resolution. The subcommittees include:

- The Restoration of Surface City Street Grid Subcommittee, which focuses on restoration of the surface street grid;
- The Surplus Right of Way Subcommittee, which prioritizes development of potential surplus right-of-way; and
- The Connect Dallas Subcommittee, which will ensure the project adheres to the Connect Dallas Strategic Mobility Plan.

The established subcommittees and their individual goals have helped the project team maintain a partnership with the City of Dallas throughout the development of the project by involving many city departments and establishing positive outcomes that support each subcommittee purpose.

I-345 is Consistent with City of Dallas Plans



SLIDE 9 - I-345 is Consistent with City of Dallas Plans

In addition to the subcommittee work, TxDOT has been briefed on and is complying with various City of Dallas plans including the Comprehensive Environmental and Climate Action plan; the Racial Equity plan; the City's Economic Development Policy; the Street Design Manual and Dallas 360. Additional details about partnership with the City of Dallas can be found in Station 7.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y el TxDOT.

SLIDE 10 - Review and Approval of Environmental Document

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Environmental Review – Resources and Topics Evaluated



An Environmental Assessment will be prepared for the proposed project to comply with the National Environmental Policy Act (NEPA).

The Environmental Assessment will identify potential impacts to the natural and human environment, including:

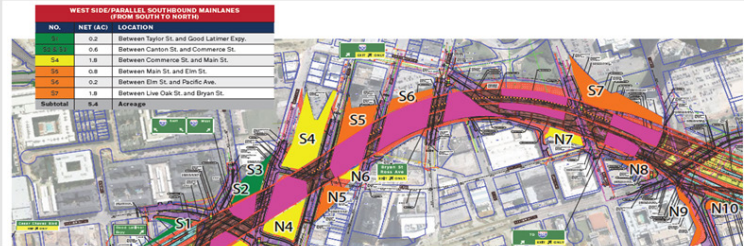
- 
Air Quality
- 
Archeological Resources
- 
Non-Archeological Historic Properties
- 
Community
- 
Biological Resources
- 
Hazardous Materials
- 
Indirect & Cumulative Impacts
- 
Traffic Noise
- 
Water Resources
- 
Public Involvement

SLIDE 11 - Environmental Review - Resources and Topics Evaluated

An Environmental Assessment will be prepared for the proposed project to comply with the National Environmental Policy Act (NEPA). The Environmental Assessment will identify and assess potential impacts to the natural and human environment, including air quality, archaeological resources, non-archeological historic properties, community impact assessment, biological resources, hazardous materials, indirect and cumulative impacts, traffic noise, water resources, and public involvement. Additional details about the environmental review can be found in Station 3.

Proposed Right-of-Way (ROW)

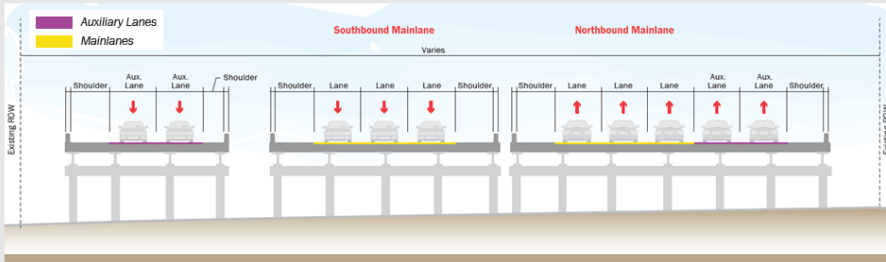
- There would be no additional ROW required for this project.
- No anticipated displacements or relocations
- Project offers approximately 9.5 acres of potential surplus ROW



SLIDE 12 - Right-of-Way

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 offers a surplus Right-of-Way totaling approximately 9.5 acres. There is a process in place, that gives priority to local government agencies who may be interested in acquiring such areas. The process begins once construction is complete and is handled by TxDOT's right-of-way Division. Information about surplus right of way surrounding the I-345 project is available in Station 5.

Existing Mainlane Typical Section



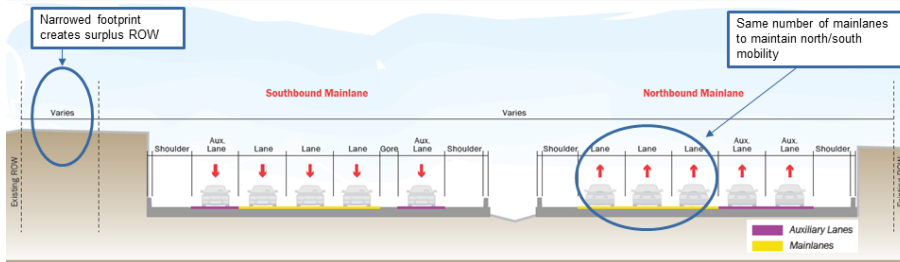
Note: Section is taken near Pacific Avenue. Not to scale.

- Existing facility is an elevated, urban highway
- Three 12-foot-wide mainlanes in each direction with 8 to 10-foot-wide shoulders on each side
- Auxiliary lanes and entrance/exit ramps run alongside mainlanes
- Discontinuous frontage road lanes are 12-foot-wide with two and three lanes in each direction
- Discontinuous sidewalks and limited bicycle accommodations located within the project limits

SLIDE 13 - Existing Mainlane Typical Section

The existing I-345 facility is an elevated, urban highway that typically consists of three 12-foot-wide mainlanes in each direction with 8 to 10-foot-wide shoulders on each side. Auxiliary, entrance and exit lanes run alongside the mainlanes. City streets run underneath the elevated I-345. The existing discontinuous frontage road lanes are 12-foot-wide with two and three lanes in each direction. There are discontinuous sidewalks and limited bicycle accommodations located within the project limits. The existing right-of-way width varies between approximately 280 feet and 635 feet.

Proposed Mainlane Typical Section



Note: Section is taken near Pacific Avenue. Not to scale.

- Mainlanes below ground with city street connections over the mainlanes
- Smaller right of way footprint with surplus right of way
- Maintains three 12-foot-wide through mainlanes in each direction
- Various auxiliary lanes provided for access to interchanges, as needed
- Discontinuous frontage roads would be constructed between Good Latimer Expressway and Hall Street

SLIDE 14 - Proposed Mainlane Typical Section

The proposed project includes the reconstruction of I-345 to include three 12-foot-wide through mainlanes in each direction that would be below ground with city street connections over the mainlanes. The footprint of the roadway has been narrowed to provide surplus Right-of-Way but the highway maintains three mainlanes in each direction. Various auxiliary lanes will be provided for access to interchanges, as needed. Discontinuous frontage roads would be constructed between Good Latimer Expressway and Hall Street. Overall, the number of through lanes remains the same as what exists today with three through lanes in each direction.

Cross Street Enhancements to Reconnect the Street Grid

Additional cross/side streets would be realigned and reconstructed at ground level to accommodate the complete reconstruction of I-345 and its interchanges Spur 366 and I-30. Crossings include:

- | | |
|--------------------------|---|
| ▪ I-30 | ▪ Hawkins Street |
| ▪ Canton Street | ▪ North and South Good Latimer Expressway |
| ▪ Commerce Street | ▪ Ross Avenue |
| ▪ Main Street | ▪ Louise Avenue |
| ▪ Elm Street | ▪ Dawson Street |
| ▪ Pacific Avenue | ▪ Hickory Street |
| ▪ Cesar Chavez Boulevard | ▪ Spur 366 |
| ▪ Live Oak Street | |

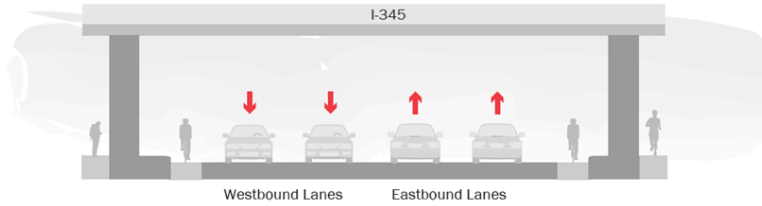
Note: The proposed project would eliminate the Taylor Street crossing and add a new connection for Hawkins Street.

SLIDE 15 - 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 Spur 366 and I-30. Crossings involved in the reconstruction are shown on the screen. The proposed project would eliminate the Taylor Street connection that currently crosses the highway and adds a new connection for Hawkins Street. Side or adjacent streets proposed for improvement include Eureka Street, Bryan Street, and Arts Plaza.

Cross Street Typical Sections

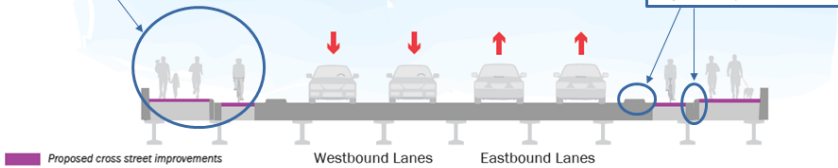
EXISTING MAIN ST. UNDER I-345



PROPOSED MAIN ST. OVER I-345

Wider sidewalks and separate bike lanes improve safety and create space for amenities

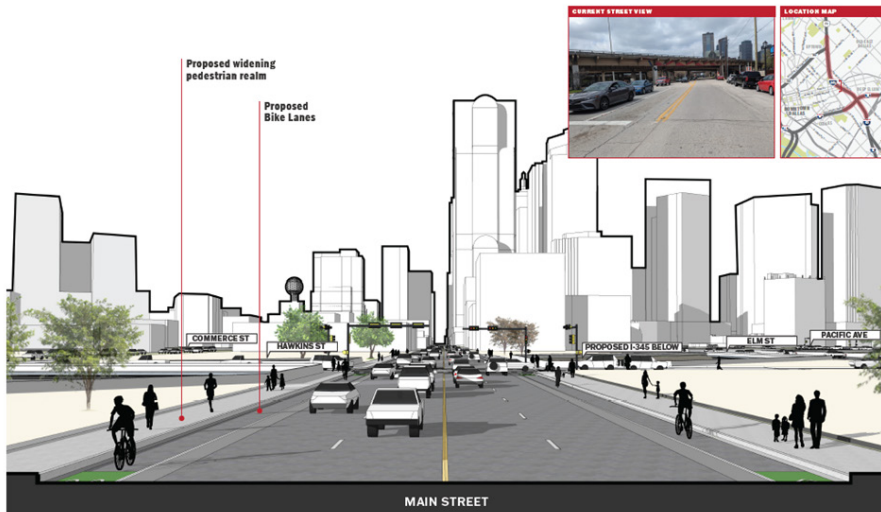
Buffers and clear zones separate vehicle traffic from bicyclists and pedestrians



SLIDE 16 - Cross Street Typical Sections

Based on coordination with the City of Dallas, TxDOT is designing the cross streets with wider sidewalks and separate bike lanes separated from vehicle traffic by buffer zones or medians and curbs to improve safety and make walking and biking more comfortable. Wider sidewalks can also accommodate amenities such as planters and park benches. All the cross streets can accommodate future street cars. Additional details about the mainlanes and cross street design can be found in Station 4.

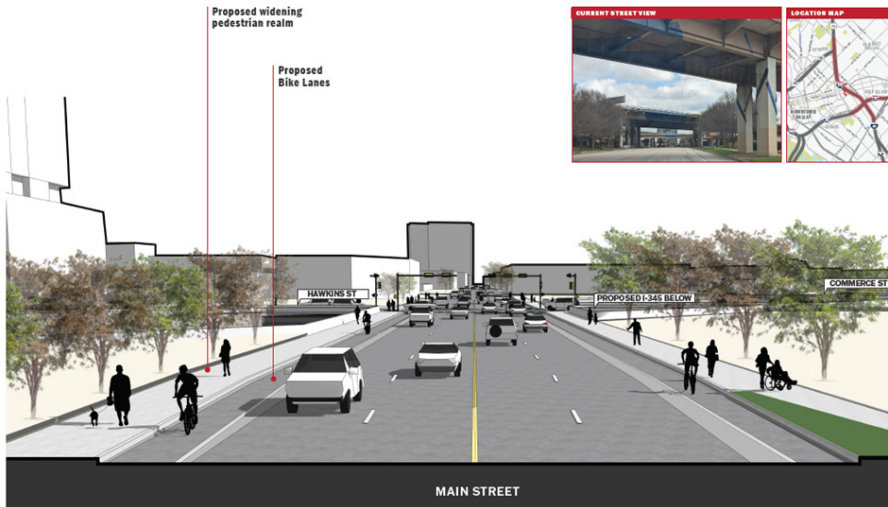
View from Main Street towards Downtown



SLIDE 17 - View from Main Street towards Downtown

The reconstructed below-grade hybrid will feel less like a barrier than what exists today and will foster enhanced community connection by seamlessly connecting downtown and Deep Ellum. This slide shows a proposed view from Main Street looking towards downtown.

View from Main Street towards Deep Ellum



SLIDE 18 - View from Main Street towards Deep Ellum

Similar to the previous slide, this slide shows a proposed view from Main Street looking towards Deep Ellum.

Projected Cost and Schedule



Anticipated Ready to Let Date*

2027-2028

Estimated Construction Cost

\$1.6 Billion

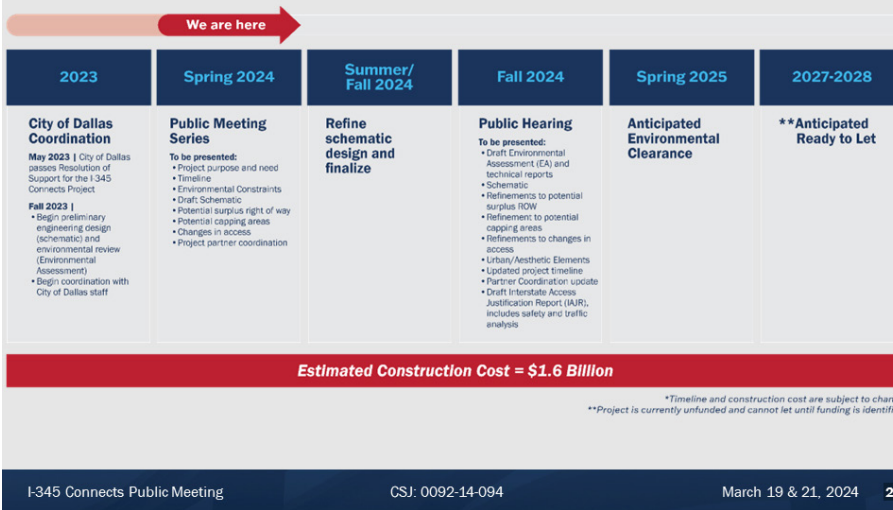
*Project is currently unfunded and cannot let until funding is identified

SLIDE 19 - Projected Cost and Schedule

The I-345 Connects Project's Anticipated Ready to Let Date is through 2027 and 2028 and would take approximately 4 to 5 years to construct. "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 \$1.6 billion. The project is currently unfunded for construction.

Next Steps and Timeline*

The public comment period for this public meeting ends on Friday, April 5, 2024.



SLIDE 20 - Next Steps and Timeline*

The public comment period for this public meeting ends on Friday, April 5, 2024. Following this public meeting, the project design will be refined per public input, environmental studies will be completed, and additional public involvement including a public hearing will be held. The final environmental clearance is anticipated for the Spring of 2025.

We Request Your Feedback

Please **submit your comments** regarding this public meeting **using any of the methods listed.**

Comments **must be received or postmarked on or before Friday, April 5, 2024**, to be included in the public meeting summary.

For general questions about the project, please contact the project manager:

TxDOT Project Manager
 Grace Lo, P.E.
 345connects@txdot.gov



Online

Click the provided link on the website



Mail-In Comments

TxDOT Dallas District Office
 Attn: Grace Lo, P.E.
 4777 E. Highway 80
 Mesquite, TX 75150



Email Us

345connects@txdot.gov



Voicemail

(903) 329-9307

SLIDE 21 - We Request Your Feedback

As mentioned earlier, comments will be accepted in four ways, which are outlined here. All comments will be fully considered and responded to in the project record and made part of the final environmental document. This document will then be made available for public review online at www.345connects.com. All statements, comments and questions will be given careful consideration before final design features are determined. All comments must be received or postmarked by Friday, April 5, 2024, to be included in the official public meeting summary. Please note, there will not be a formal comment session following this presentation. Staff will be at various stations ready to answer any questions you may have.



Thank you!

This concludes the presentation.

SLIDE 22 - Thank you!

We sincerely appreciate your participation and interest concerning the proposed I-345 Connects Project. Your questions, comments, and concerns will receive careful consideration.

Thank you, this concludes the presentation.