



FAQ

What is a Feasibility Study?

I-345 runs approximately 1.4 miles along the east side of downtown Dallas between the I-30 and SH 266 junctions and also carries the US 75 designation. TxDOT regularly reviews its existing infrastructure to ensure it still meets 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.

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.

When will the I-345 Feasibility Study be completed?

The study will be complete by the end of 2022.

Is the existing bridge safe? How much has been invested in inspection, maintenance, and repairs to the I-345 bridge?

The existing bridge was recently rehabilitated with a \$30 million project. It is regularly inspected and will be maintained for the duration of its service life.

Has a recommended alternative for the future of I-345 been determined?

The I-345 Feasibility Study recommends the Refined Hybrid Alternative as the recommended 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. This alternative is the best compromise to combine elements from the other alternatives based on public feedback.

Various changes and refinements have been made to the Hybrid alternative that was presented at the June 2021 public meeting based on input received.

What refinements were made to the Hybrid alternative presented at the 2021 public meetings?

The following design refinements were made:

- Revised westbound connection between Hall Street and Good Latimer Expressway from one-way to two-way
- Removed median on Good Latimer Expressway
- Minimized impacts to Carpenter Park
- Refined for revised DART D2 alignment

- Swiss Avenue no longer connected to Cesar Chavez Boulevard
- 2-lane southbound frontage road at Ross Avenue and 2-lane exit to Live Oak Street/Cesar Chavez Boulevard revised to 1-lane to accommodate DART D2 refinements

Why were the other alternatives not chosen as the recommended alternative?

Each alternative considered had pros and cons in multiple areas of evaluation. The following are the key reasons why each alternative was removed from further consideration.

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.

Depressed Alternative - Severing Good Latimer and Canton Street does not meet the City of Dallas Design Guidelines and is not favorable by the position papers received from stakeholders.

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.

Elevated - 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.

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

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. After this study, a multi-year schematic and environmental process will begin, followed by construction plans and ultimately construction of the recommended alternative. Traffic would be maintained during construction. If any changes are proposed for the project, they will need to be updated in the North Central Texas Council of Governments (NCTCOG) Mobility Transportation Plan (MTP), TxDOT's unified transportation plan (UTP), City of Dallas Thoroughfare Plan (if necessary), and funding identified.

Has the decision been made to remove the interstate?

The feasibility study is recommending the Refined Hybrid alternative as the recommended alternative for I-345. The study

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incorporated stakeholder input, traffic data, current and future development plans, environmental impacts, and other factors.

What is the criterion used to evaluate the alternatives in the evaluation matrix?

Consistent with the study goals, connectivity, construction cost, economic development, mobility, and sustainability were evaluated using a qualitative and quantitative comparison using Harvey balls. The definitions of each are below.

Connectivity - how the transportation system provides access to essential services and other destinations

Construction Cost - the total cost of the work to the owner of all elements of the project, including the cost at current market rates of labor and materials furnished by the owner and designer

Economic Development - the process by which the economic well-being and quality of life of a community, or an individual are improved according to targeted goals and objectives

Mobility - the ability to get from one place to another using one or more modes of transport to meet daily needs

Sustainability - meeting the needs of transportation projects without compromising on future development, long-range economic goals and environmental resources

Qualitative - Relating to, measuring, or measured by the quality of something rather than its quantity.

Quantitative - Relating to, measuring, or measured by the quantity of something rather than its quality.

Harvey balls - Harvey balls are small pie charts or ideograms used to visualize information commonly used for comparison. Harvey balls have been used to depict what degree a specific item meets the requirements of a criterion.

Will you need additional Right of Way (ROW)?

No, the recommended alternative does not propose any additional ROW beyond the existing state ROW footprint. There are areas of potential surplus identified on the recommended alternative exhibit.

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

TxDOT is working closely with DART to ensure that proposed DART projects would not impede the recommended alternative for I-345. Detailed engineering is ongoing to ensure that there is no conflict. TxDOT and DART meet regularly to discuss future projects and are committed to working together as plans solidify for DART and I-345.

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. TxDOT Project Managers are invited to the coordination meetings for each project to stay updated as the projects progress.

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

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 MTP 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.

As part of the schematic and environmental analysis, the recommended alternative will be further updated based on more detailed study. There will be opportunity to comment during the next phase of the project. The recommended alternative access and configuration will be set during that phase.

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

This will be the last round of public meetings for the I-345 Feasibility Study. After the feasibility study is published, the recommended alternative will proceed to the next phase of schematic and environmental analysis, which will include meetings and opportunities to comments.

I attended public meetings in 2021 and provided comments. When will a response to my comment be provided?

The summary for the June 2021 public meetings has been posted on the project website (www.keepitmovingdallas.com/I345). All comments that were received within the comment period are included in Contents A - Comment Response Matrix.

How can I stay informed?

Contact TxDOT's 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:

Grace Lo

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You can also review information presented at the meetings by visiting www.keepitmovingdallas.com/I345.