

PUBLIC MEETING
I-345 IMPROVEMENTS PROJECT
FROM: I-30 TO WOODALL RODGERS FREEWAY (Spur 366)
DALLAS COUNTY, TEXAS
CSJ: 0092-14-094

Monday, Dec. 2, 2019
St. Philip's School and
Community Center
1600 Pennsylvania Ave.
Dallas, Texas 75215
6:00 – 8:00 p.m.
Presentation: 7:00 p.m.

Tuesday, Dec. 3, 2019
CityPlace
Conference Center
Lakewood Room, First Floor
2711 N. Haskell Ave.
Dallas, Texas 75204
6:00 – 8:00 p.m.
Presentation: 7:00 p.m.

Thursday, Dec. 5, 2019
Sheraton Dallas Hotel
Dallas Ballroom
400 N. Olive St.
Dallas, Texas 75201
10:00 a.m. – 8:00 p.m.
Presentations: Noon, 4:30
p.m. and 7:00 p.m.

FORMAL PRESENTATION
BY
MS. CEASON CLEMENS, P.E.

CEASON CLEMENS, P.E., Public Meeting Officer

SLIDE 1 – Title Slide

Good evening ladies and gentlemen. Please be seated and we will begin the formal presentation. My name is **CEASON CLEMENS** and I'm the Deputy District Engineer with the Texas Department of Transportation. Thank you for taking time to be with us and for your interest in the **Interstate 345 Feasibility Study**, which studies **I-345** from its interchange with **I-30** to the interchange with **Woodall Rodgers Freeway, also known as Spur 366**.

As you arrived, you were given the opportunity to register your attendance for this meeting at the sign-in table, which allows us to record your participation. You are also invited to make any written comments you may have about the feasibility study using the comment forms provided. There is also a court reporter present to take your verbal comments.

We also have a survey that we would like for you to complete. You can complete here at the computer bank at station 6, on your mobile device or on your computer. We also have paper versions of the survey available that you can complete and mail back to the TxDOT Dallas District. The return address is provided on the survey.

SLIDE 2 – Table of Contents

This open house meeting is being held by TxDOT to provide you with information about the I-345 Feasibility Study and to get your input regarding long term plans for the roadway.

I will begin with an overview of the feasibility study, recap milestones in the project's history and conclude with an outline of next steps.

SLIDE 3 – Project Overview

TxDOT regularly reviews its existing infrastructure to ensure that it is meeting the needs of the traveling public. I-345 is approximately 1.4 miles long and is located within the City of Dallas in Dallas County. The bridges will reach their service life span within the next 25 years.

Because of this, TxDOT is embarking on a feasibility study that will gather stakeholder input, analyze traffic data, evaluate current and future economic development and land uses, study environmental impacts, and will consider many other factors to develop conceptual alternatives for I-345.

Currently, there is no funding available for this project. It takes time to get a project from conception to construction. Therefore, TxDOT is working proactively to develop a plan so that when funding becomes available, we are ready to move forward.

SLIDE 4 – Project Overview – Feasibility Study Location Map

I-345 is located on the eastern side of Downtown Dallas between I-30 and Woodall Rodgers Freeway. The road carries approximately 180,000 vehicles each day. The feasibility study limits are from the I-30 interchange to the interchange with Woodall Rodgers Freeway, also known as Spur 366.

SLIDE 5 – Project Overview – Project Approach

The project team will use a four-phase approach to complete the study: **Define, Develop, Refine, and Deliver**. The project is now in the **define** phase. During this phase, we are hosting public meetings to gain public input, gathering and reviewing traffic data, evaluating economic development and land uses, studying environmental impacts, and collecting data for many factors that will be considered when developing the technically preferred alternative. During the next phase, **develop**, we will assess feedback received from stakeholders to begin developing conceptual alternatives; host another series of public meetings where we will preview the alternatives; present the traffic analyses; and conduct a second survey.

We will then move into the **refine** phase, where we will take your feedback from the second series of public meetings and survey, traffic data and analyses and other information to further refine the conceptual alternatives. And finally, we will **deliver** the study report and a preliminary schematic layout.

SLIDE 6 – Project Overview – Significant Adjacent Projects

The **I-345 feasibility study** is one of many important projects in the region and they are all connected components of a system servicing the North Texas area. As we are planning these projects, we are looking at how these individual pieces affect the greater system.

These projects include:

- The recently completed Horseshoe project- I-30 / I-35E interchange
- SM Wright Freeway Phase 1 (US 175), which is currently under construction
- Lowest Stemmons - I-35E from I-30 to the Dallas North Tollway, which is currently under construction
- The Mill Creek/Peaks Branch/State-Thomas Drainage Relief Tunnel, also under construction
- SM Wright Freeway Phase 2, which is going to construction spring 2020.
- The Canyon- I-30 from I-35E to I-45, which is under study and fully funded
- DART's proposed D2 line, which is in the study phase, and
- I-30 from I-45 to I-635, which is also under study.

SLIDE 7 – Project Overview – Project History

Planning for I-345 goes back to 1952, when the need for the road was identified. The original intent of I-345 was to provide a connection from I-45 and I-20 to US 75.

Construction began in 1968 and it was fully opened to traffic in 1973.

The 1.4-mile roadway was elevated in order to maintain the connectivity of the city street grid. At the time, the design was considered innovative because of the unique placement of the columns to maintain the continuity of city streets.

SLIDE 8 – Project Overview – Project History

In 2012, TxDOT conducted a feasibility study to evaluate nine alternatives to improve the structural condition of the bridges, reduce maintenance costs and reduce the frequency of maintenance and preservation activities. As part of this feasibility study, stakeholder and public meetings were held in November and December 2012. Based on the recommendations of that study, repairs to the bridge to extend its service life began in 2014.

SLIDE 9 – Dallas CityMAP

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 potential scenarios based on high-level planning. The I-345 study we’re undertaking now will delve deeper into the conceptual scenarios developed during CityMAP, refining them to conceptual alternatives based on engineering and current design criteria and evaluating the environmental impacts of each conceptual alternative.

Dallas CityMAP developed four alternatives for I-345:

- no build
- below grade freeway

- removal, and
- modify existing ramping

New alternatives developed during the current feasibility study will also be reviewed.

We looked at several corridors during CityMAP and the impacts any changes would make on other roadways. The following slides will illustrate the scenarios developed for I-345.

SLIDE 10 – Dallas CityMAP Scenarios – No Build

The first scenario was the no build option. Under the no build scenario, I-345 and the city street grid would remain in their current configuration.

SLIDE 11 – Dallas CityMAP Scenarios – Below Grade Freeway

The second scenario, below grade freeway, would see I-345 reconstructed as a below grade freeway.

SLIDE 12 – Dallas CityMAP Scenarios – Removal

The third scenario completely removes I-345 and modifies the interstate interchanges and the city street grid. These changes would provide surface street connections between the termination of I-45 and Downtown Dallas and US 75 in order to carry the traffic displaced from I-45 and I-345.

SLIDE 13 – Dallas CityMAP Scenarios Elevate with Ramp Modifications

In the fourth scenario, the existing elevated freeway structures would remain and the ramping along the freeway would be modified to free up potential surplus ROW and allow for development opportunities.

SLIDE 14 – Other Feasible Alternatives

As TxDOT goes through this current feasibility study we want to look at other alternatives.

What did we miss? What else should we be looking at? This meeting gives you the opportunity to weigh in on these questions. The best way to provide that input is to complete the survey and/or leave a comment.

SLIDE 15 – Project Development Process

This slide provides an overview of the project development process. Transportation planning can be a long process. Typical project development follows these seven basics steps:

- identify the need
- complete a feasibility study
- preliminary design schematic
- environmental study and documentation
- final design
- right of way acquisition, and finally
- construction

We are currently at the feasibility study stage and want to be ready with a plan once funding becomes available.

SLIDE 16 – Feasibility Study

Many of you may be wondering “what is a feasibility study and what does it entail?” During a feasibility study, we look at many things, including but not limited to:

- 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 parkland
- water resources and flood plains
- hazardous materials, and
- social and community impacts

All of these items will be reviewed during this feasibility study.

SLIDE 17 –Study and Project Goals and Objectives

As we work through the study process, we will have several goals and objectives in mind:

- work with you, our stakeholders, to have an inclusive, transparent and collaborative public involvement process;
- review recommendations from previous studies;
- provide the best solution that maintains safety, mobility and operability;
- incorporate TxDOT and community goals, and finally
- work toward technically preferred alternative

SLIDE 18 – Public/Agency Outreach and Involvement

TxDOT intends to have a collaborative public involvement process. As a stakeholder in this project, you will be able to:

- participate in surveys to gauge your priorities and use of I-345
- attend public meetings, like the one tonight/today, to receive updates and provide input
- access project information from www.345study.com
- join our mailing list for project updates, and
- access this presentation at www.345study.com following the meeting.

The study team will also meet with elected and public officials as well as key stakeholders during the study process.

SLIDE 19 – Next Steps

After the comment period ends, we will review all comments and surveys to begin developing conceptual alternatives.

At the next series of public meetings you will be asked to give input on the developed alternatives.

A final report will be issued once a technically feasible solution is determined.

SLIDE 20– Next Steps

Finally, we ask that you leave your feedback. Your comments and responses to the survey are valuable and will help us move the study forward.

The public comment period for this first series of public meetings ends **Friday, December 20, 2019**. Following this meeting, all comments and questions received during the comment period for this public meeting will be fully considered and responses will be prepared in the project record.

SLIDE 21 – Contact Information

Representatives from TxDOT staff and consultants will remain in the room to continue to provide you with information and answer your questions. Again, I invite you to provide written comments tonight, or meet with the court reporter to make a verbal comment. For those of you who do not want to provide your comments tonight, your written statements will be equally accepted until **Friday, December 20**.

For those of you who wish to submit written comments tonight, comment boxes are located at the comment tables.

Questions and comments may also be mailed to Mr. Travis Campbell, P. E., at the TxDOT Dallas District Office, 4777 East Highway 80 in Mesquite, Texas 75150-6643 or emailed to 345study@txdot.gov.

SLIDE 22 – “Thank You for Your Interest” – Presentation Concluded

We sincerely appreciate your attendance and interest in the I-345 Feasibility Study. Your questions, comments and concerns will receive careful consideration.

Thank you very much. This concludes our formal presentation. Have a good evening.