Draft
Environmental Assessment

I-345 Connects
Dallas District
From I-30 to Spur 366
CSJ: 0092-14-094
Dallas County, Texas

March 2025

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.

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LIST OF ACRONYMS

The following is a list of acronyms used throughout this document and their definitions:

AASHTO	American Association of State Highway and Transportation Officials
ABS	Archeological Background Study
ACS	American Community Survey
ACT	Antiquities Code of Texas
ADA	Americans with Disabilities Act
AOI	Area of Influence
APAR	Affected Property Assessment Report
APE	Area of potential effect
ASTM	American Society for Testing and Materials
AUL	Activity and Use Limitations
BAG	Big Audacious Goal
BMP	Best Management Practice
CBD	Central Business District
CEQ	Council on Environmental Quality
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CFR	Code of Federal Regulations
CGP	Construction General Permit
CityMAP	Dallas City Center Master Assessment Process
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Process
CO	Carbon Monoxide
CRIS	Crash Records Information System
CSJ	Control-section-job number
CWA	Clean Water Act
DART	Dallas Area Rapid Transit
EA	Environmental Assessment
EMST	Ecological Mapping System of Texas
ENV	TxDOT Environmental Affairs Division
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act

ETC	Estimated time of completion
FAST	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FED	Federal
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmlands Protection Policy Act
ft	Foot or feet
FTA	Federal Transit Administration
GHG	Greenhouse gases
GIS	Geographic Information System
GWCC	Groundwater Contamination Case
GWCC HIST	Historical Groundwater Contamination Case
HMVM	100 million vehicle miles
HHS	U.S. Department of Health and Human Services
HRSR	Historical Resources Survey Report
IBWC	International Boundary Water Commission
I	Interstate Highway
IIJA	Infrastructure Investment and Jobs Act
IOP	Innocent Owner/Operator Program
IPaC	Information for Planning and Consultation
ISA	Initial Site Assessment
LEP	Limited English Proficiency
Leq	Equivalent sound level
LCP	Lead-containing paint
LPST	Leaking Petroleum Storage Tank
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
mph	Miles per hour
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MSD	Municipal Setting Designation
MTP	Metropolitan Transportation Plan
MUA	Multiple Use Agreement

NAAQS	National Ambient Air Quality Standards
NAC	Noise abatement criteria
NB	Noise barrier
NBI	National Bridge Inventory
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NOI	Notice of Intent
NOT	Notice of Termination
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PM	Particulate Matter
PPSC	Primary Pedestrian Safety Corridor
PSAP	Pedestrian Safety Action Plan
PS&E	Plans, Specifications, and Estimates
PWC	Parks and Wildlife Code
RCP	Reinforced Concrete Pipe
RCRA CORRACTS	Resource Conservation and Recovery Act Corrective Actions
RD	Research Design
ROW	Right-of-Way
RTEST	Rare, Threatened, and Endangered Species of Texas
RTHL	Recorded Texas Historic Landmarks
SAF	Species Analysis Form
SAL	State Antiquities Landmarks
SAS	Species Analysis Spreadsheet
SEMSARCH	Superfund Enterprise Management System Archived
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single occupancy vehicle
SPSC	Secondary Pedestrian Safety Corridors
Spur	SS
SUP	Shared-use path
SW3P	Stormwater Pollution Prevention Plan

TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TDM	Traffic Demand Management
TMDL	Total Maximum Daily Load
T&E	Threatened and endangered
TEAM	Texas Ecosystem Analytical Mapper
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIF	Tax Increment Financing Districts
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSD	Treatment Storage and/or Disposal
TSM	Traffic System Management
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database
US	U.S. Highway
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
VCP	Voluntary Cleanup Program
VMT	Vehicle miles traveled

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) is proposing the reconstruction of Interstate Highway (I) 345 from I-30 to Spur (SS) 366 within the City of Dallas in Dallas County, Texas, a total of 2.848 miles, from which 1.987 miles would be along I-345 and 0.861 mile would be along I-30. The project would take place within the existing variable right-of-way (ROW) and no displacements or relocations would be required. However, a new drainage easement would be required. See **Appendix A: Project Location Map** and **Appendix B: Project Photographs**. The Draft EA will be made available for public review followed by a public hearing. TxDOT will consider comments submitted during the comment period. If TxDOT determines that the project would result in no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing I-345 facility is an urban highway with a posted speed limit of 65 miles per hour (mph) serving Downtown Dallas. The existing ROW width varies between approximately (approx.) 280 and 635 feet (ft). The facility, consists of four elevated structures, two for the mainlanes and two for the collector distributors, is above all cross streets south of SS 366. Existing cross streets from south to north are Ferris Street (St.), Hickory St., Dawson St., Louise Avenue (Ave.), I-30, Taylor St., S. Good Latimer Expy., Canton St., Commerce St., Main St., Elm St., Pacific Ave., Live Oak St., N. Good Latimer Expy., Ross Ave., and SS 366. Additionally, access roads/ramps labeled as the N. Central Expy. are located between the northbound (NB) and southbound (SB) lanes at ground level north of Live Oak St. All cross streets are at grade except for SS 366.

Within the project limits, the existing I-345 typically consists of six 12-ft mainlanes (three in each direction) with 10-ft shoulders on each side. The northbound and southbound lanes are separated by a traffic barrier. Existing frontage road lanes are discontinuous 12-ft wide with two to three lanes in each direction. The existing drainage system is curb and gutter. Discontinuous sidewalks are located within the project limits.

The I-345 bridge was designed to comply with the 1965 American Association of State Highway and Transportation Officials (AASHTO) Specifications.

2.2 Proposed Facility

TxDOT proposes the reconstruction of the I-345 facility for 2.848 miles. The proposed improvements would consist of depressing six 12-ft mainlanes (three in each direction). Various configurations of 12-ft auxiliary lanes (up to four) would be included with 10-ft shoulders. Discontinuous frontage roads (one typical 12-ft lane southbound and three typical 12-ft northbound) would be constructed along the facility between Bryan St. and Hall St. The project would include 6-ft sidewalks or 10-ft shared-use paths (SUPs) at cross streets (both sides). A 10-ft SUP would be included at a minimum on one side of the frontage roads within project limits. Improvements would mainly occur within existing ROW which varies in width from approx. 280 to 635 ft. Cross/side streets would be realigned and reconstructed to accommodate the complete reconstruction of I-345 and its interchanges with SS 366 and I-30. The project would include rebuilding the interchange at I-30/I-345 (including eight direct connectors), connections to SS 366 (Woodall Rodgers), and a Dallas Area Rapid Transit (DART) wye connection[1]. Crossings involved in the reconstruction include Hickory St., Dawson St., Louise Ave., I-30, S. Good Latimer Expy., Canton St., Commerce St., Main St., Elm St., Pacific Ave., Live Oak St., N. Good Latimer Expy., Ross Ave., and SS 366.

A new drainage easement would be required to install a 48-inch reinforced concrete pipe (RCP) and junction structures at approximately 60 ft deep. The pipe would convey storm water from the proposed I-345 facility main trunk line to the existing Town Branch storm drainage system. Two options are under evaluation. Option 1 would consist of a 0.30-acre easement within Carpenter Park and Pearl St. This option would allow for an RCP connection to the existing system. Option 2 would consist of a 0.85-acre easement along Pacific Ave. This option would be needed for an RCP connection along Pacific Ave. to the existing system. The selection of the most feasible option is pending further evaluation during final design, coordination with utility companies, and construction means and methods. See the **Schematic Layout, Typical Sections,** and **Environmental Resources Map** in **Appendices C, D,** and **H**, respectively.

Limits of activities along the highway include I-45 south of I-30, for approximately 2,500 ft (0.5 mile); I-30 from 200 ft (0.04 mile) west of Cesar Chavez Blvd. to 1,685 ft (0.32 mile) east of Chestnut St.*;* direct connectors between SS 366 and I-345 for approximately 646

[1]Per the American Public transportation Association, Compendium of Definitions and Acronyms for Rail Systems (June 20, 2019), a wye (Y) is a track or guideway arrangement allowing a car or train to be turned by a series of moves; requires much yard space. (https://www.apta.com/wp-content/uploads/APTA-Compendium-of-Definitions-Acronyms-for-Rail-Systems.pdf)

ft (0.12 mile) west of US 75; and US 75 for approximately 989 ft (0.19 mile), north of SS 366. Construction limits are shown in the **Schematic Layout** in **Appendix C**.

Limits of activities at the proposed drainage easement at Carpenter Park and Pearl St., are within areas measuring approximately 292 ft by 15 ft at Carpenter Park and 65 ft by 119 ft at Pearl St., under Option 1; and along Pacific Ave. within an approximate area 422 ft by a variable width ranging from 78-108 ft area under Option 2.

According to the January 2025 TxDOT Annual Scope & Estimate Documentation estimate, the total project construction cost is estimated to be approx. $1,606,589,806. The project is currently unfunded.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini [23 Code of Federal Regulations (CFR) 771.111(f)(1)]. Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical terminus for the project is I-30 to the south and SS 366 to the north. I-30 and SS 366 were determined to be the logical termini because these facilities are considered major interchanges. These facilities have a functional classification of Primary Highways per the North Central Texas Council of Governments (NCTCOG) Mobility 2045 roadway networks (NCTCOG 2022). The proposed project would reconstruct the existing I-345 facility and its connections to I-30, I-45, and SS 366.

Independent Utility

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area [23 CFR 771.111(f)(2)]. This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built.

The proposed project is of independent utility and reasonable expenditure even if no additional transportation improvements in the area are made and there are no restrictions on the consideration of alternatives for other reasonably foreseeable projects including those in the *Mobility 2045 Metropolitan Transportation Plan (MTP) Update*. The proposed project can stand on its own without the implementation of other traffic improvements because the project provides connectivity, mobility, and safety between two major highways by providing a depressed alternative, which satisfies the project's need, and

this would be true even if no other roads were built nearby. Because the project stands alone, it cannot and does not irretrievably commit federal funds for other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements [23 CFR 771.111(f)(3)] . This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements. Ongoing design coordination has occurred to ensure the proposed project would accommodate projects by others in the area. Other projects within the project area include improvements to various I-30 segments both east and west of the project, improvements to Cesar Chavez Blvd. from Commerce St. to Crockett St., Commerce St. and Elm St. improvements, and I-45 from Grand Ave. to US 175. The proposed project and these projects as mentioned are included in the transportation planning documents of the region. See **Appendices A**, **C**, and **D** for **Project Location Map**, **Schematic Layout**, and **Typical Sections**.

2.4 Planning Consistency

The proposed project is consistent with the NCTCOG's financially constrained MTP: Mobility 2045 MTP Update and the 2025-2028 Transportation Improvement Program (TIP). Copies of the MTP and TIP pages are included in **Appendix E**. The proposed project letting date would be 2033, and the estimated time of completion (ETC) would be 2037.

3.0 PURPOSE AND NEED

3.1 Need

The proposed project is needed because the existing I-345 from I-30 to SS 366 (a) provides limited direct pedestrian and bicyclist amenities (or accommodation) to connect communities to achieve multimodal mobility (b) does not meet current design and safety standards, and (c) is reaching its useful design life.

3.2 Supporting Facts and Data

Connectivity

The existing facility was constructed in 1973 as an unsigned interstate highway which connected the Central Expressway (US 75) to I-45 and I-30. As a result of the construction of I-345 in 1973, the neighborhoods of South, Southern and North Dallas were connected, however it is perceived that Downtown Dallas and Deep Ellum were separated by the

elevated structure. The existing facility prioritizes vehicle traffic and provides discontinuous pedestrian and bicycle facilities. Inconsistent pedestrian facilities are present on either side and the bridge columns limit pedestrian visibility; therefore, the existing facility presents limited direct pedestrian and bicyclist mobility and community connectivity. Terrain underneath the I-345 mainlanes can be rough in some areas, making it difficult to walk and bike along the facility. See **Photo 11** included in **Appendix B** for an illustration of existing conditions underneath I-345.

I-345 has been a part of, or the subject of several studies in recent years. The facility was identified in the CityMAP which evaluated highway corridors adjacent to the Central Business District (CBD) and focused on scenarios to improve mobility, livability/quality of life, and economics. In the CityMAP, there were five potential scenarios based on high-level planning that could be incorporated in the future for the I-345 corridor.

Pedestrian Mobility

Because pedestrian fatality rates in Texas have been above the national average between 2010 and 2019, the Federal Highway Administration (FHWA) designated Texas as one of the seven states that account for 54 percent of pedestrian fatalities nationwide. To address this issue, NCTCOG developed a Regional Pedestrian Safety Action Plan (PSAP). The PSAP was designed to provide guidance for the development of more detailed local plans to reduce the annual number of pedestrian fatalities to zero. The PSAP includes current conditions, the identification of the Primary and Secondary Pedestrian Safety Corridors (PPSC and SPSC), actionable items, and recommended policies.

NCTCOG used TxDOT's Crash Records Information System (CRIS) database to collect and analyze 7,072 crash records involving pedestrians throughout the region between 2014-2018, which is the time range for all the crash analysis in the PSAP. Among the conclusions, the analysis determined that 95 percent of the reported fatal and suspected serious injury (combined) pedestrian crashes happened in an urban setting. A pedestrian safety survey completed during PSAP development provided information regarding perceived barriers to walking as a mode of travel, safety concerns, and walkable destinations. Respondents identified the absence of sidewalks and trails as the top barrier to walking as a mode of transportation. Existing sidewalk and trail conditions and bad driver behaviors were also cited as barriers. Comments on these barriers further noted lack of connectivity to destinations, scooters and other micro-mobility devices as obstacles, and a lack of tree coverage/shade as concerns. Participants identified their top safety concerns as speeding vehicles along pedestrian routes, areas lacking sidewalks along roadways, and an overall lack of pedestrian facilities to cross highways.

A primary goal of the PSAP is to reduce the number of pedestrian crashes and fatalities within the region. To allocate funding to areas with potential for safety benefits, NCTCOG identified Primary Pedestrian Safety Corridor (PPSC) and Secondary Pedestrian Safety Corridor (SPSC), with the PPSC representing corridors within the highest range of crash density and the SPSC representing the second-highest range.

According to the NCTCOG Pedestrian Safety Corridors and 2014-2018 Pedestrian Crash Density map, which provides corridor location and crash information, there are four PPSC that cross I-345 within project limits. These are Corridor ID. 35, Main St. (35 crashes); Corridor ID. 57, Elm St. (35 crashes); Corridor ID. 48, Live Oak St. (27 crashes); and Corridor ID. 27, Ross Ave. (32 crashes). In addition, there is one intersecting PPSC just west of I-345, Corridor ID. 41, Young St. (20 crashes).

The PSAP recommended policies based on regional crash data analysis. The recommendations align with NCTCOG's mission statement in ensuring that the individual and collective power of local governments is utilized in supporting necessary steps to improve pedestrian safety. These are reflected in the existing MTP policies BP3-001, BP-002, and BP3-003.

Design Deficiencies (Geometry)

The design standards for roadways have changed from when the existing roadway was originally constructed. Deficiencies exist with current bridge vertical clearances (**Table 3-1**), ramp spacing (**Table 3-2**), shoulder widths (**Table 3-3**), and a 50-mph design speed curve between Pacific St. and Live Oak St.

The vertical clearance deficiencies listed in **Table 3-1** range from 13 ft-9 inch (in) to 16 ft for the minimum vertical standards of 16 ft-6 in and from 14 ft-3 into 18 ft-4 in for the 18 ft-6 in vertical standards.

Table 3-1: Bridge Vertical Clearance Deficiencies

Location	Measured (ft-in)	Required (ft-in)
I-345 over Hickory St.	15-3	16-6
I-345 over Dawson St.	15-5	16-6
I-345 over Louise Ave.	15-3	16-6
I-345 over NBWB	14-10	18-6
I-345 over WBSB	18-4	18-6
I-345 over Ross St.	14-3	18-6
I-345 over Ross St. SB-NB U-Turn	14-0	16-6
I-345 over Ross St. NB-SB U-Turn	13-9	16-6
I-345 EBNB over SBEB	15-6	18-6
Cesar Chavez Blvd. over SBWB	14-10	18-6
Cesar Chavez Blvd. over NBWB	14-10	18-6
Malcolm X over GP30WB	14-10	18-6
WR FR SB-NB U-Turn	14-2	16-6
EX-WR-75NB over GP345SB01	16-9	18-6
EX-WR-75NB over SBFR	16-0	16-6

Source: Project Team (July 2024).
EB: eastbound; WB: westbound; NB: northbound; SB: southbound; WR: Woodall Rogers; FR: frontage road; EX: exit

The ramp spacing deficiencies listed in **Table 3-2** range from 35 ft to 1,430 ft for the desirable standards ranging from 500 to 1,600 ft.

Closely spaced ramps result in weaving which is an undesirable situation because traffic must change lanes within a limited distance, to merge with traffic on the mainlane, or enter or exit the highway. Drivers are forced to compete for space, resulting in the roadway operating inefficiently.

Table 3-2: Ramp Spacing Deficiencies

Spacing/Location	Type	Measured (ft)	Desirable (ft)
Between I-30 WB to I-345 NB DC and I-345 NB exit to Bryan St.	Entrance to Exit	1,367	1,600
Between WR EB DC to I-345 SB and I-345 SB exit to Live Oak St.	Entrance to Exit	949	1,600
Between WR EB DC to I-345 SB and I-345 SB entrance from Hall St.	Entrance to Entrance	903	1,000
Between I-345 SB exit to Good Latimer Expy. and I-345 SB entrance from Hall St.	Exit to Entrance	358	500
Between I-345 SB exit to I-30 DCs and I-345 SB entrance from Good Latimer Expy.	Entrance to Exit	554	1,600
Between SB I-345 exit to Ross St. and SB I-345 exit to WB WR	Exit to Exit	605	1,000
Between EB WR DC to I-345 NB to I-345 NB exit to Haskell Ave.	Entrance to Exit	35	1,600
Between NB I-345 entrance from Good Latimer Expy. to NB I-345 exit to Hall St.	Entrance to Exit	35	1,600
Between SB I-345 entrance from Hall St. and SB I-345 exit to Ross St.	Entrance to Exit	238	1,000
Between I-30 WB DC to I-345 exit and entrance from 1st Ave.	Entrance to Exit	1,430	1,600
Between I-30 WB ML exit and Cesar Chavez Blvd. left exit	Entrance to Exit	181	1,600
Between I-30 WB/EB DC to NB I-345 and NB exit to Main St./Elm St.	Entrance to Exit	775	1,000
SB I-345 entrance from Commerce St./Main St. and SB I-345 DC exit to I-30 WB	Entrance to Exit	431	1,000
Entrance from SB Commerce St./Main St. to I-345 SB CD and exit to I-30 DCs	Entrance to Exit	572	1,000

Source: Project Team (July 2024).

WB: westbound; NB: northbound; DC: direct connector; WR: Woodall Rogers; EB: eastbound; SB: southbound.

There are several existing design deficiencies for inside and outside shoulder widths along I-345 and direct connectors ranging from 2 to 6 ft that are less than the desirable standards of 4, 8, and 10 ft as listed in **Table 3-3**.

Table 3-3: Shoulder Widths

Location	Measured (ft)	Desirable (ft)
SB I-345	6	10
SB I-345	6	10
NB I-345	6	10
DC I-345 NB to WR WB	2	4
DC WR EB to I-345 SB	2	4
DC I-30 EB to I-345 NB	6	8
DC I-30 WB to I-345 SB	6	8
DC I-345 NB to I-30 WB	6	8
DC I-345 SB to I-30 EB	6	8
DC I-345 SB to I-30 WB	4	8

Source: Project Team (July 2024).

Safety

In 2009, the NCTCOG Safety Program began calculating county level crash rates on limited access facilities within the 12-County Metropolitan Planning Area (MPA). NCTCOG compares the county level crash rates to the Dallas Fort Worth (DFW) regional crash rate on an annual basis. NCTCOG reported that the 2022 Dallas County crash rate (in HMVM) of 84.90 was higher that the regional crash rate for that year or 69.33 crashes per 100 million vehicle miles (HMVM)[2].

According to TxDOT's CRIS, there were a total of 674 crashes reported along the I-345 mainlanes for the years 2021 through 2023. Within the same period, an additional 155 crashes were reported along the I-345 frontage roads, and 71 crashes were reported along the I-345 ramps (**Table 3-4**).

According to the crash records for 2021, 2022, and 2023, sideswipes and rear-end collisions were, on average, the most prevalent types of crashes along the I-345 mainlanes, consisting of 38 percent and 27 percent of crashes, respectively. Major crash hotspots along the I-345 mainlanes were identified at the interchanges with SS 366, Ross Ave., and Good Latimer Expy.

TxDOT publishes statewide traffic crash rates for highway system facilities on an annual basis. These crash rates are calculated as crashes/HMVM. In 2021, TxDOT reported a statewide average crash rate of 160.7 for urban interstate facilities. In 2022, the reported number was 150.9, and in 2023 the reported number was 153.9 crashes/HMVM[3]. The crash rates along I-345 are above the statewide crash rates for 2021, 2022, and 2023 as shown in **Table 3-4**.

[2]Regional Crash Data. NCTCOG. https://nctcog.org/trans/quality/safety/transportation-safety/regional-crash-data.

[3] Statewide Traffic Crash Rates. TxDOT. (2021, 2022, 2023) https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2021/02.pdf; https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2022/02.pdf; and https://www.txdot.gov/content/dam/docs/trf/crash-reports-records/2023/02.pdf

Table 3-4: Number of Crashes (2021-2023)[4]

Project Section	Year	Mainlane Crashes	Frontage Road Crashes	Ramp Crashes	Calculated Crash Rate (Crashes/HMVM)	Average Statewide Crash Rate by Highway System - Interstate (Urban) (Crashes/HMVM)
I-345 from I-30 to SS 366	2021	231	50	19	355.1	160.7
	2022	232	53	27	364.5	150.9
	2023	211	52	25	329.9	153.9
Totals		**674**	**155**	**71**		

Source: Project Team (July 2024).

Most crashes along the facility are attributed to distracted driving, speeding, and tailgating during the more congested hours of the day. Unsafe lane changes due to roadway design deficiencies combined with high congestion during peak hours may be primary causes for incidents along I-345.

An interstate access justification report (IAJR) for I-345 will be developed in coordination with the TxDOT Design Division and FHWA to evaluate traffic operations (including safety). Once completed, the report will be available at the TxDOT Dallas District office.

Design Life

The existing bridge, built in 1973, was designed following the 1965 AASHTO Specifications. The elevated structures were designed with no bent caps to provide secondary lateral stability.

In 2015, TxDOT conducted a feasibility study to evaluate alternatives to improve the structural condition of the bridge, reduce maintenance costs and reduce the frequency of maintenance and preservation activities. Several rehabilitation methods were implemented to the existing structures based on the study results. The yearly inspection continues to monitor the rehabilitated structures. The recent yearly inspection reports revealed that the cracks are still developing across the bridge.

3.3 Purpose

The purpose of the proposed project is to improve multimodal mobility, meet current design and safety standards.

[4] TxDOT Crash Records Information System (CRIS).

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative as described in **Section 2.2** would meet the project's purpose and need. The proposed project would improve multimodal mobility by replacing the existing bridge with a depressed facility, discontinuous frontage roads, provide for bicycle and pedestrian facilities with sidewalks, and cross/side street reconstruction. The proposed project would be designed per latest TxDOT design standards (TxDOT Roadway Design Manual).

Project Goals

Regional transportation goals for mobility, quality of life, system sustainability, and project implementation are defined in Mobility 2045 Update. Mobility 2045 Update supports bicycle and pedestrian improvements to connect communities, paying special attention to barriers to safe, active transportation travel including freeways, and major streets with high traffic volumes and speeds[5].

Improvements to I-345 offer the opportunity to meet many of these goals by improving the availability of transportation options for people and goods, supporting travel efficiency measures and system enhancements targeted at enhancing the safety and reliability, mobility, connectivity, sustainability, and quality of life. The proposed improvements support numerous policies and programs included in Mobility 2045 Update including:

- Policy TDM3-00: supports the congestion management process (CMP), which includes explicit consideration and appropriate implementation of travel demand management, transportation system management, and intelligent transportation system strategies during all stages of corridor development and operations.
- Policy FT3-007: considers and implements as appropriate the addition and improvement of interchanges, frontage roads, and auxiliary lanes on all freeway/tollway facilities to accommodate a balance between mobility, access, operational, and safety needs.
- Policy FP3-007: improves efficiency by promoting safety, mobility, and accessibility on the freight networks.
- Policy FT3-014: evaluates and implements all reasonable options to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and ROW.

[5] NCTCOG. Mobility 2045 Update, 6. Mobility Options: Active Transportation. p.6-25. (https://www.nctcog.org/getmedia/7dc33ef8-90d5-4236-abed-3cecd2a115cc/6-Mobility-Options-2045U.pdf)

- Policy BP3-001: supports the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promotes walking and bicycling as equals with other transportation modes.
- Policy BP3-002: implements pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.
- Policy BP3-003: supports programs and activities that promote pedestrian and bicycle safety, health, and education.

Mobility 2045 Update also includes new planning requirements from the Fixing America's Surface Transportation (FAST) Act, which authorizes federal highway, transit, safety, and rail programs. The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law", is a recent program that supports projects that improve community cohesion. The program is geared towards projects that focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity[6].

In May 2023 the City of Dallas issued a resolution in support of the TxDOT's recommended alternative referred to as the "Refined Hybrid Option." The resolution, included in **Appendix F**, supports the Build Alternative because, among other goals, it would eliminate the existing large physical barrier that impedes multimodal connectivity, reconnect communities, and allow for improved pedestrian and bicycle connections.

The 2016 CityMAP Project, which focused on improving mobility, livability/quality of life, and economics within the CBD, listed the following goals for the I-345 project: mobility, connectivity, sustainability, and economic development. It included opportunities to improve pedestrian and bicycle connections by reducing the number of ramps entering or exiting the street grid from a below grade I-345 highway as part of the "I-345/I45 Below Grade" scenario. Under this scenario, the city grid would then bridge over I-345 allowing the linkage of Deep Ellum and downtown. This scenario would offer the potential for capping sections of the corridor for future parks and other uses[7].

[6] Bipartisan Infrastructure Law. FHWA (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/).
[7] Dallas CityMAP. TxDOT. 2016. p. 13. (https://www.dallascitymap.com/DallasCityMAP_09272016_compressed.pdf)

The proposed I-345 project would incorporate the Mobility 2045 Update, the City of Dallas, and 2016 CityMAP Project goals within the improvements and impacts described throughout the environmental assessment (EA).

Added Benefit

Costs covering special inspections, routine inspections, repairs, and re-painting averaged, approximately, $1.2 million per year between 2004 and 2014. It is expected that the 20-year maintenance cost would be about $56,800,000 based on the estimated 2016 maintenance cost of $1,480,000[8]. A $30 million rehabilitation project was completed in 2016[9]. The most current maintenance project for the existing I-345 bridges (CSJ. 0092-14-086) was scheduled to start in spring 2024. The project is anticipated to take approx. a year to complete[10] and is to cost $21,883,782.80. A I-45 maintenance project (the mill, hydro-demo, and concrete estimated overlay of bridge deck project) (CSJ. 0092-14-103), estimated to start in summer 2024, from Pennsylvania Ave. to I-30, is estimated to cost $13,790,756[11]. An added benefit of the Build Alternative would be reduction of highway maintenance cost on I-345 between I-30 and SS 366 by replacing the aging facility.

4.2 No-Build Alternative

The No-Build Alternative consists of leaving I-345 as it is today, as an elevated structure. Under the No-Build Alternative, direct pedestrian and bicyclist amenities (or accommodation) to connect communities would not be implemented and design deficiencies would not be addressed. The No-Build Alternative would not depress the mainlanes following latest design standards; therefore, it would not improve multimodal mobility or replace the existing aging structure. The No-Build Alternative would not meet the purpose and need of the project. Therefore, the Build Alternative is the preferred alternative.

The No-Build Alternative is carried forward throughout the document as a baseline comparison to the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

I-345 was first identified for improvements following TxDOT's 2016 CityMAP Project, which evaluated highway corridors adjacent to the CBD. The conclusions of this project

[8] I-345 Bridge Feasibility Study. TxDOT (October 2015).
[9] I-345 Feasibility Study. TxDOT (August 2022, Page 4). (https://ftp.txdot.gov/pub/txdot/get-involved/dal/i-345/2022-08-22-i345-feasibility-report-final.pdf)
[10] I-345 Connects Newsletter. TxDOT (January 2024).
[11] TxDOT-Project Tracker (Accessed Aug. 9. 2024) (https://apps3.txdot.gov/apps-cq/project_tracker/)

led to a feasibility study specifically focused on the I-345 corridor.

In August 2022, TxDOT completed a feasibility study which evaluated conceptual alternatives for redesigning the facility. During the alignment evaluation process, TxDOT considered many factors and constraints which included engineering analysis, traffic analysis, safety and crash data, ROW requirements, existing and planned residential and commercial developments, and environmental constraints, among others. Alignments were eliminated from consideration if they did not address the problems (needs) identified in the feasibility study. Alternatives studied included no-build, removal, depressed, elevated, and hybrid alternatives. The study goals consisted of mobility, connectivity, sustainability, economic development, and construction cost. These were used in the evaluation matrix developed to determine the recommended preferred alternative. Each alternative had pros and cons in multiple areas of evaluation. Below, are the key reasons why each alternative was removed from further consideration reaching to the recommended preferred alternative presented to the public at the May 2022 public meeting:

- No-Build/Leave I-345 As-Is: The existing bridge could only be maintained for so long to stay safe and operational. The cost to maintain the existing bridge would continue to increase over time. Eventually it would become too costly to maintain, and replacement would be needed.
- Depressed Alternative: Severing Good Latimer Expwy. And Canton St. does not meet the City of Dallas Design Guidelines and was 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 Alternative: The existing elevated highway is perceived as a barrier between communities. An elevated alternative has a smaller environmental footprint and could be built back differently; however, the alternative was eliminated to provide community cohesion and connectivity between neighborhoods.
- Hybrid Alternative: This alternative is the best compromise by combining elements from the other alternatives based on public feedback.

The feasibility study concluded with the recommendation for the hybrid alternative, which consists of elevated and (primarily) depressed sections. Based on input, changes were made to the hybrid alternative to develop refinements to what is now the “recommended

alternative." In May 2023 the City of Dallas issued the resolution in support of the TxDOT's recommended alternative referred to as the "Refined Hybrid Option" (included in **Appendix F: Resource Agency Coordination and Supplemental Information**). TxDOT presented the recommended alternative schematic plans during a series of public meetings held in the Spring of 2024. This alternative corresponds to the Build Alternative in this report.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following documents were prepared and are currently available for review at the TxDOT Dallas District office:

- Transportation Conformity Report Form
- Species Analysis Form (SAF)
- Species Analysis Spreadsheet (SAS)
- Documentation of Texas Parks and Wildlife Department Best Management Practices
- Surface Water Analysis Form
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment (ISA)
- Induced Growth Technical Report
- Archeological Background Study (ABS)
- Project Coordination Request (PCR) for Historical Studies
- Historical Studies Research Design (RD)
- Historical Resources Survey Report (HRSR)
- Traffic Noise Technical Report
- Section 4(f) Documentation (to be included once it becomes available)
- Public Hearing Summary (to be included once it becomes available)

5.1 Right-of-Way Property Acquisition

The Build Alternative would not require additional ROW. Improvements would occur within an existing ROW width which varies from approx. 280 ft to 635 ft wide. Approximately 6.4 acres of surplus ROW would result from the proposed project. Surplus ROW would be sold at market value upon project completion. The City of Dallas would have the first right of refusal for purchase. The proposed project is shown in relation to the existing ROW lines in the **Environmental Resources Map** in **Appendix H**.

The Build Alternative would require a new drainage easement. The easement would be needed for the installation of an RCP and junction structures to convey storm water from the proposed I-345 facility main trunk line to the existing Town Branch storm sewer system. Two options are under evaluation in this EA. Option 1 would consist of a 0.30-acre easement within Carpenter Park and Pearl St. Option 2 would consist of a 0.85-acre easement along Pacific Ave. The selection of the most feasible option is pending further evaluation during final design, coordination with utility companies, and construction means and methods. The potential locations for the proposed easement are shown in the **Schematic Layout in Appendix C** and in the in the **Environmental Resources Map** in **Appendix H**.

No displacements are anticipated. However, if relocations were required, TxDOT would provide relocation assistance. The ROW acquisition and relocation process would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970.

The No-Build Alternative would not result in surplus ROW or the need for a new drainage easement.

5.2 Land Use

The proposed project is located within downtown Dallas, located in between the CBD and Deep Ellum. Areas adjacent to the project are exceptionally vertical with a multitude of high-rise apartment and office buildings. City parks are located nearby, with parts of John W. Carpenter Park (Carpenter Park) and Julius Schepps Park being within TxDOT ROW along the project. Most of the Dallas skyline is located to the west of the project in the CBD. East of the project is the Deep Ellum Historic District, which is largely home to one to two story buildings containing shops, restaurants, or cultural points of interest. According to the NCTCOG, the most prominent land use types are multi-family, industrial, vacant, office, and institutional land uses. The project area is full of everyday amenities, hosts ample urban greenspaces, and hosts a wide variety of commercial operations.

Neither the Build nor the No-Build Alternative would require any additional ROW. However, the Build Alternative would result in surplus ROW and a new drainage easement adjacent to the proposed improvements. The proposed surplus ROW would also be developed should it be made available for purchase. Most of the areas marked as surplus ROW are co-located with several parks/green spaces, which would provide opportunity to be utilized as green spaces should the City of Dallas choose to pursue in the future. Surplus ROW areas are discussed in more detail in **Section 5.14**.

Option 1 would require approximately 0.30 acre for the new easement within Carpenter Park and at Pearl St. for installation of an RCP and junction structures to meet the drainage requirements of the proposed project. There may be temporary trail closures and restricted/limited access during construction. However, no permanent land use changes (i.e., conversion from existing land use to highway ROW) would occur. Although impacts to the lawn or trail facilities may occur, the park and the street would be returned to pre-existing conditions after construction. Option 2 for the new easement would require an easement along Pacific Ave. During the construction phase of the proposed project, there is the potential for temporary lane or road closures (including detours); and other traffic disruptions. If road closures or detours are required along Pacific Ave., county and local public safety officials would be notified of the proposed road closures or detours. Like Option 1, no permanent land use changes would occur because of a new drainage easement along Pacific Ave.

The No-Build Alternative would not require additional ROW or easements; therefore, it would not result in the conversion of land into transportation uses.

5.3 **Farmlands**

The Farmlands Protection Policy Act (FPPA) of 1981 requires a farmland impact evaluation for applicable, federally funded projects. The purpose of the FPPA is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. The proposed project would not require additional ROW but would require a new drainage easement. The proposed project is located within an urbanized area identified by the U.S. Census Bureau Maps. As such, the FPPA does not apply.

The No-Build Alternative, located within an urbanized area, would not require additional ROW or easements. The FPPA does not apply.

5.4 **Utility Relocation**

It is reasonably foreseeable that utilities would have to be relocated because of this project. The impacts resulting from the removal of any utilities from within existing highway ROW (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this EA.

Several utilities are present within the project limits. Based on the proposed design, utility relocations would be required throughout the project; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses.

Utility crossings and potential parallel conflicts include water lines, gas service lines, sewer lines, fiber optic, and overhead electric. Utility agreements and notice to owners would be required for this project. Conflicting utilities would be either adjusted or relocated before the construction of the proposed project using standard TxDOT procedures. Access to private utility services will be maintained as part of the proposed project. Specific adjustments required would be identified during the preparation of the construction plans.

5.5 Community Impacts

A community impacts assessment for the proposed project includes analyses of regional and community growth, public facilities and services, potential ROW acquisitions, easements, community cohesion impacts, in addition to public involvement and Limited English Proficiency (LEP) population accommodations. Refer to the **Community Impacts Assessment Technical Report Form** available for review at the TxDOT Dallas District office, for detailed information on the socioeconomic resource analysis prepared for the project.

5.5.1 Community Study Area and Demographics

Given the urban nature of the project and the numerous options to define a study area (Highways, Districts, Rivers, Census Geographies, etc.), immediately adjacent census tracts were chosen to define the community study area. The community study area is almost entirely urban as I-345 weaves in between multiple high-rise office buildings, commercial operations, and urban green spaces at the heart of Dallas. Small portions of the Trinity River Floodway are encompassed by the study area. High-density development dominates the community, which is as dense as any urban center in the State of Texas. The community study area encompasses a total of 13 Census Tracts containing 24 Census Block Groups and 1,210 Census Blocks. According to 2020 Census data aggregated at the block level, the community study area is home to 39,547 people.

5.5.2 Displacements

No displacements are anticipated because of the project; therefore, a displacement analysis was not performed.

5.5.3 Access and Travel Patterns

Adverse impacts to access and travel patterns are not anticipated because of the proposed project. Localized impacts because of ramp relocation and reconstruction would occur, affecting access to and from I-345 near Commerce St., Elm St., Main St., and SS 366. Slightly longer routes to and from destinations immediately adjacent to I-345 in Deep Ellum or the CBD are anticipated. Current plans include depressing of the I-345

mainlanes, ramp realignments, and reconstruction of city cross streets. Cross streets would cross (at grade) over the mainlanes. General levels of access are anticipated to remain the same. Travel patterns would see minor impacts for those using the proposed facility for direct access to the adjacent cross streets. Refer to the **Community Impacts Assessment Technical Report Form** and the **I-345 Feasibility Study (2022)** for more detailed information.

Bicycle and Pedestrian Facilities

The U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (March 11, 2010) provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance with this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians.

Additionally, the current MTP (*Mobility 2045 Update*) includes policies, programs, and projects that support a range of mobility options such as bicycle and pedestrian facilities. Improving roadway design to accommodate bicycles and pedestrians can help reduce accidents and injuries.

The proposed project would include bicycle and pedestrian accommodations in compliance with TxDOT's Bicycle Accommodation Design Guidance (2021). This guidance implements USDOT and FHWA policy regarding bicycle and pedestrian accommodations. A 10-ft SUP would be included at a minimum on one side of the frontage roads within project limits. Sidewalks would be incorporated along 14 cross streets, compared to the existing 5 cross streets, and I-30 frontage roads. Both would be constructed in accordance with the Americans with Disabilities Act (ADA) guidelines. Both I-345 and Good Latimer Expy. have existing ramps that would be relocated because of the proposed improvements. The relocation of these ramps would allow for the reduction of pedestrian separation currently experienced by the community and improve east-west connections.

Under the No-Build Alternative, no new bicycle and pedestrian facilities would be constructed, nor would any existing facilities be reconstructed. The limited pedestrian facilities along I-345 would remain as is.

Emergency Services

No ROW impacts to public emergency services are anticipated from the Build Alternative. A total of three Police Stations, four fire stations, and a large Medical/Hospital Complex are located within the community study area delineated in the **Community Impacts Assessment Technical Report Form**. The Dallas Police Department Property Crimes Unit located at 1725 Baylor St., Dallas, TX 75226 is the only one of these services adjacent to the proposed improvements. However, given it handles with property crimes, the facility is likely not involved in emergency response. The Build Alternative would create new direct access to and from I-345 between the CBD and Deep Ellum, which could modify existing routes emergency responders take to specific destinations. However, given the dense urban nature of the study area and the location of emergency services, I-345 likely does not play a key role in facilitating emergency responses. Rather, the improved east-west connectivity over I-345 would be more beneficial than the changes in access along the interstate. There are multiple other alternative routes for emergency responders to use in the event of an emergency. In the event emergency responders need to pass through the area, the proposed project would improve response times by alleviating congestion.

Under the No-Build Alternative, current conditions would remain; therefore, emergency response times would not change. However, there would not be an alternate route available and consequently no improvement on response times in the event emergency responders need to pass through downtown Dallas. An increase in traffic demand, over time, would result in traffic congestion within the project limits, which could result in increases in emergency response times.

5.5.4 Community Cohesion

The I-345 bridge structure was constructed on new location in the 1970s. Doing so separated the neighborhood of Deep Ellum from Downtown Dallas. Being elevated, there are several cross streets underneath the existing facility to allow local east-west travel. Access is mainly limited to the cross streets, as other places under the elevated structure are fenced off and are not conducive to pedestrian traffic. Some pedestrian facilities are present on the cross streets; however, they are not prevalent throughout. The proposed project would result in the construction of a depressed highway facility. The existing cross streets underneath the facility would be reconstructed to bridge across the proposed I-345.

The proposed project would potentially result in approx. 6.4 acres of surplus ROW. The areas identified as potential surplus ROW would provide the opportunity to be utilized as green spaces or for redevelopment, should the City of Dallas choose to pursue in the

future. The City of Dallas would have the first right of refusal for purchase the land. TxDOT has been coordinating location of potential capping areas with the City of Dallas and other stakeholders as requested in the May 2023 City of Dallas Resolution.

During public involvement , TxDOT received concerns from the State Thomas Historic District neighborhood regarding a proposed direct connection between Allen St. and southbound I-345 and concerns that this connection could increase traffic into the neighborhood. In May 2024, TxDOT met with the residents of the State Thomas Historic District neighborhood to tour the neighborhood and answer questions. To address State Thomas neighborhood concerns, TxDOT revised the design to remove the Allen St. connection.

Public concerns regarding the impacts to Carpenter Park were also received during the project public meetings. Efforts to minimize impacts to Carpenter Park were taken during development of the schematic plans, including surplus ROW which provides others development opportunities.

Adverse impacts to community cohesion are not anticipated because of the proposed project. Rather, the proposed project would strengthen community cohesion reducing the separating effect of the existing facility. East-west travel perpendicular to the mainlanes would be safer for pedestrians and bicyclists and more efficient because of dedicated bicycle/pedestrian facilities crossing over the I-345 mainlanes along the reconstructed city street grid. The reconstruction of I-345 and city cross streets would foster better connectivity between the CBD and Deep Ellum (East-West across I-345).

5.5.5 Limited English Proficiency

LEP populations in the community study area are primarily characterized by Spanish speakers. All planned public engagement activities would include material in English and Spanish while Spanish language translators would be available for all meetings. Reasonable steps have been, and would continue to be taken, to ensure LEP persons have meaningful access to the programs, services, and information TxDOT provides. Meeting notices as well as meeting materials were provided in both English and Spanish. Interpreters were not requested, but will continue to be provided, if needed, for all future meetings. Bilingual (Spanish and English) translators were available at all meetings.

If a request is received, TxDOT will make every reasonable effort to accommodate persons with special communication or mobility needs. Refer to **Section 7.0** for more information about public involvement conducted for the project and LEP accommodations.

5.6 **Visual/Aesthetic Impacts**

Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. To achieve this goal, aesthetic components would be included in the proposed project.

The proposed project would reconstruct an elevated urban freeway to incorporate mostly depressed sections. Compared to the existing facility, most obstructed views would be removed. Elevated portions of freeway/ramps would remain at the northern and southern termini (SS 366 and I-30/I-45 interchange) resulting in view obstructions caused by stacked ramps and direct connectors. However, viewing obstructions at these locations is anticipated to be consistent with that of the existing facility; therefore, no visual impacts are anticipated.

Views towards the roadway would be nondescript. Given the depressed nature of the proposed facility, the mainlanes would only be visible from directly adjacent properties as they would be below the typical level of eyesight. The roadway would still be visible from elevated viewing positions in downtown Dallas. The proposed facility is being designed in a manner to provide opportunity for a locally sponsored deck plaza should the City of Dallas choose to pursue in the future. Any locally sponsored deck capping would require separate environmental documentation to be completed and approved as it would be a separate project. Portions of the vertical urban skyline would still be visible from the roadway but limited. The Dallas skyline would be visible on either side while on a ramp at an interchange.

Redesigning the elevated highway to a depressed configuration would serve as a benefit to visual appeal, opening views unavailable since before its original construction. Aesthetic treatments would be applied to help mitigate any potential adverse visual impacts. The proposed project would apply aesthetic treatments to the proposed structures. Urban design concepts would be developed to help blend the project into the adjacent communities and coordinated with the local government. Additional aesthetic design concepts could be incorporated into the project if additional funding from local governments could be secured. Additional features such as upgraded aesthetic railings and upgraded aesthetic lighting could be incorporated if additional funding was secured from the local government. Aesthetic improvements associated with the proposed project would follow current TxDOT aesthetic guidelines and would be equal to or improve the existing conditions.

The No-Build Alternative would not change the existing visual and aesthetic qualities of the project area.

5.7 Cultural Resources

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act (NHPA) in accordance with the Programmatic Agreement (PA) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings.

Cultural resources are structures, buildings, archeological/historic sites, districts (a collection of related structures, buildings, and/or archeological sites), and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the NHPA of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas (ACT) apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/SHPO and/or federally recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.7.1 Archeology

The purpose of the archeological study is to ensure compliance with Section 106 of the NHPA, as amended, and the ACT. An inventory of archeological resources (as defined by CFR, Title 36, Section 800.4 [36 CFR 800.4]) was conducted within the proposed project area to identify and evaluate any identified resources for their eligibility for inclusion in the National Register of Historic Places (NRHP), as per Section 106 (36 CFR Part 800), or for designation as State Antiquities Landmarks (SAL) under the ACT and Texas Administrative Code (TAC), Title 13, Chapter 26 (13 TAC 26).

The **Archeological Background Study** was completed in October 2023. It was concluded that further archeological investigations were not warranted. The proposed project would not result in impacts to cemeteries or archeological sites.

Consultation with federally recognized Native American tribes was initiated on October 31, 2023. The 30-day review period, ending on November 30, 2023, expired with no response. See **Appendix F** for tribal coordination documentation.

If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

Under the No-Build Alternative, construction of the proposed project would not occur; therefore, there would be no project-related impacts to archeological resources.

5.7.2 Historic Properties

A historical resources survey report (HRSR) of architectural and engineering resources located along the I-345 project was prepared to identify historic-age resources in compliance with Section 106 of the NHPA. Historic-age resources are defined as buildings, structures, objects, districts, or sites that are or will be 50 years old or older on the date the project is let for construction. The HRSR included data concerning resources constructed in or prior to 1986. Through consultation with THC, TxDOT established the area of potential effect (APE) for non-archeological resources 150 ft from the outer edge of the existing ROW. The report concluded that there were 145 historic-age resources on 117 parcels wholly or partially within the APE. Of these resources, 96 were previously surveyed, and 49 resources were evaluated for NRHP eligibility.

A review of the NRHP, the list of SAL, the list of Recorded Texas Historic Landmarks (RTHL), the THC Texas Historic Sites Atlas, and TxDOT historic files indicate that there are 5 previously determined individually eligible NRHP-eligible/Listed historic resources, 35 resources contributing to a NRHP-eligible/listed Historic District, and 6 non-contributing resources within the APE. In accordance with provisions of 36 CFR 800, a TxDOT pre-certified historian conducted a historic studies survey in March, April, and June of 2024 to identify additional properties listed and potentially eligible for listing in the NRHP.

The five resources previously determined individually eligible/listed within the APE for this project include the following:

- Resource 41: 2700 Canton St., Adam Hats; determined Individually NRHP-Eligible in the Downtown and Deep Ellum Survey (2022) and designated as a Dallas Landmark.
- Resource 56: 2614 Elm St.; determined Individually NRHP-Eligible in the Downtown and Deep Ellum Survey (2022).
- Resource 67: 2528 Elm St.; determined Individually NRHP-Eligible in the Downtown and Deep Ellum Survey (2022) and designated as a Dallas Landmark.
- Resource 101: Dallas High School; individually NRHP-Listed[12].

[12] The 2022 HHM Downtown and Deep Ellum Survey identified the resource as individually listed, and therefore it was counted as one if the five “Individually NRPH-Eligible/listed” resources, though TxDOT aggregator Map and NRPH nomination File on THC’s Atlas show the resource as a Contributing Resource to a NRHP Listed Historic District.

- Resource 113: 2700 Ann Williams Way, YMCA; determined individually NRHP-Eligible in the downtown and Deep Ellum Survey (2022), also an RTHL, and a Dallas Landmark.

The previously designated historic districts within the APE, are:

- Deep Ellum Historic District (NRHP-listed in 2023) - Within the APE, there are 26 Contributing Resources (not counting the resources both individually listed and contributing) and 5 Non-Contributing Resources.
- Dallas High School Historic District (Resource 101) - a single extant resource within a designated historic district; also identified as “individually listed” in the Downtown and Deep Ellum Survey (2022).
- Dallas Downtown Expansion Historic District - Recommended Eligible in the Downtown and Deep Ellum Survey (2022) within the APE, there are 9 Contributing Resources and 1 Non-Contributing Resource.

There are two historic districts recommended as NRHP-eligible and one resource recommended as individually NRHP-eligible. Resources 006a and 006b are recommended as contributing resources to the proposed NRHP-eligible Standard Spring and Axle Historic District under Criterion A for Transportation at the Local level of significance. This historic district has a period of significance of 1953 to 1970.

Resources 116a, 116b, and 116c are recommended as contributing to the proposed St. Peter Catholic Church and School Historic District. The district is recommended as NRHP-eligible under Criterion Consideration A: Religious Properties under Criterion A for the themes of Social History and Education at the Local level of significance. The period of significance for the district is c. 1945 to 1987.

A commemorative water fountain (Resource 117c), located in Griggs Park was recommended as individually eligible for listing in the NRHP under Criterion A for its association with Social History in the areas of segregation. This recommendation is at the Local level. Furthermore, Resource 117c is recommended as individually eligible for the NRHP under Criteria Consideration F: Commemorative Properties at the Local level. The location of these resources is shown in the **Environmental Resources Map** in **Appendix H**.

The proposed project design would not require the acquisition or any new ROW or easements from any of the parcels containing historic properties located within the APE for the proposed project. The **Project Coordination Request for Historical Studies**,

Historical Studies Research Design, and **Historical Resources Survey Report** prepared for the proposed project are available at the TxDOT Dallas District office.

No new ROW is proposed for the proposed project. However, per the schematic plans revised in January 2025, a new drainage easement would be required. The APE was adjusted in January 2025 to include a buffer of 150 ft around two new potential drainage easement options. Neither one of the proposed drainage easement options contain any historic-age resources, nor are there any historic resources elsewhere on the parcels which the proposed drainage easement options intersect. Because the project does not propose any new ROW and all proposed construction, except for the drainage easement, is planned within existing State ROW, physical effects upon resources (such as acquisition of property or demolition of historic resources) are not anticipated. Currently, there are no known direct, indirect, or cumulative effects to historic properties.

No adverse effects are anticipated to historic properties because of the proposed project. Non-archeological Section 106 findings of eligibility and effects will be included in **Appendix F** once it becomes available.

Under the No-Build Alternative, there would be no changes to existing conditions; therefore, no impacts to historic resources would occur.

5.8 Protected Lands

Section 4(f), Section 6(f), and Parks and Wildlife Code (PWC) Chapter 26

Several City of Dallas parks are located within project limits including Griggs Park, John W. Carpenter Park (Carpenter Park), Barry Annino Bark Park, Julius Schepps Park and Deep Ellum Urban Gardens. From these, three park facilities (Carpenter Park, Julius Schepps Park, and Barry Annino Bark Park) are either partially or completely located within TxDOT ROW along the existing I-345 (refer to the **Project Location Map** in **Appendix A** for park locations). The parts of the parks that are within TxDOT ROW, currently occupy land designated for transportation use and therefore, would not qualify as Section 4(f) properties. The City of Dallas and TxDOT signed a multiple use agreement (MUA) in 1992 stating which city parks are located on TxDOT property. Per the MUA, it is understood that "…the State does not impair or relinquish the State's right to use such lands for ROW purposes when it is required for the construction or reconstruction of the traffic facility for which is acquired…" The MUA is available for review in **Appendix F**. Due to public feedback received during the feasibility study, TxDOT has made design adjustments to the project for the City of Dallas to restore portions of Carpenter Park into TxDOT ROW in the future.

Deep Ellum Urban Gardens, a project of the Deep Ellum Community Association, is located just along the southbound I-345 on the corner of S. Good Latimer Expy. and Canton St. The Deep Ellum Urban Gardens is a community garden that would be removed by the Build Alternative. Deep Ellum Urban Gardens is a fenced space where residents of the surrounding community are motivated to grow their own food. Entry to the facility is free but owning a plot of land involves a cost. Maintenance is upkept by local volunteers. The Deep Ellum Urban Gardens are part of the TxDOT and City of Dallas MUA and not considered a protected land under Section 4(f), Section 6(f), or Parks and Wildlife Code (PWC) Chapter 26.

Section 4(f)

Two options are under consideration for a new drainage easement: Options 1 and 2. Option 1 would require an easement within Carpenter Park and Pearl St., a City of Dallas Park and city street, respectively. Option 2 would require an easement at Pacific Ave.

Under Option 1, the new drainage easement would be located within an area of Carpenter Park, located outside of the TxDOT ROW, which is excluded from the MUA signed in 1992 by the City of Dallas and TxDOT. Because Option 1 would require a new drainage easement from an area of Carpenter Park owned and maintained by the City of Dallas, Section 4(f) would apply. This new easement area within the park, approximately 0.13 acre, would result in a take from the park for installation of an RCP and junction structures underground to meet the drainage requirements of the proposed project. There would be restricted/limited access during construction. However, there would be no permanent impacts to the lawn or trail facilities. After installation of the RCP and junction structures, the park would be returned to pre-existing conditions.

It is anticipated that this easement would be considered a *de minimis* impact as defined in FHWA's Section 4(f) regulations. That is, the impacts of the new easement would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). Section 4(f) regulations allow that *de minimis* impacts may be authorized upon receiving the concurrence from the Official with Jurisdiction (OWJ) that the nature and extent of proposed impacts would be minimal and would not result in an adverse effect. In this situation, the OWJ for the park is the City of Dallas, whose concurrence would be required before the *de minimis* impacts could be authorized. TxDOT has started coordinating the potential drainage easement at Carpenter Park with the OWJ (City of Dallas) and is offering additional opportunity for public comment as part of the public hearings scheduled for April 22nd and 24th, 2025. The Section 4(f) documentation will be included in **Appendix G** once it becomes available.

Section 6(f)
There are no Section 6(f) properties adjacent to the project. The proposed project would not require the conversion of properties funded by the Land and Water Conservation Fund program to a non-outdoor public recreation use; therefore, a Section 6(f) Evaluation is not required.

PWC Chapter 26
Option 1 would require an easement within a publicly owned park, Carpenter Park; therefore, the PWC Chapter 26 would apply. Chapter 26 public hearing requirements would be met during the April 2025 public hearing.

The No-Build Alternative would have no impacts to Section 4(f), Section 6(f), or Chapter 26 properties.

5.9 Water Resources

5.9.1 Clean Water Act Section 404

This project will not involve any regulated activity in any jurisdictional waters and therefore does not require a United States Army Corps of Engineers (USACE) “dredge and fill” permit under Section 404 of the Clean Water Act (CWA). A **Surface Water Analysis Form** was prepared for the proposed project and is available at the TxDOT Dallas District office. Neither the Build nor the No-Build Alternative would have an impact on this resource.

5.9.2 Clean Water Act Section 401

Section 401 does not apply to this project because no permit from the USACE under Section 404 of the federal Clean Water Act is required. Neither the Build nor the No-Build Alternative would have an impact on this resource.

5.9.3 Executive Order 11990 Wetlands

This project is federally funded and therefore is subject to EO 11990, Protection of Wetlands. However, there are no wetlands within the proposed project area; therefore, Executive Order 11990 does not apply. Neither the Build nor the No-Build Alternative would have an impact on this resource.

5.9.4 Rivers and Harbors Act

The proposed project does not include construction activities in or over a navigable Water of the U.S.; therefore, Sections 9 and 10 of the Rivers and Harbors Act do not apply.

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource.

5.9.5 Clean Water Act Section 303(d)

This project is located within 5 linear miles (not stream miles) of, is within the watershed of, and drains to an impaired assessment unit under Section 303(d) of the federal CWA (Draft 2024 Texas 303(d) list) (see **Table 5-1**).

Table 5-1: Impaired Assessment Units

Watershed	Segment Name	Segment Number	Assessment Unit Number
Headwaters Trinity River	Upper Trinity River	0805	N/A

Source: Project Team (Aug. 2024).

To date, Texas Commission on Environmental Quality (TCEQ) has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the Construction General Permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

5.9.6 Clean Water Act Section 402

Because the Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the PS&E Preparation Manual require a Storm Water Pollution Prevention Plan (SWP3) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the

"Required Specification Checklists" require the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

Under the No-Build Alternative, as construction of the proposed project would not occur, there would be no alteration on the amount of runoff generated within the proposed project area. Therefore, no compliance with runoff associated permits would be required.

5.9.7 **Floodplains**

This project is federally funded and therefore is subject to EO 11988, Floodplain Management, and will not involve construction in the floodplain. A review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicated the project area is not within any 100-year floodplain area. Neither the Build nor the No-Build Alternative would have an impact on this resource.

5.9.8 **Wild and Scenic Rivers**

The Wild and Scenic Rivers Act does not apply.

5.9.9 **Coastal Barrier Resources**

The Coastal Barrier Resources Act does not apply.

5.9.10 **Coastal Zone Management**

The project is not located within the Texas Coastal Management Plan boundary. Therefore, a consistency determination is not required.

5.9.11 **Edwards Aquifer**

The TCEQ Edwards Aquifer Rules do not apply. The Environmental Protection Agency (EPA) Edwards Aquifer Memorandum of Understanding (MOU) does not apply.

5.9.12 **International Boundary and Water Commission**

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

5.9.13 **Drinking Water Systems**

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges (Item 103, Disposal of Wells), any drinking water well would need to be properly removed and disposed of during construction of the project.

5.10 **Biological Resources**

5.10.1 **Impacts to Vegetation**

The project area is in the Texas Blackland Prairies ecoregion of the Great Plains region. Per the Texas Ecosystem Analytical Mapper (TEAM), the mapped vegetation types in the project area consist of Urban Low Intensity (41.36 acres) and Urban High Intensity (126.24 acres). Urban Low Intensity consists of areas that are built-up but not entirely covered by impervious cover and includes most of the non-industrial areas within cities and towns. Urban High Intensity consists of built-up areas and wide transportation corridors that are dominated by impervious cover. Per the 2021 MOU TPWD, a habitat assessment of the project limits was performed and potential impacts to vegetation/habitat were determined.

Based on site visits, the entire proposed project is characterized as Urban High Intensity (167.60 acres). The potential vegetation impacts are included in the TEAM Vegetation and Ecosystems Table completed for the project and available at the TxDOT Dallas District office (see the **TEAM Mapped and Field Verified EMST Vegetation Map** available at the TxDOT Dallas District office for the location of this verified vegetation type).

The project area consists of urban and maintained vegetation consisting of annual ragweed (*Ambrosia artemisiifolia*), bald cypress (*Taxodium distichum*), bermudagrass (*Cynodon dactylon*), carelessweed (*Amaranthus palmeri*), cedar elm (*Ulmus crassifolia*), Chinese pistache (*Pistacia chinesis*), Mexican plum (*Prunus mexicana*), Queen Anne's lace (*Daucus carota*), and straggler daisy (*Calyptocarpus vialis*). Potential impacts to vegetation would be confined to the existing ROW and at two potential easement locations. Refer to **Appendix B** for representative photos that include vegetation within the project area. Impacts to Urban High Intensity vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation consisting of cedar elm and carelessweed, which is part of the landscaping, is necessary for the preparation and construction of the proposed project and would be avoided to the greatest extent practicable. Seeding and replanting with TxDOT-approved seed mixes containing native species would be used in the re-vegetation of disturbed areas.

The **Species Analysis Form, Species Analysis Spreadsheet,** and **Documentation of Texas Parks and Wildlife Department Best Management Practices Form** prepared for the proposed project are available at the TxDOT Dallas District office.

Under the No-Build Alternative, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur.

5.10.2 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. The department implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.10.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.10.4 Impacts to Wildlife

Developed land consisting of the I-345, SS 366, I-30, and I-45 major highways is present within the project area. Wildlife species expected to inhabit the proposed project area are likely adapted to an urban, developed environment. Mammalian species that likely inhabit the area include the Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and eastern fox squirrel (*Sciurus niger*). Various avian species likely to inhabit the area would include species such as the Northern Mockingbird (*Mimus polyglottos*), Mourning Dove (*Zenaida macroura*), Blue Jay (*Cyanocitta cristata*), Great-tailed Grackle (*Quiscalus mexicanus*), and Brown-headed Cowbird (*Molothrus ater*).

There is no suitable habitat present within the proposed project area for any federal or state-listed species. Suitable habitat for one Species of Greatest Conservation Need (SGCN), the Common Grackle (*Quiscalus quiscula*) is present (see **Section 5.10.10**).

Substantial impacts to wildlife within the project area are not anticipated. Construction related activities of the proposed project would occur within a highly urbanized environment. The constructed roadway would further restrict wildlife movement. More mobile species such as mammals and avian species which are currently able to migrate or nest under the existing facility would most likely relocate to suitable surrounding habitats. Wildlife that inhabits existing transportation structures or existing vegetation would be temporally displaced by construction-related activities. After construction activities are completed, the area would be revegetated according to TXDOT standards

providing similar habitat for wildlife species. It is likely that some wildlife species would recolonize the available habitat once construction of the proposed project is complete.

Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no project-related impacts to wildlife.

5.10.5 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code (TPWC) Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and,
- Schedule vegetation clearing activities outside of the typical nesting season (approximately October 1st through February 15).

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations.

5.10.6 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act does not apply to this project.

5.10.7 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 ft of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with the U.S. Fish and Wildlife Service (USFWS) is required.

5.10.8 Magnuson-Stevens Fishery Conservation Management Act

The Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply for this project.

5.10.9 Marine Mammal Protection Act

The project area does not contain suitable habitat for marine mammals.

5.10.10 Threatened, Endangered, and Candidate Species

The proposed project must comply with federal and state regulations for protecting and managing threatened and endangered fish, wildlife, and plant species. The Endangered

Species Act (ESA) of 1973 affords protection for federally listed threatened and endangered species and, where designated critical habitat for these species. Chapters 67 and 68 of the TPWC and Sections 65.171 - 65.176 of Title 31 of the TAC affords protection of state listed species. Chapter 88 of the TPWC and Sections 69.01 - 69.9 of the TAC affords protection to endangered plants.

The USFWS Official Species List from the Information for Planning and Consultation (IPaC) was obtained on January 21, 2025, for the proposed project. The TPWD RTEST Annotated County List of Rare Species data for Dallas County, accessed on January 21, 2025, was also obtained for the proposed project. This information was used to complete the SAF and the SAS that were prepared for the project. In accordance with the 2021 MOU, TxDOT coordinated with TPWD as this project required an EA. **Appendix F** includes the TPWD coordination documentation. A summary of the analysis is provided in the following paragraphs.

Federal and State Listed Species

Nine species were identified on the USFWS Official Species List for the proposed project. These are the tricolored bat (*Perimyotis subflavus*), Piping Plover (*Charadrius melodus*), Golden-cheeked Warbler (*Setophaga chrysoparia)*, Red Knot (*Calidris canutus rufa*), Whooping Crane (*Grus americana*), alligator snapping turtle (*Macrochelys temminckii*), Texas fawnsfoot (*Truncilla macrodon*), Texas heelsplitter (*Potamilus amphichaenus*), and the monarch butterfly (*Danaus plexippus*). The Louisiana pigtoe (*Pleurobema riddellii*) was not identified on the Official Species List but is listed as proposed threatened. For these species, either USFWS has not designated critical habitat or, if critical habitat has been designated, there is no critical habitat within the action area. The following discussion of these species identifies whether suitable habitat may be present, the anticipated effect or impact, and notes which ones are identified on TPWD's RTEST list.

The tricolored bat has been proposed as a federally endangered species. No suitable habitat consisting of woodland habitat, bluffs or cliffs, and large culverts of suitable size are present within the action area. No evidence of past or recent bat occupation, such as piles of guano and/or distinct musky odor was identified. The project would have no effect on the tricolored bat.

The Piping Plover and Red Knot are listed as threatened on the federal and state lists. These species are included in the species list as needing consideration for wind energy projects. As this is not a wind energy project and no suitable habitat is present within the action area for either species, the project would have no effect on the Piping Plover or Red Knot.

The Whooping Crane is listed as endangered on the federal and state lists. No suitable stopover habitat consisting of ponds or wetlands is present within the action area. The action area is outside of the breeding and wintering ranges for the species. The project would have no effect on the Whooping Crane.

The Texas fawnsfoot is listed as proposed threatened and the Texas heelsplitter is listed as proposed endangered on the federal list. Both species are listed as threatened on the state list. The Louisiana pigtoe was federally listed as proposed threatened in March 2023 and is listed as threatened on the state list. The action area does not contain any water features. No suitable habitat is present within the action area, and it would be unlikely to encounter these species. The project would have no effect on the Texas fawnsfoot, Texas heelsplitter, or Louisiana pigtoe.

The monarch butterfly is listed as a candidate species on the federal list and can be found in a variety of habitats. The action area contains mostly urbanized areas with limited nectar plant species. No suitable habitat is present within the project area, and it would be unlikely to encounter this species. The project would have no effect on the monarch butterfly.

The alligator snapping turtle is listed as proposed threatened on the federal list and threatened on the state list and can be found in deep perennial water bodies. The project area does not contain any water features. No suitable habitat is present within the project area, and it would be unlikely to encounter this species. The project would have no effect on the alligator snapping turtle.

TPWD's RTEST list also identified the Black Rail (*Laterallus jamaicensis*), White-faced Ibis (*Plegadis chihi*), Wood Stork (*Mycteria americana*), sandbank pocketbook (*Lampsilis satura*), Trinity pigtoe (*Fusconaia chunii*), and the Texas horned lizard (*Phrynosoma cornutum*) listed as threatened. No suitable habitat is present for any of these listed species and the project would have no impact to the species.

Species of Greatest Conservation Need

Suitable habitat was observed within the proposed project for one SGCN species, the Common Grackle (*Quiscalus quiscula*) at Carpenter Park. Although suitable habitat is present within the project area, this is a mobile species and there would be minimal tree removal and groundwork; therefore, no impacts to the species are anticipated.

The Texas Natural Diversity Database (TXNDD) data obtained from TPWD on January 28, 2025, was reviewed along with the TPWD Rare, Threatened, and Endangered Species of Texas (RTEST) list for Dallas County, accessed on January 21, 2025. The TXNDD radii of 1.5 miles and 10 miles from the project area were searched and revealed element of occurrence records within 1.5 and 10 miles of the proposed project. Within 1.5 miles of the proposed project there is one record for the Texas milk vetch (*Astragalus reflexus*), an SGCN listed species. The occurrence was observed in 1940 and was partially located within the project area at the east end of the project limits on I-30. It is unlikely that the project would have a potential effect on this species due to the development that has occurred in the area since 1940. Several elements of occurrences have been reported between 1.5 miles and 10 miles of the proposed project. Each of these occurrences are located outside of the project area and would not be impacted by the proposed project.

The TPWD "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources" was utilized to determine the Beneficial Management Practices (BMPs) to be implemented for this project and coordinated with TPWD during the Collaborative Review process. No suitable habitat was present for any Threatened and Endangered (T&E) or SGCN species and no BMPs are required at this time. Refer to **Section 8.0** for the **Documentation of Texas Parks and Wildlife Department Best Management Practices Form**, included in **Appendix F**.

Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no effects to federally and state- listed threatened, endangered, or candidate species, or SGCNs.

5.11 **Air Quality**

5.11.1 **Transportation Conformity**

This project is in Dallas County, which is within the Dallas-Fort Worth area that has been designated by the U.S. Environmental Protection Agency (EPA) as severe nonattainment area for the 2008 ozone National Ambient Air Quality Standards (NAAQS) and serious nonattainment for the 2015 ozone NAAQS; therefore, the transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS, as applicable.

The proposed action is consistent with the NCTCOG's financially constrained Mobility 2045 MTP Update and the 2025-2028 TIP, as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and the Federal Transit

Administration (FTA) on December 15, 2022. Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the NCTCOG TIP that are proposed for federal, or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

5.11.2 Hot-Spot Analysis

The proposed project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

5.11.3 Carbon Monoxide Traffic Air Quality Analysis

Generally, projects such as the proposed action are considered exempt from a transportation air quality analysis (TAQA) because they are intended to enhance traffic safety and improve traffic flow. The proposed action would not add capacity to an existing facility. Current and future emissions should continue to follow existing trends not being affected by this project. Due to the nature of this project, further carbon monoxide analysis was not required.

5.11.4 Mobile Source Air Toxics

The purpose of this project is to improve multimodal mobility and establish direct east-west connections by replacing the existing bridge structures, reconstructing the cross-street crossings over the mainlanes, and by implementing pedestrian and bicycle improvements following current design standards. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts in comparison to the No-Build Alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by over 31 percent[13]. This will both reduce the background level of MSAT as well as the possibility

[13] Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 2023 - https://www.fhwa.dot.gov/ENVIRonment/air_quality/air_toxics/policy_and_guidance/msat/

of even minor MSAT emissions from this project.

5.11.5 **Congestion Management Process**

The proposed project is an FHWA/FTA project, is within a nonattainment area for ozone, is within a Transportation Management Area (TMA) but is not adding single occupancy vehicle (SOV) capacity; therefore, a CMP analysis is not required.

5.11.6 **Construction Emissions**

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to fully use this and other local and federal incentive programs possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website[14].

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

The No-Build Alternative would not result in temporary increases in PM and MSAT emissions from construction activities. This alternative would not result in air quality impacts for criteria pollutants and would not be linked with any special MSAT concerns. Current and future emissions should continue to follow existing trends.

[14] https://www.tceq.texas.gov/airquality/terp

5.12 **Hazardous Materials**

A Hazardous Materials Initial Site Assessment (ISA) report was completed to summarize potential hazardous materials within and adjacent to the project corridor. The ISA included a site reconnaissance and environmental regulatory database search for the project area. A review of the database report dated November 13, 2023, was performed in general accordance with the American Society for Testing Materials (ASTM) Standard E1527 and TxDOT guidelines, which defines the environmental record sources to be reviewed and their minimum search distances from the project study area. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project. The ISA is maintained in the TxDOT Dallas District project files.

Based on the ISA, there is a possibility for hazardous materials impacts to the project from existing hazardous materials sites within and adjacent to the proposed project. There were 11 hazardous materials sites that were determined to be either moderate or high environmental risk to the project (see **Appendix H: Environmental Resources Map**). The moderate and high-risk sites are associated with storage facilities, former automotive repair, body shops and other automotive facilities, former school, historic drycleaners, other former facilities such as printing and plating and other commercial properties. The regulatory sites are TCEQ Voluntary Cleanup Program (VCPs), TCEQ Leaking Petroleum Storage Tanks (LPSTs), and Innocent Owner/Operator Program (IOPs) all with groundwater contamination issues as well as Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) and Resource Conservation and Recovery Act Corrective Actions (RCRA CORRACTS) listings (see **Table 5-2**). The remaining sites were determined to be either low environmental risk or no environmental concern.

Table 5-2: Moderate and High Environmental Risk Hazardous Material Sites

Appendix H Map ID.	Site Regulatory Name	Site Address	Site Location in Reference to Project	Site Regulatory Listing
3 and 5	Storage Choice	2409 & 2425 Canton St., Dallas, TX 75226	Adjacent W. of I-345 and S. of Commerce St.	AUL/MSD VCP APAR GWCC
16, 20, 74, and 88	City Lights Property/Clark Auto/ Weaver Spring & Brake/Former auto shop & print shop Current use of Live Oak St. and Cantegral St. sites: apartment buildings with parking garages (2727 and 770 Cantegral St.) Current use of Bryan St. and Boll St. sites: vacant lots	2601, 2603, 2625, and 2713 Live Oak St. 2701, 2705, 2709 Bryan St. 1010, 1012, 1022 Boll St. 718 and 721-723 Cantegral St., Dallas, TX 75204	Adjacent E. of I-345 bordered by Texas St., Live Oak St., and N. Good Latimer Expy.	AUL/MSD VCP (2) GWCC (2) GWCC HIST (2) APAR (2)
21 and 79	Old Dallas High School (Original school building now used as office space.)	2214 & 2218 Bryan St. 538 Pearl St., Dallas, TX 75201	Adjacent W. of I-345 between Bryan St. and Live Oak St.	MSD VCP APAR GWCC (3)
31, 32, 110, and 140	National Chrome Plating Co/Fisk Electric/Bridgford Frozen Rite Foods Currently a vacant lot and Bridgford Quality Foods	2404 E R. L. Thornton Fwy., 1707 S. Good Latimer Expy. 1601 S. Good Latimer Expy. Dallas, TX 75226	Adjacent SWC of I-30 and S. Good Latimer Expy.	CERCLIS CERCLIS NFRAP RCRA CORRACTS SEMSARCH RCRA TSD GWCC LPST
35, 76, 82 and 130	Crow Billingsley Number 17/Flora at Routh/Billingsley Art Partners/Former Smith Detective Agency Current use of combined sites: St. Paul United Methodist Church (1816 Routh St), One Arts Plaza high-rise multi-use (1722 Routh St.), parking lots.	Listed at Intersection of Flora St. and Routh St. 2627 Flora St, Dallas, TX 75201	Adjacent SWC of Woodall Rodgers Fwy and I-345	MSD VCP APAR GWCC (2) LPST
42, 45, and 94	Sparkletts Drinking Water/S Good Latimer Redevelopment Property Currently vacant lots.	1714 and 1718 S Good Latimer Expy., 2522, 2524, 2528 Louise Ave., Dallas, TX 75226	Adjacent NWC of I-345 and Dawson St.	MSD VCP APAR GWCC
57	No facility/business name given Currently a high-rise apartment building.	2400 Bryan St.	Adjacent SWC of I-345 and Bryan St.	IOP (2) GWCC HIST GWCC (2)
87	Town Central Currently high-rise office building and parking garage addressed at 2201 Main St, and parking lot.	100 N Central Expy., Dallas, TX 75201	Adjacent NWC of I-345 and Main St.	VCP

Appendix H Map ID.	Site Regulatory Name	Site Address	Site Location in Reference to Project	Site Regulatory Listing
97	Urban Farm Currently a vacant lot.	606 and 700 S. Good Latimer Expy., Dallas, TX 75226	Adjacent SWC of I-345 and Taylor St.	VCP APAR GWCC
116	Loco Properties Current use of sites/structures: Commercial/office spaces in the historic structures, parking lots, high-rise apartment/office building.	Seven sites generally bounded by Main St., Commerce St., S. Cesar Chavez Blvd., and Pearl Expy., Dallas, TX 75201	Adjacent W. of I-345 between Commerce St. and Main St.	VCP APAR GWCC
127, 149, 164, 185, 194, and 357	Vacant Commercial Tract Current use of sites: townhomes with multiple different addresses on Ross Ave. (3100 and 3200 Blocks) and Liberty St. (1000 Block).	3100 Ross Ave., Dallas, TX 75204	75 ft E. of Improvements on Ross Ave.	BROWNFIELDS (2) MSD VCP (2) APAR GWCC HIST GWCC (2) FED DRYCLEANERS (2) FED BROWNFIELDS

Source: Project Team (Sept. 2024).

The proposed project would also include the demolition of bridges. Asbestos-containing materials and lead-containing paint (LCP) may be present in the structures. Asbestos and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements.

Multiple sources of soil and groundwater contamination were identified from adjacent or surrounding properties with an average depth to groundwater of approximately 22 to 28 ft below the ground surface. Combined with the understanding of the depth and area of potential disturbance and history of site operations of concern, a plan for soil and groundwater testing could be developed as warranted. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

Under the No-Build Alternative, the proposed project would not be constructed; thus, project-related hazardous materials impacts would not occur.

5.13 **Traffic Noise**

A traffic noise analysis was prepared in accordance with TxDOT's FHWA-approved Traffic Noise Policy (2019).

Predicted traffic noise levels were modeled at representative receivers for land use activity areas adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. Modeled locations were primarily residential, both single and multi-family residential, restaurant patios, churches, schools, parks. The receiver locations are listed in **Table 5-3** and shown in the **Environmental Resources Map** included in **Appendix H**.

Table 5-3: Traffic Noise Levels dB(A) Leq

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R1-M-F Residential	1 of 3	B	67	74	76	+2	Yes
R2-S-F Home	1 of 3	B	67	73	72	-1	Yes
R3-The Cottages at Hickory Crossing (Outdoor Area)	1 of 3	C	67	68	68	0	Yes
R4-The Cottages at Hickory Crossing (Outdoor Area)	1 of 3	C	67	71	70	-1	Yes
R5a-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	72	71	-1	Yes
R5b-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	74	73	-1	Yes
R5c-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	74	73	-1	Yes
R5d-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	75	73	-2	Yes
R5e-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	74	73	-1	Yes
R5f-The Cottages at Hickory Crossing (S-F Home)	1 of 3	B	67	74	74	0	Yes
R7-1a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	67	68	+1	Yes
R7-1b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	71	72	+1	Yes
R7-1c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	74	75	+1	Yes
R7-2a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	68	70	+2	Yes
R7-2b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	72	73	+1	Yes
R7-2c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	75	75	0	Yes
R7-3a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	70	72	+2	Yes
R7-3b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	74	75	+1	Yes
R7-3c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	76	76	0	Yes
R7-4a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	72	74	+2	Yes
R7-4b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	76	77	+1	Yes
R7-4c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	77	79	+2	Yes
R7-5a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	75	78	+3	Yes
R7-5b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	78	80	+2	Yes
R7-5c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	79	80	+1	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R7-6a–Level 0- The Crosby (Apartments) 1st Floor	3 of 3	B	67	76	80	+4	Yes
R7-6b–Level 1- The Crosby (Apartments) 2nd Floor	3 of 3	B	67	79	81	+2	Yes
R7-6c–Level 2- The Crosby (Apartments) 3rd Floor	3 of 3	B	67	80	81	+1	Yes
R7-7-The Crosby (Apartments) Pool	3 of 3	C	67	69	69	0	Yes
R7-8-The Crosby (Apartments) Courtyard	3 of 3	C	67	67	68	+1	Yes
R8-Deep Ellum Brewing (Patio)	1 of 3	E	67	62	61	-1	No
R9-Mama Tried (Patio)	1 of 3	E	72	71	73	+2	Yes
R10-Cane Rosso (Patio)	1 of 3	E	72	74	74	0	Yes
R11a–Level 0- Punch Bowl Social (Patio)	1 of 3	E	72	68	65	-3	No
R11b–Level 1- Punch Bowl Social (Patio)	1 of 3	E	72	72	70	-2	No
R12a–Level 1- The Hamilton (Apartments) 2nd Floor	1 of 3	B	67	66	55	-11	No
R12b–Level 2- The Hamilton (Apartments) 3rd Floor	1 of 3	B	67	68	58	-10	No
R13a–Level 1- The Hamilton (Apartments) 2nd Floor	1 of 3	B	67	68	64	-4	No
R13b–Level 2- The Hamilton (Apartments) 3rd Floor	1 of 3	B	67	71	66	-5	Yes
R14a–Level 1- The Hamilton (Apartments) 2nd Floor	1 of 3	B	67	69	62	-7	No
R14b–Level 2- The Hamilton (Apartments) 3rd Floor	1 of 3	B	67	73	66	-7	Yes
R15–Live Oaks Lofts Pool	2 of 3	C	67	56	54	-2	No
R16-1a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	68	65	-3	No
R16-1b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	70	67	-3	Yes
R16-1c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	71	69	-2	Yes
R16-2a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	69	66	-3	Yes
R16-2b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	71	68	-2	Yes
R16-2c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	72	70	-2	Yes
R16-3a–Level 0- Oak & Ellum (Apartments) 1str Floor	2 of 3	B	67	70	68	-2	Yes
R16-3b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	72	71	-1	Yes
R16-3c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	73	73	0	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R16-4a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	72	71	-1	Yes
R16-4b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	74	74	0	Yes
R16-4c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	74	75	+1	Yes
R16-5a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	74	75	+1	Yes
R16-5b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	75	76	+1	Yes
R16-5c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	75	77	+2	Yes
R16-6a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	75	76	+1	Yes
R16-6b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	76	77	+1	Yes
R16-6c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	76	77	+1	Yes
R16-7a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	77	79	+2	Yes
R16-7b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	78	79	+1	Yes
R16-7c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	78	79	+1	Yes
R17-1a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	75	76	+1	Yes
R17-1b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	76	77	+1	Yes
R17-1c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	76	77	+1	Yes
R17-2a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	74	75	+1	Yes
R17-2b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	75	76	+1	Yes
R17-2c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	75	77	+2	Yes
R17-3a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	73	73	0	Yes
R17-3b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	75	75	0	Yes
R17-3c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	75	76	+1	Yes
R17-4a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	71	71	0	Yes
R17-4b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	73	74	+1	Yes
R17-4c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	74	75	+1	Yes
R17-5a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	70	69	-1	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R17-5b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	72	72	0	Yes
R17-5c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	73	73	0	Yes
R17-6a–Level 0- Oak & Ellum (Apartments) 1st Floor	2 of 3	B	67	69	67	-2	Yes
R17-6b–Level 1- Oak & Ellum (Apartments) 2nd Floor	2 of 3	B	67	71	70	-1	Yes
R17-6c–Level 2- Oak & Ellum (Apartments) 3rd Floor	2 of 3	B	67	72	72	0	Yes
R18-1a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	65	63	-2	No
R18-1b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	68	65	-3	No
R18-1c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	69	66	-3	Yes
R18-2a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	65	63	-2	No
R18-2b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	68	66	-2	Yes
R18-2c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	69	66	-3	Yes
R18-3a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	66	64	-2	No
R18-3b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	69	66	-3	Yes
R18-3c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	70	67	-3	Yes
R18-4a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	66	64	-2	No
R18-4b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	69	66	-3	Yes
R18-4c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	71	67	-4	Yes
R18-5a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	67	65	-2	No
R18-5b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	70	67	-3	Yes
R18-5c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	72	68	-4	Yes
R18-6a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	68	66	-2	Yes
R18-6b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	71	67	-4	Yes
R18-6c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	72	69	-3	Yes
R18-7a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	69	67	-2	Yes
R18-7b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	72	68	-4	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R18-7c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	73	70	-3	Yes
R18-8a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	70	67	-3	Yes
R18-8b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	73	69	-4	Yes
R18-8c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	74	71	-3	Yes
R18-9a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	70	67	-3	Yes
R18-9b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	73	69	-4	Yes
R18-9c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	74	71	-3	Yes
R18-10a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	71	68	-3	Yes
R18-10b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	74	70	-4	Yes
R18-10c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	75	72	-3	Yes
R18-11a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	73	69	-4	Yes
R18-11b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	75	72	-3	Yes
R18-11c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	76	74	-2	Yes
R19-Gateway East (Apartments) Pool	2 of 3	C	67	64	61	-3	No
R20a–Level 0- Gateway East (Apartments) 1st Floor	2 of 3	B	67	70	67	-3	Yes
R20b–Level 1- Gateway East (Apartments) 2nd Floor	2 of 3	B	67	74	70	-4	Yes
R20c–Level 2- Gateway East (Apartments) 3rd Floor	2 of 3	B	67	75	73	-2	Yes
R21-Townhome (Roof Patio)	2 of 3	B	67	74	70	-4	Yes
R22-Townhome (Balcony)	2 of 3	B	67	64	62	-2	No
R23-Townhome (Balcony)	2 of 3	B	67	64	62	-2	No
R24-Townhome (Balcony)	2 of 3	B	67	65	63	-2	No
R25-Townhome (Roof Patio)	2 of 3	B	67	76	74	-2	Yes
R26-XOXO Dining Room (Patio)	2 of 3	E	72	65	61	-4	No
R27-Townhome Patio	2 of 3	B	67	70	66	-4	Yes
R28-Townhome Patio	2 of 3	B	67	68	63	-5	No
R29-Townhome Patio	2 of 3	B	67	67	62	-5	No
R30-Townhome (Roof Patio)	2 of 3	B	67	77	78	+1	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R31-Townhome (Patio)	2 of 3	B	67	73	72	-1	Yes
R32-Townhome Patio	2 of 3	B	67	72	71	-1	Yes
R33-Townhome (Roof Patio)	2 of 3	B	67	77	78	+1	Yes
R34-Townhome (Roof Patio)	2 of 3	B	67	76	77	+1	Yes
R35-Starbucks Patio	2 of 3	E	72	71	71	0	Yes
R39-Griggs Park (Basketball Court)	2 of 3	C	67	71	73	+2	Yes
R40-Griggs Park (Bench)	2 of 3	C	67	61	62	+1	No
R41-Griggs Park (Playground)	2 of 3	C	67	66	67	+1	Yes
R42-Notre Dame School	2 of 3	D	52	43	45	+2	No
R42a–Notre Dame School (Playground)	2 of 3	C	67	61	63	+2	No
R43-St. Peters Catholic Church	2 of 3	D	52	47	50	+3	No
R44-1a–MAA Uptown Village (Apartments) Lvl 1	2 of 3	B	67	73	75	+2	Yes
R44-1b–MAA Uptown Village (Apartments) Lvl 2	2 of 3	B	67	75	76	+1	Yes
R44-2a–MAA Uptown Village (Apartments) Lvl 1	2 of 3	B	67	73	75	+2	Yes
R44-2b–MAA Uptown Village (Apartments) Lvl 2	2 of 3	B	67	75	76	+1	Yes
R44-3a–MAA Uptown Village (Apartments) Lvl 1	2 of 3	B	67	74	75	+1	Yes
R44-3b–MAA Uptown Village (Apartments) Lvl 2	2 of 3	B	67	75	76	+1	Yes
R44-4a–MAA Uptown Village (Apartments) Lvl 1	2 of 3	B	67	74	74	0	Yes
R44-4b–MAA Uptown Village (Apartments) Lvl 2	2 of 3	B	67	75	76	+1	Yes
R45a-Level 0- MAA Uptown Village (Apartments) 1st Floor	2 of 3	B	67	71	68	-3	Yes
R45b-MAA Uptown Village (Apartments) 1st Floor	2 of 3	B	67	72	69	-3	Yes
R45c-MAA Uptown Village (Apartments) 3rd Floor	2 of 3	B	67	74	71	-3	Yes
R50-St. Paul Methodist Church	2 of 3	D	52	45	47	+2	No
R51- Fellowship Church	2 of 3	D	52	47	45	-2	No
R52- Carpenter Park	2 of 3	C	67	74	66	-8	Yes
R53- Julius Schepps Park	1 of 3	C	67	71	74	+3	Yes
R54- Barry Annino Bark Park	1 of 3	C	67	72	77	+5	Yes
R55-1a-Park at Farmers Market (Apartments) Lvl 2 Balcony	1 of 3	B	67	70	74	+4	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R55-1b-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	72	75	+3	Yes
R55-2-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	72	75	+3	Yes
R55-3-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	70	73	+3	Yes
R55-4-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	69	72	+3	Yes
R55-5-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	67	69	+2	Yes
R55-6-Park at Farmers Market (Apartments) Lvl 3 Balcony	1 of 3	B	67	66	68	+2	Yes
R56-1a-Park at Farmers Market (Apartments) Lvl 1	1 of 3	B	67	69	69	0	Yes
R56-1b-Park at Farmers Market (Apartments) Lvl 2	1 of 3	B	67	70	72	+2	Yes
R56-1c-Park at Farmers Market (Apartments) Lvl 3	1 of 3	B	67	72	73	+1	Yes
R56-2a-Park at Farmers Market (Apartments) Lvl 1	1 of 3	B	67	70	71	+1	Yes
R56-2b-Park at Farmers Market (Apartments) Lvl 2	1 of 3	B	67	71	73	+2	Yes
R56-2c-Park at Farmers Market (Apartments) Lvl 3	1 of 3	B	67	73	74	+1	Yes
R56-3a-Park at Farmers Market (Apartments) Lvl 2	1 of 3	B	67	70	70	0	Yes
R56-3b-Park at Farmers Market (Apartments) Lvl 1	1 of 3	B	67	71	73	+2	Yes
R56-3c-Park at Farmers Market (Apartments) Lvl 3	1 of 3	B	67	73	74	+1	Yes
R56-4a-Park at Farmers Market (Apartments) Lvl 1	1 of 3	B	67	68	68	0	Yes
R56-4b-Park at Farmers Market (Apartments) Lvl 2	1 of 3	B	67	69	71	+2	Yes
R56-4c-Park at Farmers Market (Apartments) Lvl 3	1 of 3	B	67	71	72	+1	Yes
R59-1a-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	78	+1	Yes
R59-1b-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-2a-Skyline Farmers Markets Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-2b-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-3a-Skyline Farmers Market Apartments (1st Floor)	1 of 3	B	67	74	77	+3	Yes
R59-3b-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-3c-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	77	79	+2	Yes

Representative Receiver	Appendix H Sheet Number	NAC Category	NAC dB(A) Leq	Existing	Predicted (2057)	Change (+/-)	Noise Impact (Yes/No)
R59-4a-Skyline Farmers Market Apartments (1st Floor)	1 of 3	B	67	74	77	+3	Yes
R59-4b-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-4c-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-5a-Skyline Farmers Market Apartments (1st Floor)	1 of 3	B	67	75	78	+3	Yes
R59-5b-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-5c-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-6a-Skyline Farmers Market Apartments (1st Floor)	1 of 3	B	67	75	79	+4	Yes
R59-6b-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-6c-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	78	79	+1	Yes
R59-7a-Skyline Farmers Market Apartments (1st Floor)	1 of 3	B	67	75	79	+4	Yes
R59-7b-Skyline Farmers Market Apartments (2nd Floor)	1 of 3	B	67	77	79	+2	Yes
R59-7c-Skyline Farmers Market Apartments (3rd Floor)	1 of 3	B	67	78	80	+2	Yes
R60-Skyline Farmers Market Apartments (Pool)	1 of 3	C	67	52	54	+2	No
R61-City Futsal Fields	1 of 3	C	67	68	66	-2	Yes
R62-City Futsal Fields	1 of 3	C	67	63	61	-2	No

Source: Project Team (January 2025).

S-F: Single-family; M-F: Multi-family; Lvl: Level; Leq: equivalent sound level.

(1) The negative change is due to the change of I-345 from elevated to the proposed depressed alignment which results in a reduction of predicted noise levels.

(2) Interior sound levels for NAC D were reduced by 25 dBA per TxDOT Noise Policy 2019 and Guidelines.

As indicated in **Table 5-3**, the Build Alternative would result in a traffic noise impact at one or more representative receiver locations and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of noise barriers.

Noise abatement measures were considered for each location with predicted noise impacts. Three preliminary noise barriers (NBs) would be feasible and reasonable for the impacted receptors indicated in **Table 5-4** below and illustrated in **Appendix H: Environmental Resources Map**.

Table 5-4: Noise Barrier Proposal (Preliminary)

Noise Barrier No.	Representative Receivers	Total # Benefited Receptors	Length (feet)	Height (feet)	Total Area (sq. ft.)	Sq. Ft. per Benefited Receptor
NB2	R3-R5f	8	576	10	5,760	720
NB4C	R59-1a – R60	15	225	20	4,500	300
NB6-1 & NB6-2	R55-1a – R56-4c	18	253	20	5,060	281

Source: Study Team (January 2025).

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents. Details regarding the abatement analysis can also be found in the **Traffic Noise Technical Report** available at the TxDOT Dallas District office.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2057) noise impact contours (**Table 5-5**).

Table 5-5: Predicted Traffic Noise Contours

Location	Land Use	Impact Contour dB(A)	Distance from ROW
East of I-345 north of SS 366	NAC B&C	66	200 ft
	NAC E	71	75 ft
East of I-345 north of Bryan St.	NAC B&C	66	250 ft
	NAC E	71	100 ft
West of I-345 north of Dawson St.	NAC B&C	66	0 ft
	NAC E	71	0 ft

Source: Project Team (January 2025).
Impact contours are 1 dB(A) lower than the NAC per category to reflect impacts that would occur because of approaching the NAC for the respective contours.

A copy of the traffic noise analysis would be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA or TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Under the No-Build Alternative, traffic noise levels along the project would remain like existing conditions or would increase with increasing traffic on adjacent existing

roadways. However, traffic noise along the existing I-345 facility would be expected to increase with an associated increase in traffic volumes.

5.14 **Induced Growth**

The proposed project would reconstruct the existing facility into a depressed configuration and would not require additional ROW. It would, however, result in surplus ROW and a new drainage easement. It was determined that the project would exert influence on development activities and patterns within a 1,652-acre area of influence (AOI) around the project. Within this AOI, approximately 302 acres (18 percent) would be subject to project induced growth.

Resources utilized to forecast induced development included local planners, comprehensive plans, satellite imagery, and programs facilitated by City of Dallas Economic Development. Of the 302 acres of projected project induced growth, 59 percent would result from new development, 38 percent from redevelopment of existing properties, and 2 percent from potential surplus ROW. Generic types of induced growth were derived from the new Forward Dallas Comprehensive Land Use Plan. A review of the plan and its designated placetypes[15] help to determine the acreages for each type presented in **Table 5-6**.

Table 5-6: Project Induced Growth (Forward Dallas Placetypes)

Forward Dallas Placetype	Approx. Total Induced Growth Acreage				
	Residential	**Mixed Use**	**Commercial**	**Office**	**Industrial**
Community Mixed Use	45	51	19	13	0
Regional Mixed Use	15	38	15	8	0
City Center/ Urban Core	12	24	6	19	0
City / Urban Residential	20	2	3	6	0
Sub-Totals	**92**	**115**	**43**	**46**	**0**
Total	**296 + 6.4 (Surplus ROW) = 302 acres**				

Sources: Project Team (Feb. 2024); Forward Dallas 2.0 Comprehensive Land Use Plan-Revised Draft #2. (Dec. 2023).

[15] As explained in the Forward Dallas Comprehensive Land Use Plan, a placetype is "…a holistic, larger scale vision for a community or place that incorporates a desired mix of land uses, design, and density." The descriptions for each individual placetype help guide the amount of project induced growth types shown in Table 5-6. https://dallascityhall.com/departments/pnv/Forward-Dallas/Pages/Resources.aspx

The exact location of project induced growth is largely guided by the Tax Increment Financing (TIF) Districts[16] present in downtown Dallas. These districts help to identify underperforming real estate and push for redevelopment by reinvesting property tax revenues. Given the urban and developed nature of the AOI, there is plenty of electric, water and sewage infrastructure to support project induced growth.

Induced growth impacts could potentially occur at two archeological sites located within vacant parcels designated as Community Mixed Use placetypes; however, neither site is NRHP eligible. Additionally, special consideration would have to be given to development/redevelopment within designated Dallas Landmark Districts to preserve their character. Regarding potential impacts to historic resources, ultimately, project-induced development would be undertaken by private entities and would be subject to federal and local laws which often dictate mitigation procedures. Further information can be found in the **Induced Growth Analysis Technical Report** available for review at the TxDOT Dallas District office.

Under the No-Build Alternative, development and redevelopment could still occur within the project AOI along the existing I-345 facility; however, it would not be considered induced or accelerated by any specific roadway project.

5.15 **Cumulative Impacts**

Council on Environmental Quality (CEQ) regulations (40 CFR § 1508.7) define cumulative impacts (i.e., effects) as “the impact on the environment which results from the incremental impact of the proposed action when added to other past, present and reasonably foreseeable future actions.” The purpose of a cumulative effects analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. This approach allows the evaluation of the incremental impacts of the proposed project considering the overall health and abundance of selected resources. The evaluation process for each resource considered may be expressed in shorthand form as follows:

BASELINE CONDITION (historical and current)	+	FUTURE EFFECTS (expected projects)	+	PROJECT IMPACTS (direct and indirect)	=	CUMULATIVE EFFECTS

[16] Further information on TIF Districts can be found at the City of Dallas Economic Development website: https://www.dallasecodev.org/358/Tax-Increment-Financing-Districts.

The following five-step approach as described in TxDOT *Cumulative Impacts Analysis Guidelines* (2019), was utilized to assess the potential cumulative effects of the past, present, and reasonably foreseeable actions to the resources in the study area:

1. Resource Study Area, Conditions and Trends;
2. Direct and Indirect Effects on Each Resource from the Proposed Project;
3. Other Actions – Past, Present, and Reasonably Foreseeable – and their Effect on Each Resource;
4. The Overall Effects of the Proposed Project Combined with other Actions; and
5. Mitigation of Cumulative Effects.

All the resource categories considered in this EA are candidates for cumulative effects analysis. The initial step of the cumulative effects analysis uses information from the evaluation of direct and indirect impacts in the selection of environmental resources that should be evaluated for cumulative effects. TxDOT guidelines state: "If a project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource." CEQ guidance recommends focusing on key resource issues of national, regional, or local significance. To identify potential issues, the resource is considered, whether it is protected by legislation or resource management plans; ecologically important; culturally important; economically important; or important to the well-being of a human community.

Applying these criteria, the resources or environmental issues considered for the cumulative effects analysis are listed in **Table 5-7**. As recommended by CEQ guidance, specific indicators of the condition of each resource are identified and shown. The use of indicators of the health, abundance, and/or integrity of resources are helpful tools in formulating quantitative or qualitative metrics for characterizing overall impacts to resources. These indicators are also key aspects of each resource that have already been evaluated in terms of the direct and indirect impacts of a project and facilitate greater consistency and objectivity in the analysis of cumulative effects.

Table 5-7: Resources Considered for Cumulative Impacts Analysis

Resource or Topic Evaluated	TxDOT/CEQ Criteria[17]			Included for Cumulative Impacts Analysis	Explanation For Including or Excluding the Resource or Topic from Cumulative Effects Analysis
	Would the Resource or Topic be Directly or Indirectly Impacted?	Would the Direct or Indirect Impacts be Substantial ?	Is the Resource in Poor or Declining Health?		
Visual	No	No	No	No	Excluded because direct and indirect impacts are not anticipated.
Biological Resources					
Threatened and Endangered Species	No	No	No	No	Excluded because direct and indirect impacts are not anticipated.
Migratory Birds	No	No	No	No	
Vegetation and Wildlife Habitat	No	No	No	No	
Soils	No	No	No	No	
Farmland	No	No	No	No	
Socio-economic Resources					
Community	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
Cultural Resources					
Historic Properties	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
Archeological Resources	No	No	No	No	
Water Resources					
Groundwater	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
Threatened or Impaired Waters	No	No	No	No	
Wetlands and Jurisdictional Waters of the U.S.	No	No	No	No	
Floodplains	No	No	No	No	
Water Quality	No	No	No	No	

Source: Project Team (July 2024).

[17] In accordance with TxDOT (2019), AASHTO (2011) and CEQ (1997) selection criteria for limiting the scope of cumulative impacts analysis." 1997 CEQ guidance: https://ceq.doe.gov/publications/cumulative_effects.html

Although the Build Alternative would result in potential direct impacts with potential mitigation measures for one topic (traffic noise), the effects would not warrant a cumulative impacts analysis on this.

Furthermore, based on **Table 5-7**, the proposed project would not warrant a cumulative effects analysis for any of the specified resources; thus, no cumulative analysis was conducted for the proposed project.

5.16 **Construction Phase Impacts**

During the construction phase of the proposed project, there is the potential for noise, dust, or light pollution; impacts associated with physical construction activity; temporary lane, road, or bridge closures (including detours); and other traffic disruptions. Under the Build Alternative, these potential impacts are discussed as follows:

Construction Noise

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. None of the receptors are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as proper maintenance of muffler systems.

Fugitive Dust and Air Pollution

As discussed in **Section 5.11.6** of this EA, temporary increases in PM and MSAT emissions may occur during the construction phase of the project. These impacts would be minimized by using fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area. Additional discussion on fugitive dust and air emissions are included in **Section 5.11.6** of this EA.

Light Pollution

Construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Potential light pollution impacts from night-time construction to businesses and residents located near the project, would be of temporary.

Construction Vibration Impacts

Construction activities would be limited to the proposed project footprint (within existing ROW) and within new drainage easement. Potential construction effects will be evaluated to avoid/confirm no effects. Additional studies, if needed, would be included in the final EA.

Temporary Lane, Road or Bridge Closures (Including Detours)

During the construction phase, traffic would follow the existing traffic patterns. Traffic control plans would be prepared during final design and implemented in coordination with the City of Dallas. Cross streets will be evaluated for potential for phased construction to avoid closures. Coordination with DART will be required to minimize rail closures. If detours are required, clear and visible signage for an alternative route would be displayed. Work on I-345 would be phased in such a manner to allow the existing roadways to remain open during construction. If road closures or detours are required, county and local public safety officials would be notified of the proposed road closures or detours. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies. Motorists would be inconvenienced during construction of the project due to construction phasing; however, alternate routes would be provided, if needed.

Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other techniques. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

Under the No-Build Alternative, construction would not occur and would not result in noise, dust, or light pollution; impacts associated with physical construction activity; and other traffic disruptions associated with construction.

5.17 **Greenhouse Gas Emissions and Climate Change**

The public hearing for the proposed project is anticipated for April 2025. TxDOT has prepared a Statewide On-Road Greenhouse Gas and Climate Change Technical Report (TxDOT 2025) https://www.txdot.gov/content/dam/docs/environmental/toolkit/725-01-rpt.pdf. To prepare this report, TxDOT conducted on-road greenhouse gas (GHG) emissions analyses for Texas, assessed future Texas climate scenarios or projections and how that might impact the on-road transportation system, and summarized TxDOT strategies and programs that result in GHG reduction and transportation system resiliency and preservation. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of greenhouse gas (GHG) emissions have continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate.[18]

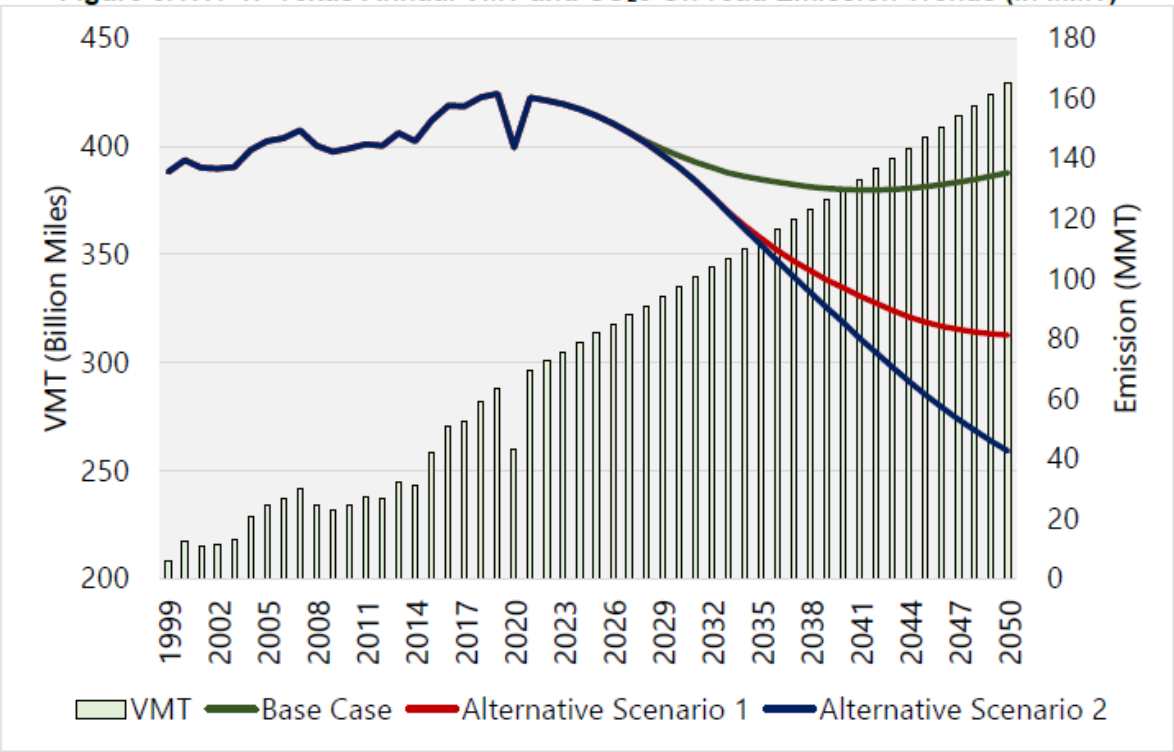
5.17.1 **Statewide On-road Greenhouse Gas Emissions**

TxDOT contracted the Texas A&M Transportation Institute to complete GHG analyses for the statewide on-road transportation system using the EPA's Motor Vehicle Emissions Simulator (MOVES4 version). **Figure 5.17.1-1** shows three future on-road GHG emission analysis scenarios and vehicle miles of travel (VMT) for the Texas on-road transportation system. In the base-year 2019 (prior to COVID pandemic), the estimated on-road Texas CO2e emissions was 161 million metric tons (MMT). By 2050, the estimated CO2e emissions range from 135 MMT to 42 MMT. If the EPA 2024 vehicle rules27 are a reasonable projection for future vehicle technological advances, emissions would be approximately 42 MMT. If technology changes more rapidly than the EPA 2024 vehicle rules, then 2050 emissions would likely be lower than 42 MMT. If technology changes more slowly than the EPA 2024 vehicle rules, then emissions are projected to be in the range of 42 MMT to 80 MMT. The Base Case provides a worse-case emission estimate; however, based on CAA history and emission trends28 and the 2024 EPA vehicle rules, technology is likely to advance beyond vehicle model year 2026 that is captured in the MOVES4 Base Case. The VMT forecasts used in each emissions scenario are the same. Future emissions could be different if VMT projections and actual VMT differ, such as:

- Population greater than projections tend to increase VMT and GHG emissions, while population less than projections tend to decrease VMT and GHG emissions; and
- Greater use than projected in transit, active transportation, or trip avoidance options tend to reduce GHG emissions, while less use than projected in these travel options tend to increase emissions.

[18] Intergovernmental Panel on Climate Change, Sixth Assessment Report (2023), https://www.ipcc.ch/assessment-report/ar6/.

Figure 5.17.1-1: Texas Annual VMT and CO_2e On-road Emission Trends (in MMT)



Source data: TTI 2024 emissions analysis.

5.17.2 **Mitigation Measures**

Strategies that reduce on-road GHG emissions fall under three major categories:

- Vehicle and fuel technological advances including but not limited to market forces or changes to vehicle and fuel standards;
- Traffic System Management (TSM) reduces emissions by improving the operational characteristics of the transportation network to improve traffic flow and reduce congestion (e.g., traffic light timing, pre-staged wrecker service to efficiently clear accidents, and/or traveler information systems); and
- Travel Demand Management (TDM) provides reductions in VMT by encouraging the use of alternative modes and shared trips (e.g., telework, transit, rideshare, high occupancy vehicle lanes, scooters, and bicycle and pedestrian facilities). TDM requires personal choice decisions.

Over the next 10 years of projected funds in the 2024 TxDOT UTP, it is estimated that more than 33 cents of every dollar either directly or indirectly result in GHG emission reduction and/or support transportation system resilience and preservation.29 TxDOT has ten programs and strategies that directly or indirectly reduce GHG emissions, and

eleven programs, strategies and plans that directly or indirectly support system resiliency and preservation. According to national and international climate experts, the GHG reduction actions within TxDOT control only provide for nominal reductions that could collectively with other states result in meaningful co-benefits; most transportation GHG reduction will occur through various vehicle and fuel technological advances.30 TxDOT does not control vehicle and fuel technology. See the Technical Report for more detail.

5.17.3 **TxDOT and Changing Climate**

By 2100, the National Oceanic and Atmospheric Administration State Climate Summary and United States Geological Survey National Climate Change Viewer data project Texas will be warmer, drier, subject to increased intensity of extreme weather events, experience additional sea level rise, and experience higher storm surge. Implications for the Texas transportation system would be temporary closures due to extreme weather events, increased flooding and inundation potential, roadway rutting, buckling, cracking, and increased risk of power outages that could affect traffic signals and intelligent transportation systems (ITS). Warmer and drier conditions may lead to longer wildfire seasons and increased wildfire potential that may result in temporary road closures due to fire, smoke, or limited visibility conditions.

TxDOT is working on the Statewide Resiliency Plan. This Plan will build on existing TxDOT strategies that address future climate scenarios in accordance with TxDOT and FHWA planning, design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility in these TxDOT activities and programs for the Texas traveling public and the Texas transportation system help TxDOT consider and plan for, adapt to, and be more resilient to risks to the transportation system. TxDOT will continue to partner with various state and federal agencies on data needs (e.g., TWDB on inland flooding and hydraulic data) and resilience measures to improve design and operation of the Texas transportation system. TxDOT will continue to collaborate with transportation partners and the public on our efforts to address system resiliency.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the Build Alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- TCEQ (see **Section 2.4**): Per the TxDOT-TCEQ MOU, TCEQ will be afforded the opportunity to review and comment on the Draft EA. TxDOT will provide TCEQ with a notice of availability (NOA) notifying them that the environmental documents are available for review. The NOA will provide information on how to access the

document electronically or request a hard copy. A copy of the coordination documentation will be included in **Appendix F** once it becomes available.

- SHPO (see **Section 5.7**): Coordination with the THC/SHPO regarding historic resources is pending. Documentation will be included in **Appendix F** once it becomes available.
- Tribal Coordination (see **Section 5.7.1**): Coordination documentation with federally recognized Native American tribes is available in **Appendix F**.
- TPWD (see **Section 5.10**): Collaborative review with TPWD is required for this project. The coordination material is included in **Appendix F**. Additional coordination with TPWD or with the USFWS would occur, as needed, for any changes to listed species that may occur within the project limits. In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at: https://www.txdot.gov/insidetxdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the **Form – Documentation of Texas Parks and Wildlife Department Best Management Practices** prepared for the project, which is included in **Appendix F**. TxDOT will provide TPWD with a NOA notifying them that the environmental documents are available for review. The NOA, to be included in **Appendix F**, will provide information on how to access the document electronically or request a hard copy.

7.0 PUBLIC INVOLVEMENT

During the Feasibility Study phase of the project, the TxDOT Dallas District developed an inclusive, collaborative and intentional public involvement plan including three series of public meetings. During the 1st series, three in-person meetings took place in December of 2019. There was a total of 686 attendees and a total of 1,483 comments received during the comment period. During the 2nd series, two in person meetings and one virtual meeting took place in June 2021. There was a total of 148 attendees and a total of 1,176 comments received during the comment period. During the 3rd series, two in person and one virtual meeting took place in May of 2022. There was a total of 104 attendees and a total of 191 comments received during the comment period. Additionally, TxDOT held listening/briefing sessions with multiple stakeholders. In total, TxDOT met with over 100 stakeholders and held over 104 meetings. The stakeholder meetings included 30

meetings with elected officials. Most of the stakeholders and public expressed support for improvements to I-345.

During this round of public involvement, TxDOT received a concern about potential impacts to historic resources specifically St. Paul United Methodist Church, requests for preservation of historic structures, statements on how the original construction of the highway destroyed African American neighborhoods, requests that the highway be depressed so the area can be redeveloped around historic properties, support for the project as it would compensate for historic impacts from the original construction, and requests for removal of the highway so that the original street grid is restored and the historic neighborhoods reconnect.

During the schematic phase of the project, TxDOT held one series of two public meetings with live presentations in person, for the proposed project on March 19th and March 21st, 2024. Virtual meetings were available online from Tuesday, March 19, 2024, at 5:30 PM, through Friday, April 5th, 2024, at 11:59 PM. The Public Meeting notice was published in English in The Dallas Morning News on March 4, 2024. Display ads were published on the Focus Daily News on March 6, 2024; on the Dallas Weekly, Dallas Post Tribune, and North Dallas Gazette on March 7, 2024; and on the Dallas Examiner on March 14, 2024. The legal notice was published in Spanish in Al Día on March 6, 2024. The legal notice was mailed to adjacent property owners, elected officials and public agencies. The notice was also sent via email to feasibility study participants and elected officials. The meeting material was posted on the TxDOT project website (https://www.345connects.com). The comment period ended on Friday, April 5th, 2024.

There was a total of 209 attendees and a total of 151 comments received during the comment period. During this round of public meetings, TxDOT received concerns from the State Thomas Historic District neighborhood regarding a proposed direct connection between Allen St. and southbound I-345 and concerns that this connection could increase traffic into the neighborhood. In May 2024, TxDOT met with the residents of the State Thomas Historic District neighborhood to tour the neighborhood and answer questions. To address State Thomas neighborhood concerns, TxDOT revised the design to remove the Allen St. connection.

During the March 2024 public meetings, concerns were received regarding the impacts to Carpenter Park, which was built partially within TxDOT ROW. Due to the MUA with the City of Dallas, TxDOT did not relinquish the state's right to use the land when required for the construction or reconstruction of the highway. Since the March 2024 public meetings,

a new drainage easement was identified to be potentially required from an area of Carpenter Park outside of the TxDOT ROW. Efforts to minimize impacts to Carpenter Park will be taken.

The project does offer surplus ROW which provides others development opportunities. DART operation and impact concerns were noted with TxDOT, ensuring that their coordination with DART for I-345 construction is to minimize impacts to operation. Three comments were about concerns regarding the lack of accessibility and communication with south Dallas. Four comments regarded the placement of trees/shade structures on the proposed cross streets with concern to sun exposure. TxDOT and the City of Dallas coordinate in the weekly City Street Grid Restoration subcommittee to discuss design items related to the I-345 project, including amenities, like planters, decorative pavers, benches, etc. TxDOT will ensure the cross streets or proposed bridges can accommodate enhancements funded by others. A series of public hearings is scheduled for April 22nd and 24th, 2025. The comment and response matrix for the public hearing will be included for reference in **Appendix I**.

Spanish-speaking project team members were present at the prior public meetings associated with the original feasibility study. Legal notices and invitations were published in both Spanish and English. Ads for the meetings were published in local Spanish newspapers. This same approach is being followed during the schematic and environmental phase of the project. Bilingual project newsletters were distributed in October of 2023 and 2024. All future public involvement efforts would provide Spanish language translators and offer legal notices and other meeting material produced in both English and Spanish.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Utilities: Utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
2. Traffic Noise: Traffic noise barriers are proposed to abate traffic noise. In accordance with TxDOT *Guidelines for Analysis and Abatement of Roadway Traffic Noise*, polling of adjacent property owners will take place to determine whether property owners desire the noise barriers. Additionally, traffic noise

workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshop(s) would be held after the public hearing. If the barrier status changes, additional notification will be made to affected property owners to discuss change. Following the environmental clearance, a Notification of Noise letter will be sent to the Local Officials in the City of Dallas about traffic noise and its potential impacts on the communities adjacent to the project.

3. Invasive Species: The project contractor is required to preserve native vegetation to the extent practical. The contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, and 752 to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.
4. Migratory Birds: Before construction begins, the project contractor will use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction; and schedule construction activities outside the typical nesting season.
5. Threatened, Endangered, and Candidate Species: No BMPs would be implemented based on no available habitat being present for any T&E or SGCN species. The completed **Documentation of Texas Parks and Wildlife Department Best Management Practices** form is included in **Appendix F**.
6. Detours: County and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction. Light rail closures would be coordinated with DART.
7. Air Quality: Implement fugitive dust control measures contained in standard specifications to minimize potential impacts of PM emissions during construction.
8. Hazardous Materials for Bridge Demolition: Asbestos and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements. Based on the results of the additional assessment of the 11 high and moderate risk sites, a Soil and Groundwater Management plan may be implemented.

8.2 Design/Construction Commitments

1. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.
2. Section 402: Contractor shall comply with the CGP and SW3P. Complete, post and submit notice of intent (NOI) and notice of termination (NOT) to TCEQ and the MS4 operator. Inspect the project to ensure compliance with the CGP.

3. Drinking Water Systems: If any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.
4. Hazardous Materials: The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.
5. Section 4(f): Formal coordination with the Carpenter Park OWJ regarding Section 4(f) *de minimis* determination will occur after the public hearings scheduled for April 22nd and 24th, 2025.
6. Vegetation: Avoid and minimize disturbance of vegetation and soils. All disturbed areas would be revegetated, according to TxDOT specifications as soon as it becomes practicable. In accordance with EO 13112 on Invasive Species, the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA guidance on invasive species, all revegetation would, to the extent practicable, use only native species. Furthermore, BMPs would be used to control and prevent the spread of invasive species.
7. Migratory Birds: Take all appropriate actions to prevent the take of migratory birds, their active nests, eggs or young using proper phasing of the project or other appropriate actions. Refer to **Section 8.1** for applicable BMPs.
8. Construction Noise: Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as proper maintenance of muffler systems.
9. Air Quality: The TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to fully use this and other local and federal incentive programs possible to minimize diesel emissions.
10. Threatened, Endangered, and Candidate Species: As indicated in **Section 6.0**, the TPWD-recommended BMPs that will be applied to this project are indicated in the **Form – Documentation of Texas Parks and Wildlife Department Best Management Practices** prepared for the project, which is included in **Appendix F**. If any species on the Dallas County threatened and endangered species list is sighted in the project area during construction, construction would stop, and contractor would notify the TxDOT Area Engineer.

8.3 Monitoring and Compliance Plan for Mitigation

The mitigation described in **Sections 8.1** and **8.2** above will be implemented by one or more TxDOT contractors. TxDOT will be responsible for monitoring the mitigation described in **Sections 8.1** and **8.2**. The mitigation will be implemented and completed prior to or during construction of the project. Compliance will be determined by adherence to the wording of the mitigation commitments in **Sections 8.1** and **8.2**. TxDOT may avail itself of any contractual or other remedy allowable by law should a contractor charged with implementing mitigation commitments fail to fulfill such commitments. The mitigation will be funded through a combination of federal funding under the Federal Aid Highway Program and State of Texas funding.

9.0 CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a Finding of No Significant Impact (FONSI) is recommended.

10.0 REFERENCES

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11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA

TxDOT Environmental Affairs Division (ENV) personnel name and title, years of experience, and role:

Doug Booher, Director of ENV, 21 years, Document Approver
Patrick Lee, Environmental Program Manager, 14 years, Document Reviewer
Sonya Hernandez, Project Delivery Management Section Director, 18 years, Document Reviewer
Michelle Lueck, Project Delivery Team Leader, 24 years, Document Reviewer
Kristin Miller, Project Delivery Manager, 35 years, Document Reviewer
Ray Umscheid, Traffic Noise Specialist, 13 years, Traffic Noise Reviewer/Approver
Adam Fouts, Environmental Project Planner, Subject Matter Expert, 13 years, Water Resources Analysis/404 Permitting Reviewer/Approver
Renee Benn-Lee, Historical Studies, 19 years, Historic Resources Survey and Report Reviewer/Approver
Scott Pletka, Archeology Program Manager, 20 years, Archeological Resources Survey, Permitting, and Report Reviewer/Approver
Spencer Ward, Community Impacts Specialist, 6 years, Community Impacts Assessment Reviewer/Approver
Glendora Lopez, Air Quality Specialist, 3 years, Air Quality Analysis Reviewer/Approver
Lauren Young, Environmental Project Planner, Biology, 6 years, Dal-ENV Lead Biologist, Report Reviewer/Approver
Deborah Nixon, Environmental Project Planner, 21 years, Hazardous Materials Management Reviewer/Approver

TxDOT Dallas District personnel name and title, years of experience, and role:

Grace Lo, P.E., Transportation Engineer, 16 years, Project Manager
Dan Perge, P.E., Director Advanced Project Delivery, 37 years, District Environmental Lead
Andrea Ayala, Environmental Project Planner, 13 years, District Environmental Lead
Manuel Trevino, Environmental Project Planner, 17 years, District Traffic Noise Specialist
Adelina Muñoz, Project Planner, 24 years, District Biological Resources Specialist and Reviewer

HNTB Corporation personnel name and title, years of experience, and role:

Maria G. Pettit, P.E., Project Manager II, 26 years, Environmental Task Lead, Air Quality Analyst, Transportation Conformity Analyst, and EA Preparation

Scott Inglish, Senior Project Manager, 26 years; Natural Resources & Hazmat Analyst and EA Preparation

Connor Horn, Planner IV, 9 years, Traffic Noise Modeler, Analyst and Report Preparation

Tina Rust, Sr. Archeologist, 21 years, Archeological Resources Analyst and Report Preparation

Lauren Ayers, Sr. Historian, 11 years, Historic Resources Reviewer

Brandon Wrenn, Planner II, 2 years; Community, Induced Growth and Cumulative Impacts Analyst and Report Preparation

Nolan Cummings, Scientist I, 2 years, Natural Resources & Hazmat Analyst and EA Preparation

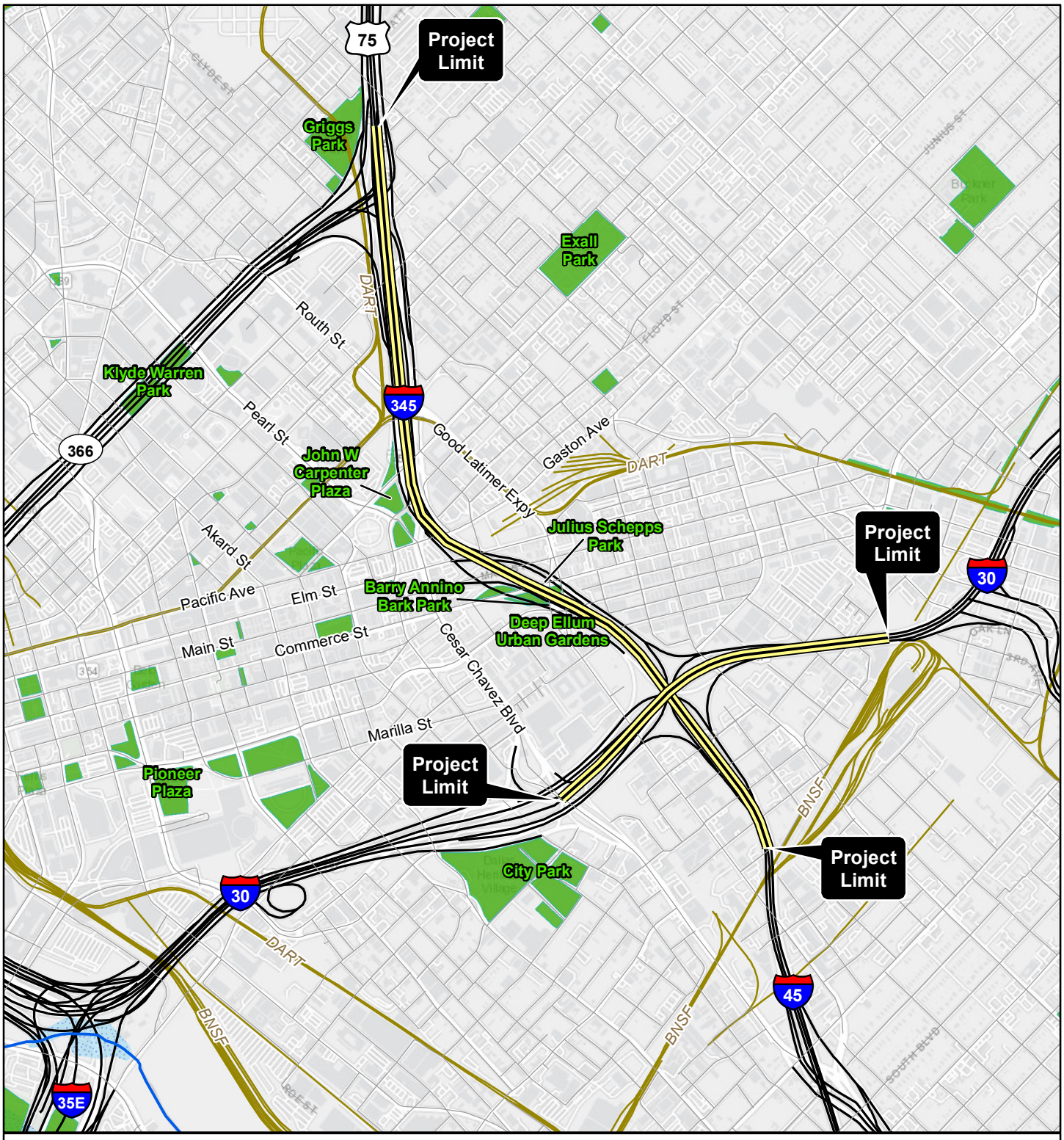
Lynn Smith, Sr. Historian and Principal Investigator, 23 years, Historic Resources Analyst and Report Preparation

Emma Clift, Planner I, 1 year, EA Preparation

12.0 APPENDICES

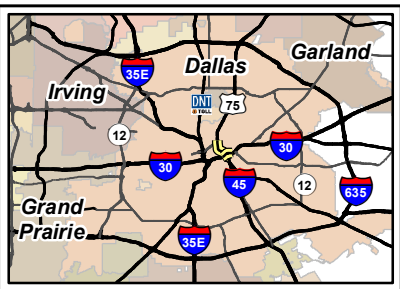
Appendix A: Project Location Map
Appendix B: Project Photographs
Appendix C: Schematic Layout
Appendix D: Typical Sections
Appendix E: Plan and Program Excerpts
Appendix F: Resource Agency Coordination and Supplemental Information
Appendix G: Section 4(f) Documentation
Appendix H: Environmental Resources Map
Appendix I: Comment Response Matrix from Public Hearing

APPENDIX A – PROJECT LOCATION MAP



Legend

- Project Limits
- Highway
- Local Road
- Stream
- Railroad
- Park
- Floodplain



Sources: TxDOT (2024); NCTCOG (2024); ESRI (2024).

APPENDIX A
PROJECT LOCATION MAP

I-345
From I-30 to Spur 366
CSJ: 0092-14-094

Environmental Assessment
Dallas County, Texas

APPENDIX B – PROJECT PHOTOGRAPHS

Attachment B: Project Photographs

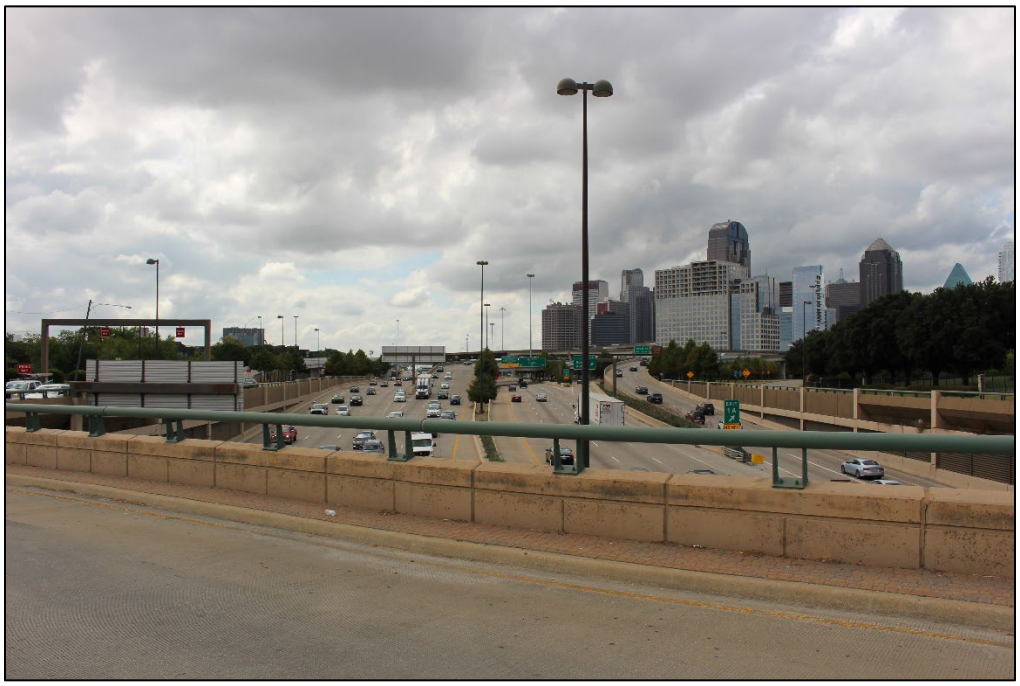


Photo 1 – Looking south along I-345 from N. Hall St. at the northern project limits.

Photo 2 – Southbound I-345 mainlanes over I-30, looking towards the beginning of I-45 (near southern project limits).

Photo 3 – Looking north at Griggs Park at 220 Hugo St.

Photo 4 – Looking North at Notre Dame School of Dallas located at 2018 Allen St.

Photo 5 – Looking east along Woodall Rogers Fwy. near Griggs Park at one of the many DART bus stops within the community study area.

Photo 6 – Looking southeast at St. Peter the Apostle Catholic Church located at 2907 Woodall Rogers Fwy.

Photo 7 – Looking west at Fellowship Church at 2809 Ross Ave.

Photo 8 – Looking south along the I-345 facility at Ross Ave.

Photo 9 – Looking southwest at adjacent land uses and DART rail line.

Photo 10– Looking north from east of I-345 at the existing I-345 mainlanes that are proposed to be depressed as part of the reconstruction.

Photo 11 – Looking south at the existing terrain underneath the I-345 mainlanes which is rough in some areas, making it difficult to walk or bike across/along the facility.

Photo 12 – Looking west at a passing DART train along the existing facility.

Photo 13 – Looking south at the existing DART at-grade crossing of N. Good Latimer Expy.

Photo 14 – Looking southeast at the existing intersection between the existing I-345 facility and Live Oak St.

Photo 15 – Looking south at Carpenter Park located at 2201 Pacific Ave. The park is partially underneath the existing I-345 facility and within TxDOT ROW.

Photo 16 – Looking west at the Central Business District East Transfer Station.

Photo 17 – Looking northeast at basketball court within Carpenter Park underneath the existing facility that would be removed as a result of the Build Alternative.

Photo 18 – Looking northeast at the dog park within Carpenter Park located underneath the existing facility that would be removed as a result of the Build Alternative.

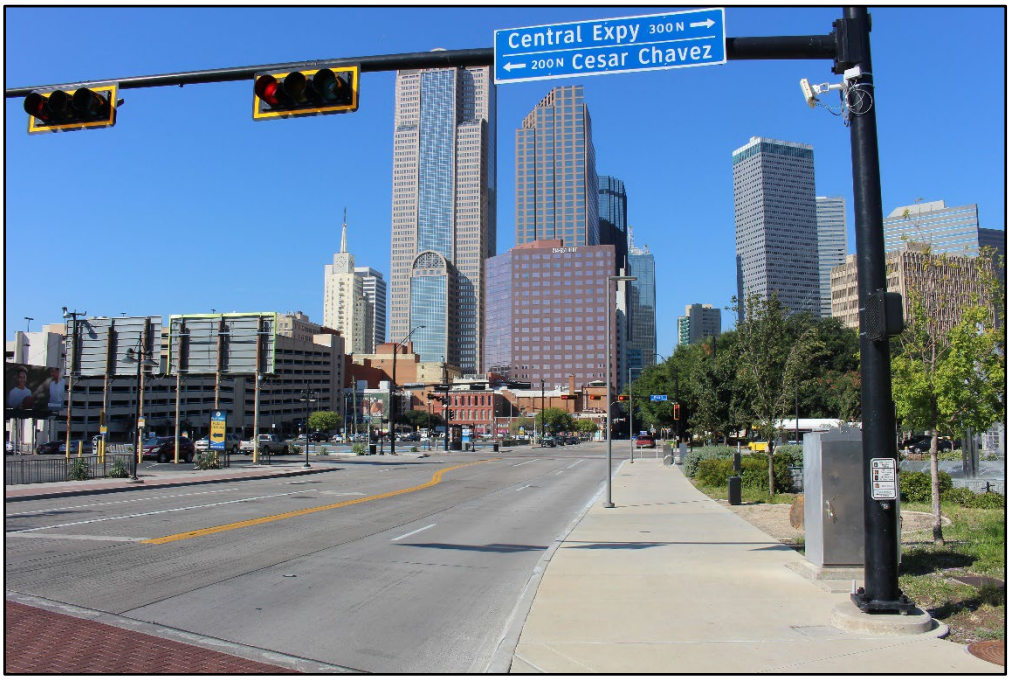


Photo 19 – Looking west along Pacific Ave. at Cesar Chavez Blvd. adjacent to the existing I-345 facility.

Photo 20 – Julius Schepps Park located partially within the existing I-345 ROW near Commerce St.

Photo 21 – Looking south at the Bark Park Central Dog Park located at 2530 Commerce St. underneath the I-345 mainlanes.

Photo 22 – Looking south at the Deep Ellum Urban Gardens located at 458 S. Good Latimer Expy.

Photo 23 – Looking south along S. Good Latimer Expy. as it crosses I-30.

Photo 24 – Looking east along I-30 at its system interchange with I-345 / I-45 from the S. Good Latimer Expy. bridge. The interchange is proposed to be reconstructed.

Photo 25 – Looking east at representative housing off of Marilla St. near the Dallas Farmers Market.

Photo 26 – Looking west at representative housing off of Marilla St. near the Dallas Farmers Market.

Photo 27 – Looking northeast at The Factory in Deep Ellum (Facility ID 89) located at 2713 Canton St.

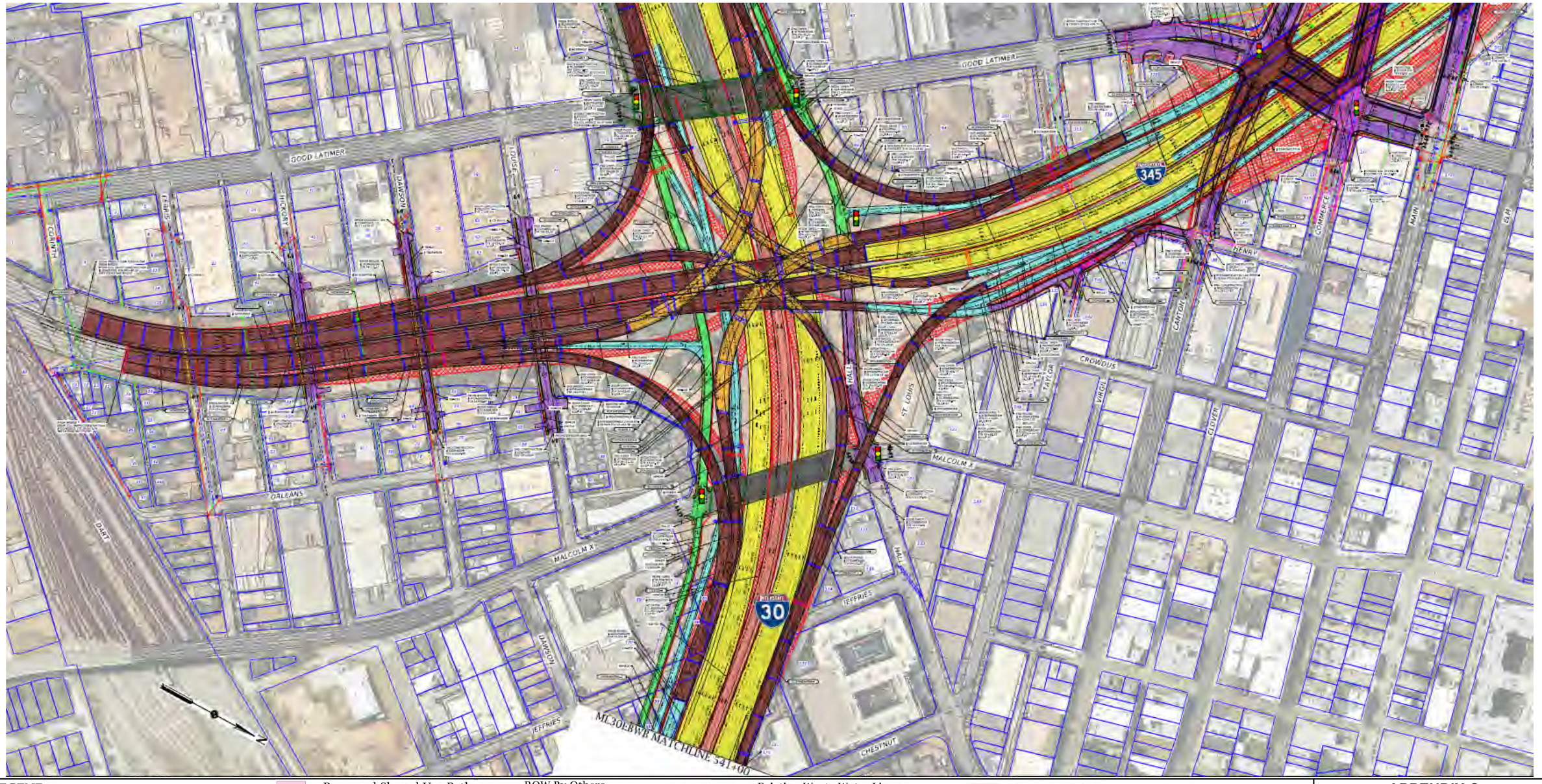
Photo 28 – Looking west along Commerce St. at representative land uses just east of the existing I-345 facility.

Photo 29 – Looking north along the east side of the existing I-345 facility just north of Pacific Ave.

Photo 30 – Looking southwest at SoupMobile Church located at 2423 S. Good Latimer Expy.

Photo 31 – Looking north at the Uplift Luna Secondary School located at 2625 Elm St.

APPENDIX C – SCHEMATIC LAYOUT



LEGEND

- Proposed Mainlanes
- Proposed Frontage Roads
- Proposed Cross Streets or Driveways (TxDOT Limits of Construction)
- Proposed Ramps and Direct Connectors
- Proposed Managed Lanes
- Proposed Concrete Bridge
- Proposed Steel Bridge
- Proposed Sidewalk (SW) or Median
- Proposed Shared Use Path
- Proposed Light Rail
- Pavement By Others
- Bridge By Others
- Removal Areas
- Removal By Others
- Bridge Substructure
- Project By Others
- Existing ROW
- Existing Parcel Limits
- 100 Parcel ID
- ROW By Others (Separate TxDOT Contract for I-30)
- Centerline / Baseline
- Existing DART Centerline
- Existing Electric Line
- Existing Overhead Electric Line
- Existing Traffic Signal Line
- Existing Water Line
- Existing Gas Line
- Existing Overhead Telephone Line
- Existing Telephone Line
- Existing Fiber Optic Line
- Existing Storm Sewer Line
- Existing Waste Water Line
- Proposed Drainage by Others
- Proposed Direction of Traffic
- Existing Direction of Traffic
- Retaining Wall
- Proposed Preliminary Noise Wall
- Existing Signalized Intersection to Remain
- Proposed Signalized Intersection (To Be Evaluated at PS&E)
- Proposed Sign
- Proposed Culvert / Storm Sewer
- Potential Proposed Drainage Easement

Texas Department of Transportation

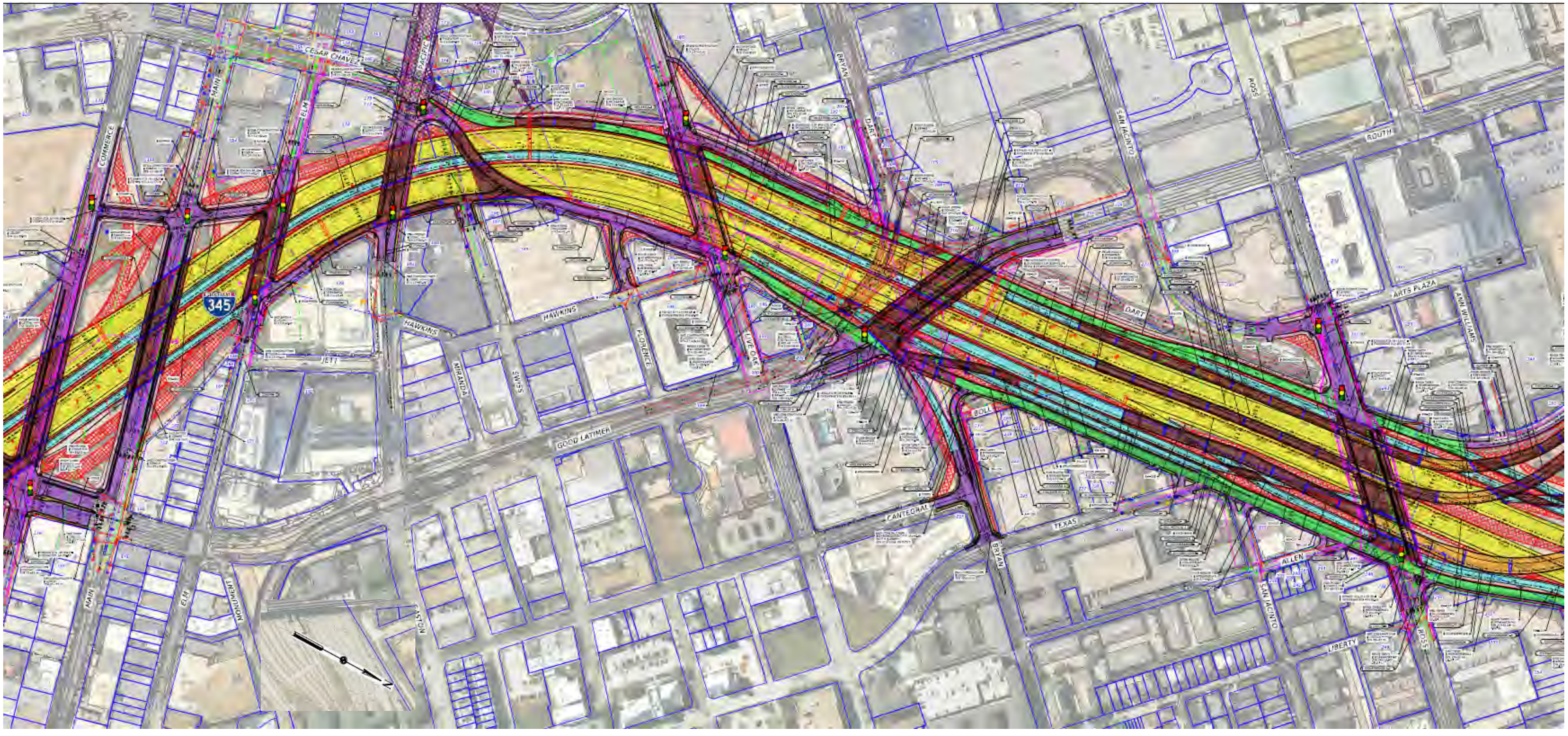
APPENDIX C
SCHEMATIC LAYOUT
Sheet 1 of 3

I-345
From I-30 to Spur 366

Environmental Assessment

Dallas County, TX

Source: TxDOT Schematic Plans (January 2025)



LEGEND

- Proposed Mainlanes
- Proposed Frontage Roads
- Proposed Cross Streets or Driveways (TxDOT Limits of Construction)
- Proposed Ramps and Direct Connectors
- Proposed Managed Lanes
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- Proposed Light Rail
- Pavement By Others
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- Removal Areas
- Removal By Others
- Bridge Substructure
- Project By Others
- Existing ROW
- Existing Parcel Limits
- 100 Parcel ID
- ROW By Others (Separate TxDOT Contract for I-30)
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- Existing Electric Line
- Existing Overhead Electric Line
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- Existing Storm Sewer Line
- Existing Waste Water Line
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Texas Department of Transportation

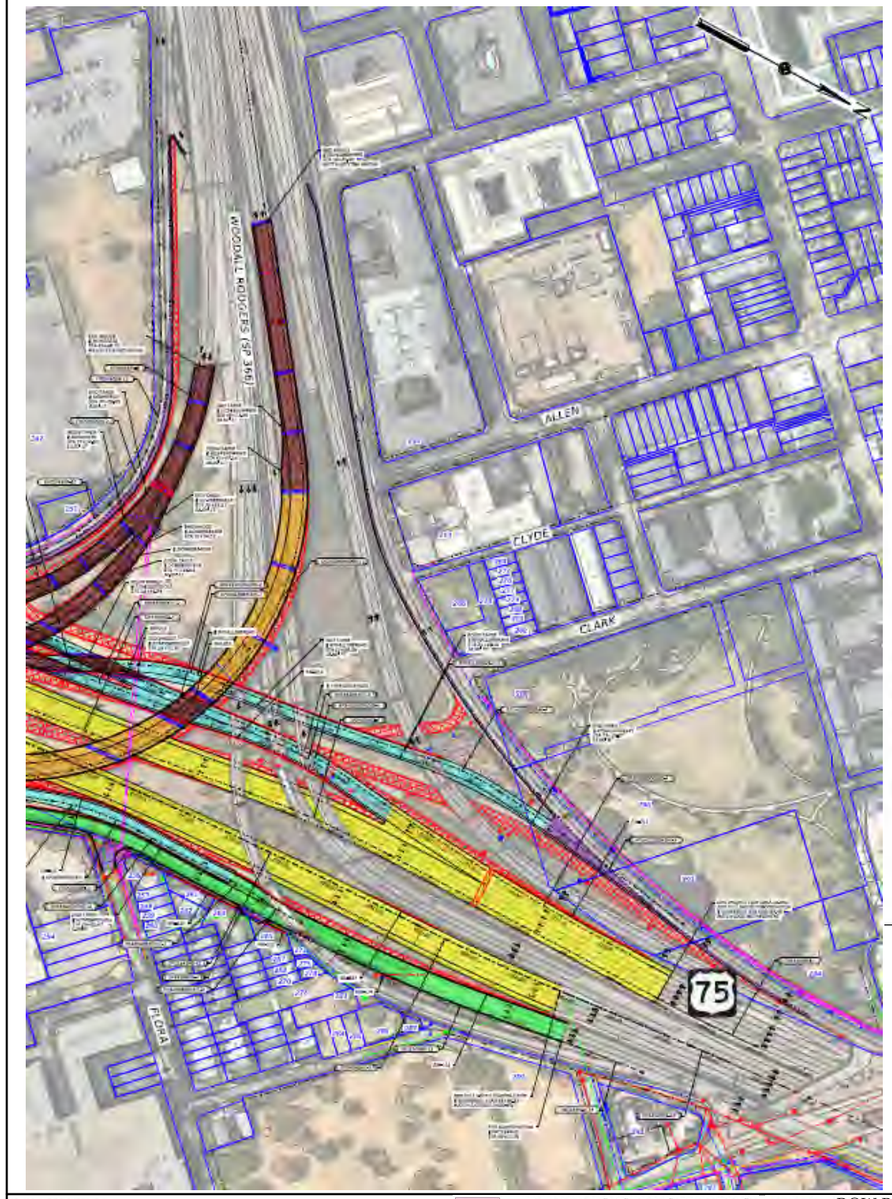
APPENDIX C
SCHEMATIC LAYOUT
Sheet 2 of 3

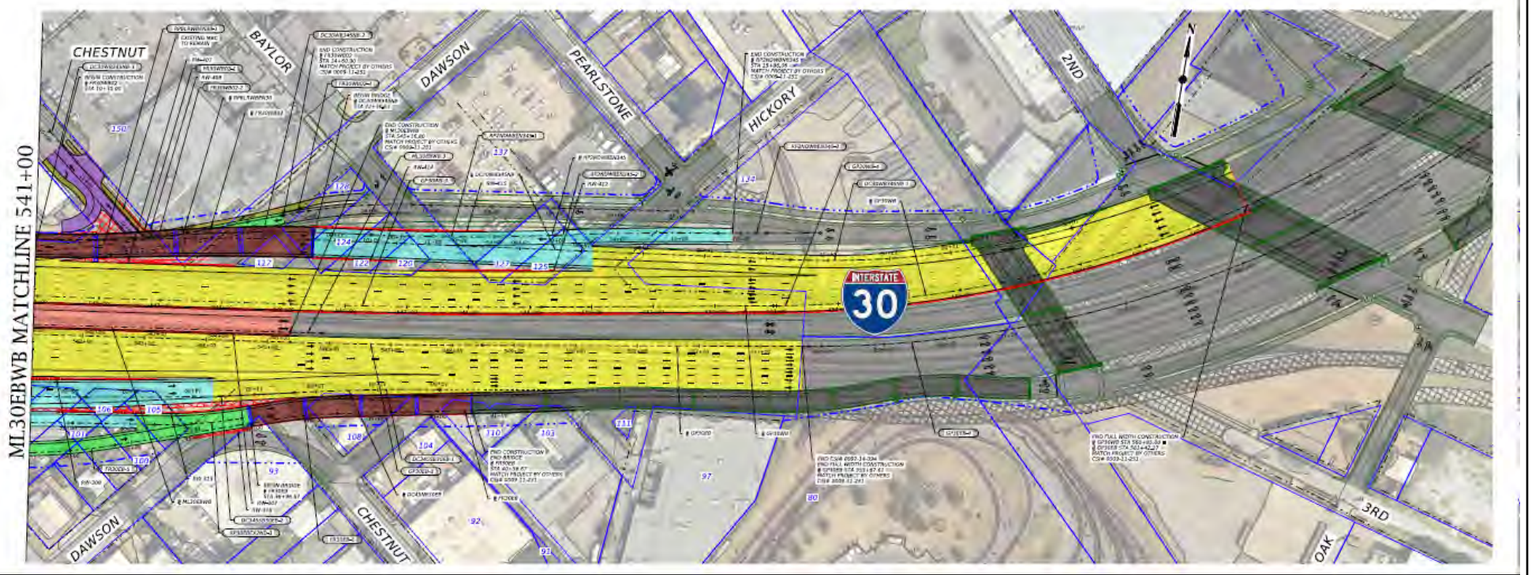
I-345
From I-30 to Spur 366

Environmental Assessment

Dallas County, TX

Source: TxDOT Schematic Plans (January 2025)





LEGEND

- Proposed Mainlanes
- Proposed Frontage Roads
- Proposed Cross Streets or Driveways (TxDOT Limits of Construction)
- Proposed Ramps and Direct Connectors
- Proposed Managed Lanes
- Proposed Concrete Bridge
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- Proposed Shared Use Path
- Proposed Light Rail
- Pavement By Others
- Bridge By Others
- Removal Areas
- Removal By Others
- Bridge Substructure
- Project By Others
- Existing ROW
- Existing Parcel Limits
- 100 Parcel ID
- ROW By Others (Separate TxDOT Contract for I-30)
- Centerline / Baseline
- Existing DART Centerline
- Existing Electric Line
- Existing Overhead Electric Line
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Texas Department of Transportation

APPENDIX C
SCHEMATIC LAYOUT
Sheet 3 of 3

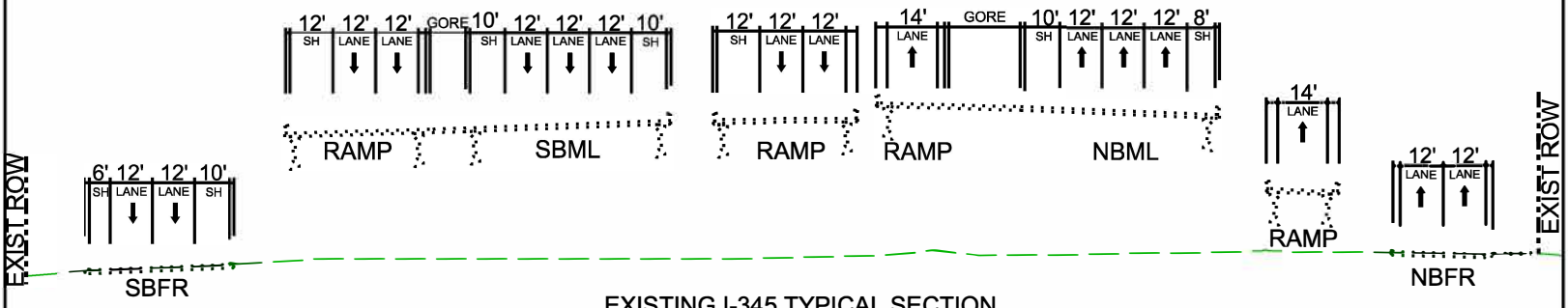
I-345
From I-30 to Spur 366

Environmental Assessment

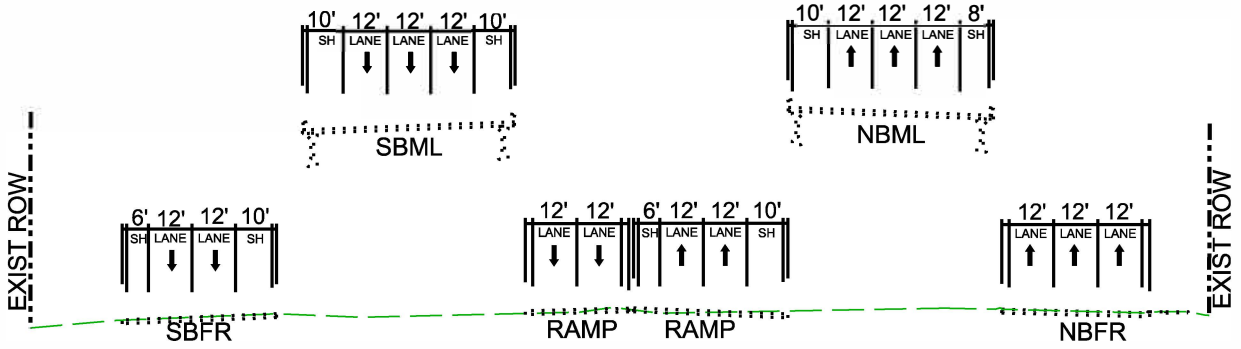
Dallas County, TX

Source: TxDOT Schematic Plans (January 2025)

APPENDIX D – TYPICAL SECTIONS



EXISTING I-345 TYPICAL SECTION



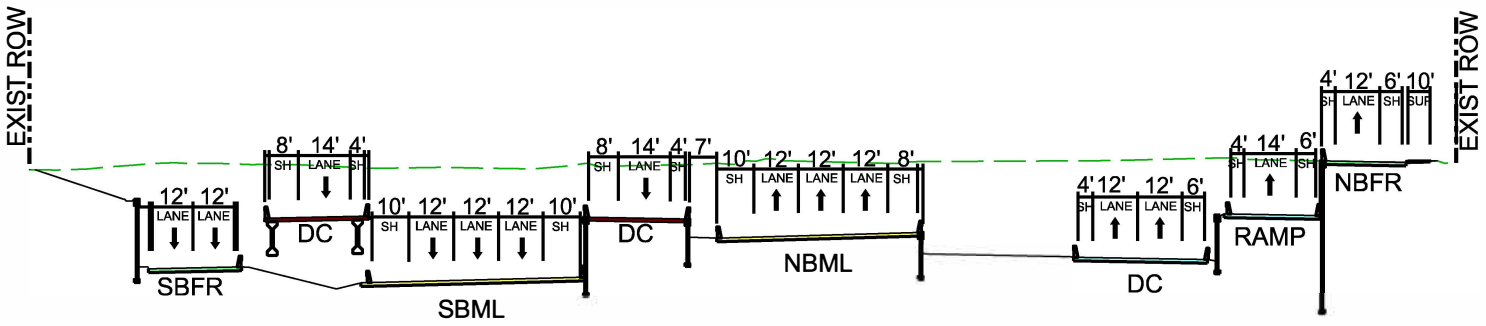
EXISTING I-345 TYPICAL SECTION

NBML: Northbound mainlane
SBML: Southbound mainlane
NBFR: Northbound frontage road
SBFR: Southbound frontage road
DC: Direct connector
SW: Sidewalk

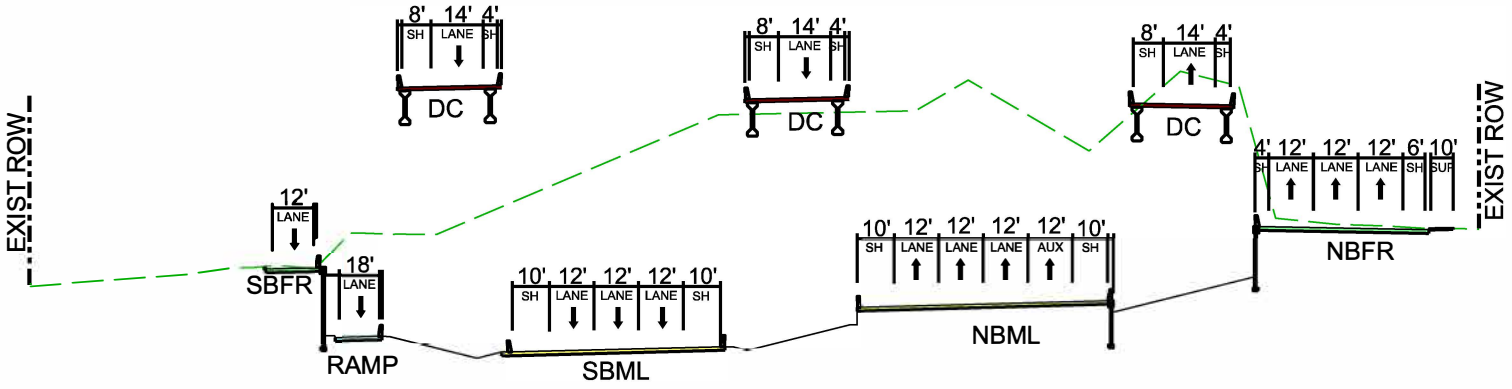
SOURCE: TXDOT SCHEMATIC PLANS (JANUARY 2025)

TYPICAL SECTIONS
Sheet 1 of 2
I-345
From I-30 to Spur 366

Environmental Assessment
Dallas County, Texas



PROPOSED I-345 TYPICAL SECTION NORTH OF GOOD LATIMER EXPY.



PROPOSED I-345 TYPICAL SECTION SOUTH OF ROSS AVE.

NBML: Northbound mainlane
SBML: Southbound mainlane
NBFR: Northbound frontage road
SBFR: Southbound frontage road
DC: Direct connector
SW: Sidewalk

SOURCE: TXDOT SCHEMATIC PLANS (JANUARY 2025)

TYPICAL SECTIONS
Sheet 2 of 2
I-345
From I-30 to Spur 366

Environmental Assessment
Dallas County, Texas

APPENDIX E – PLAN AND PROGRAM EXCERPTS

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost
16 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)		$35,774,018
17 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)		$619,000,000
17 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy) + 1 (HOV-R)	7 (Frwy) + 1 (HOV-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-D)		Included w/ 28.60.1
18 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	$223,700,000
18 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		$1,500,000,000
18 - IH 30 West Freeway	28.20.2	IH 30	Camp Bowie Blvd	Chisholm Trail Parkway	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
18 - IH 30 West Freeway	28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.30.3
19 - IH 345	25.10.1	IH 345	US 75/ Woodall Rodgers Freeway/Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		$1,650,000,000
20 - IH 35	3.10.1	IH 35	Denton County Line (N) FM 156	FM 156	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,400,000,000

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

NOTE: Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

2025-2028 STIP — **07/2024 Revision: Approved 09/16/2024**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0009-11-263	2025	IH 30	E,ENG	DALLAS	$ 2,677,981

LIMITS FROM FERGUSON RD
LIMITS TO US 80
PROJECT DESCR RECONSTRUCT AND WIDEN 1 REVERSIBLE HOV TO 2 REVERSIBLE MANAGED LANES
REMARKS P7
PROJECT HISTORY
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2024
MPO PROJ NUM 50006
FUNDING CAT(S) SW PE

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,677,981
ROW PURCH	$ 0
CONSTR	$ 48,008,629
CONST ENG	$ 2,677,981
CONTING	$ 2,679,053
INDIRECT	$ 1,320,773
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 57,364,417

COST OF APPROVED PHASES $ 2,677,981

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
SW PE	$ 0	$ 2,677,981	$ 0	$ 0	$ 0	$ 2,677,981
TOTAL	$ 0	$ 2,677,981	$ 0	$ 0	$ 0	$ 2,677,981

2025-2028 STIP — **07/2024 Revision: Approved 09/16/2024**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	KAUFMAN	0197-05-063	2025	US 175	E,ENG,R,ACQ	KEMP	$ 7,433,097

LIMITS FROM NORTH OF BUS 175
LIMITS TO EAST OF FM 1895
PROJECT DESCR CONSTRUCT GRADE SEPARATIONS AT BUS 175 AND FM 1895
REMARKS P7
PROJECT HISTORY
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2024
MPO PROJ NUM 50003
FUNDING CAT(S) SW PE, SW ROW

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 5,208,097
ROW PURCH	$ 2,225,000
CONSTR	$ 82,919,017
CONST ENG	$ 5,208,097
CONTING	$ 6,567,186
INDIRECT	$ 2,595,100
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 104,722,497

COST OF APPROVED PHASES $ 7,433,097

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
SW PE	$ 0	$ 5,208,097	$ 0	$ 0	$ 0	$ 5,208,097
SW ROW	$ 0	$ 2,225,000	$ 0	$ 0	$ 0	$ 2,225,000
TOTAL	$ 0	$ 7,433,097	$ 0	$ 0	$ 0	$ 7,433,097

2025-2028 STIP — **07/2024 Revision: Approved 09/16/2024**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0092-14-094	2025	IH 345	E,ENG,R,UTL	DALLAS	$ 65,547,841

LIMITS FROM IH 30
LIMITS TO SPUR 366
PROJECT DESCR RECONSTRUCT 6 LANE FREEWAY TO 6 LANE FREEWAY, RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS AND RECONSTRUCT INTERCHANGES AT IH 30 AND SP 366
REMARKS P7
PROJECT HISTORY
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2024
MPO PROJ NUM 50001
FUNDING CAT(S) SW PE, SW ROW

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 62,977,337
ROW PURCH	$ 2,570,504
CONSTR	$ 1,439,481,988
CONST ENG	$ 80,725,944
CONTING	$ 101,791,941
INDIRECT	$ 40,244,268
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 1,727,791,982

COST OF APPROVED PHASES $ 65,547,841

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
SW PE	$ 0	$ 62,977,337	$ 0	$ 0	$ 0	$ 62,977,337
SW ROW	$ 0	$ 2,570,504	$ 0	$ 0	$ 0	$ 2,570,504
TOTAL	$ 0	$ 65,547,841	$ 0	$ 0	$ 0	$ 65,547,841

APPENDIX F – RESOURCE AGENCY COORDINATION AND SUPPLEMENTAL INFORMATION

Resolution in Support of the "Refined Hybrid Option"

230701

May 24, 2023

WHEREAS, Interstate Highway 345 (IH-345) runs approximately 1.4 miles along the east side of downtown Dallas between IH-30 and Spur 366/Woodall Rodgers Freeway connecting IH-45 and US Highway 75; and

WHEREAS, the Texas Department of Transportation (TxDOT) worked closely with the City of Dallas, Dallas County, the North Central Texas Council of Governments (NCTCOG), and other stakeholders to conduct a feasibility study to determine the future of IH-345; and

WHEREAS, the feasibility study analyzed five potential alternatives for IH-345 by considering regional traffic data; current and future development plans, including Dallas Area Rapid Transit's (DART) future downtown subway known as D2; environmental impacts; and stakeholder input from community and local governments; and

WHEREAS, TxDOT has identified a recommended alternative, known as the "Refined Hybrid Option," that reconfigures the design of IH-345 to put the interstate main lanes in a below grade/trench configuration and provides existing and new city street connections above the interstate; and

WHEREAS, the "Refined Hybrid Option" facility would have a smaller footprint and would not be as visually intrusive as today's elevated structure; and

WHEREAS, the "Refined Hybrid Option" facility would eliminate the existing large physical barrier that impedes multimodal connectivity, would reconnect communities, and would allow for improved pedestrian and bicycle connections by reducing the number of ramps entering or exiting the street grid from a below grade IH-345; and

WHEREAS, the "Refined Hybrid Option" facility would potentially allow for large portions of the corridor to be capped in the future for parks and other uses; and

WHEREAS, on February 27, 2019, the City Council authorized a resolution that noted the incorporation of feasibility studies and design plans for the construction of IH-345 concurrent with the IH-30 reconstruction project and noted that alternative scenarios for IH-345 should enhance mobility for residents of Southern Dallas and consider growth projections related to travel patterns by Resolution No. 19-0321; and

WHEREAS, on April 28, 2021, the City Council adopted the City of Dallas Strategic Mobility Plan known as *Connect Dallas* by Resolution No. 21-0691; and

WHEREAS, on June 9, 2022, NCTCOG's Regional Transportation Council adopted the current Metropolitan Transportation Plan (MTP), known as "Mobility 2045 Update" which recommends projects, programs, and policies that aim to meet the Mobility Plan goal themes of Mobility, Quality of Life, System Sustainability, and Implementation; and

230701

May 24, 2023

WHEREAS, IH-345 is included in the "Mobility 2045 Update"; and

WHEREAS, it is the desire of the City of Dallas to support TxDOT's "Refined Hybrid Option" recommended alternative for future redevelopment of IH-345 subject to certain conditions.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City of Dallas conditionally supports the "Refined Hybrid Option" recommended by TxDOT for the future redevelopment of IH-345 to include:

1. the accommodation of the interface with DART's D2 alignment as described in the City of Dallas Council Resolution (CR) 22-0317 dated February 9, 2022, and other multimodal connectivity including potential City of Dallas streetcar system expansion;
2. the incorporation of freeway capping opportunities for parks and other uses;
3. the restoration of the surface street grid wherever possible;
4. the maximization of development potential of abandoned right-of-way; and
5. the incorporation of the six driving principles noted in *Connect Dallas* covering (a) Safety, (b) Environmental Sustainability, (c) Economic Vitality, (d) Housing, (e) Equity, and (f) Innovation.

SECTION 2. That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on the development of TxDOT's design phase for the "Refined Hybrid Option" integrating relevant City of Dallas design elements, plans, and policies, including but not limited to:

1. the Comprehensive Environmental & Climate Action Plan;
2. the Racial Equity Plan;
3. the Economic Development Policy; and
4. the Street Design Manual.

SECTION 3. That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT briefing an appropriate City Council committee at least once every six months throughout the "Refined Hybrid Option" design phase.

SECTION 4. That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT incorporating structural engineering for capping and decking into the design phase of the "Refined Hybrid Option" project.

SECTION 5. That the City of Dallas' support for the "Refined Hybrid Option" is conditioned on TxDOT studying possible truck re-routing from IH-345 in connection with the "Refined Hybrid Option" project.

SECTION 6. That the City Manager is directed to investigate the availability of, and the City of Dallas' eligibility for, alternate sources of funding, including but not limited to the U.S. Department of Transportation's Reconnecting Communities Pilot Program, for:

1. studies regarding alternative design options, including other hybrid options and new options, for the future of IH-345; and
2. the City of Dallas pursuing an alternative design option; and

that pursuant to the results of the studies and based on the availability of alternate sources of funding, the City of Dallas reserves the right to fully or partially withdraw its support of the "Refined Hybrid Option" recommended by TxDOT for the future redevelopment of IH-345.

SECTION 7. That unless and until the City of Dallas decides to pursue an alternative design option, City of Dallas staff shall continue to work with TxDOT, partnering agencies, and organizations and stakeholders to identify specific design recommendations for potential refinements to the IH-345 "Refined Hybrid Option" reconstruction project as the design progresses. These recommendations will be based on professional engineering and urban design principles and practices which reflect the framework for geometric design that is more flexible, multimodal, and performance-based to make unique design solutions that meet the needs of all multimodal users.

SECTION 8. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

MAY 24 2023

CITY SECRETARY

EXHIBIT A

Recommended Hybrid Alternative Rendering

Presented at May 2022 public meetings

Preliminary, subject to change. This is a representative rendering that was shown at the June 2021 public meetings and is included in the evaluation matrix.

230701

345 Feasibility Study

Potential Capping Areas

KEY TAKEAWAY

There are many areas for potential capping over the recommended alternative. They could be used for deck plazas or potential for development, including buildings, as the City identifies funding and priority locations.

Areas shown for potential capping are preliminary and subject to change. The areas shown have only been analyzed for enough vertical elevation to allow for structures over the mainlanes. Fire, life, safety elements have not been studied yet and would be determined at a later stage in the process including capital costs and maintenance cost. The length of the tunnel and number of locations will be determined later with a full tunnel analysis if the City proceeds with any of these locations.

INTERSTATE 345 (I-345)
From I-30 to Woodall Rodgers Freeway (Spur 366)

May 2022
CSJ: 0092-14-094

Tribal Coordination

From: Kevin Hanselka <Kevin.Hanselka@txdot.gov>
Sent: Tuesday, July 9, 2024 2:02 PM
To: Andrea Ayala
Subject: FW: TxDOT Consultation Request: CSJ 0092-14-094, I-345 (reconstruct existing roadway), Dallas County, Dallas District
Attachments: 009214094_Non-PA_Tribal_Coordination_Documentation_29-Nov-2024.jpg

Hi Andrea,
Federally recognized Tribes with an interest in Dallas County include Caddo Nation, Cherokee Nation, Comanche Nation of Oklahoma, Kiowa Tribe, Mescalero Apache Tribe, Shawnee Tribe, Tonkawa Tribe of Oklahoma, and Wichita and Affiliated Tribes. Based on conditions of the I-345 project (CSJ 0092-14-094) and an existing Programmatic Agreement with TxDOT, formal consultation was not required for most of these. Therefore, consultation was initiated with only the Shawnee Tribe (see consultation email below). The 30-day consultation period expired with no response from the Shawnee Tribe (see attached coordination documentation).
Best regards,
Kevin

J. Kevin Hanselka, Ph.D.
ENV Project Planner – Archeological Studies
Archeological Studies Program
Environmental Affairs Division
Texas Department of Transportation
Office: (214) 320-4472
Cell: (469) 781-3537
kevin.hanselka@txdot.gov
Work Hours: 8:30 am – 5:00 pm

From: Kevin Hanselka <Kevin.Hanselka@txdot.gov>
Sent: Tuesday, October 31, 2023 2:09 PM
To: Section106 <Section106@shawnee-tribe.com>
Cc: Kevin Hanselka <Kevin.Hanselka@txdot.gov>
Subject: TxDOT Consultation Request: CSJ 0092-14-094, I-345 (reconstruct existing roadway), Dallas County, Dallas District

Sec. 106 Consultation

OCTOBER 31, 2023

Contacts:

Kevin Hanselka
Kevin.Hanselka@txdot.gov
214-320-4472

Notice:

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.

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. The associated reports, which include a detailed project description, APE definition and identification efforts are available upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

Project ID (CSJ), Roadway, Limits, County and TxDOT District	*CSJ 0092-14-094, I-345 from I-30 to Spur 366, Dallas County, Dallas District*
Project Sponsor:	*TxDOT*
Consultation Status:	*☒Initial Consultation* *☐Continuation of Consultation* *Reason(s):*
Short Description:	*I-345, Reconstruct Existing Roadway*
Lat/Longs:	*Begin: Lat. 32.797964, Long. -96.792961* *End: Lat. 32.773223, Long. -96.778213*
New Right of Way:	*N/A*
Depth of Impacts:	*Typical: 95 feet; maximum: 95 feet*
Known Archeological Sites or Properties in project area:	*N/A*
Identification Efforts:	*Background Study*
Recommendations:	*No sites affected; proceed to construction*
Link to Detailed Report:	*https://txdot.box.com/s/sycjzuovzeafx89qapqa8ysvin0av0hu*

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

J. Kevin Hanselka, Ph.D.
Environmental Specialist V
Archeological Studies Program
Environmental Affairs Division
Texas Department of Transportation

Office: (214) 320-4472
Cell: (469) 781-3537
kevin.hanselka@txdot.gov
Work Hours: 8:30 am – 5:00 pm

Back To List

Assignment Details ★ Activity

Print this Page

Coordinate Archeology Background Study

Associated Activity: Perform Archeology Background Study

Agency Name: Non PA Tribe(NPA)

Coordination Status: Completed

Are Correspondence Details Included: Yes

Add Correspondence

Correspondence Status:

Correspondence Method:

Correspondence Date :

Correspondence From:

Correspondence To:

Comments:

Correspondence For	Correspondence Type	Date	Correspondence From	Correspondence To	Comments	Actions
Sent Information	Email	10/31/2023	TxDOT	Tribes	Sent to Shawnee Tribe (review period expires 11/29/2023).	
No Response received - review time expired	Other	11/29/2023	Tribes	TxDOT	Review time expired, no further work warranted.	

Comments: (3873 characters left) Spell

Minor project, no new ROW, no known archeological sites. Shawnee Tribe is the only Non-PA Tribe with concerns in Dallas County.

Last Updated By: John Hanselka **Last Updated Date:** 11/29/2023 08:28:17

Non-archeological Section 106 Findings of Eligibility Documentation

Multiple Use Agreement (1992)

Revised 11/92

MULTIPLE USE AGREEMENT

STATE OF TEXAS *

COUNTY OF TRAVIS *

THIS AGREEMENT by and between the Texas Department of Transportation, hereinafter referred to as the "State", and the City of Dallas, hereinafter called the City, is to become effective when fully executed by both parties.

WITNESSETH

WHEREAS, the City has requested the State to permit the construction, maintenance and operation of a combination of parking lots and public parks on the highway right-of-way of I.H. 45 and I.H. 345 from near Martin Luther King Boulevard to Good Latimer Expressway, then from Corinth Street to Spur 366 as shown graphically by the preliminary conceptual site plan in Exhibit "A", which is attached and made a part hereof. Construction plans for areas to be developed as a part of this agreement will be submitted to the State for approval along with metes and bounds description covering the specific area development. When approved by the State, these metes and bounds descriptions (Exhibit B), and construction plans (Exhibit C), will be attached and made a part hereof; and,

WHEREAS, the State has indicated its willingness to approve the establishment of such facilities and other uses conditioned that the City will enter into agreements with the State for the purpose of determining the respective responsibilities of the City of Dallas and the State with reference thereto, and conditioned that such uses are in the public interest and will not damage the highway facilities, impair safety, impede maintenance or in any way restrict the operation of the highway facility, all as determined from engineering and traffic investigations conducted by the State.

AGREEMENT

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties hereto to be by them respectively kept and performed as hereinafter set forth, it is agreed as follows:

1. CONSTRUCTION PLANS

The parties hereto will prepare or provide for the construction plans for the facility, and will provide for the construction work as required by said plans at no cost to the State. Said plans shall include the design of the access control, necessary horizontal and vertical clearances from highway structures, adequate landscape treatment, and general layout; and they shall also delineate and define the construction responsibilities of both parties hereto and when approved shall be attached to the agreement and made a part thereof in all respects. Any future revisions or additions of permanent improvements shall be made after prior approval of the State.

2. INSPECTION

Ingress and egress shall be allowed at all times to such facility for Federal Highway Administration personnel and State Forces and equipment when highway maintenance operations are necessary, and for inspection purposes; and upon request, all parking or other activities for periods required for such operations will be prohibited.

3. PARKING REGULATIONS

Parking regulations shall be established limiting parking to single unit motor vehicles of size and capacity no greater than prescribed for 1-1/2 ton trucks, such vehicles to conform in size and use to governing laws. Parking shall be permitted only in marked spaces.

4. PROHIBITIONS/SIGNS

Regulations shall be established prohibiting the parking of vehicles transporting flammable or explosive loads and prohibiting use of the area in any manner for peddling, advertising or other purposes not in keeping with the objective of a public facility. The erection of signs other than those required for proper use of the area will be prohibited. All signs shall be approved by the State.

5. RESPONSIBILITIES

Maintenance and operation of the facility shall be entirely the responsibility of the City. Such responsibility shall not be transferred, assigned or conveyed to a third party without approval of the State. Further, such responsibility shall include picking up trash, mowing, surface area patching, tree and shrub care, flower-bed care, irrigation system maintenance, and otherwise keeping the facility in a clean and sanitary condition, and surveillance by police patrol to eliminate the possible creation of a nuisance or hazard to the public. Hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall not be permitted to rise above the grade line of the highway, nor shall the facility subject the highway to hazardous or unreasonably objectionable dripping, droppings or discharge of any kind, including rain or snow. The area to be maintained is defined as all surfaces not utilized by traffic lanes and adjacent shoulders within the highway right

-of-way, including the surfaced area under the structures.

6. FEES

Any fees levied for use of the facilities in the area shall be nominal and no more than are sufficient to defray the cost of construction, maintenance and operation thereof, and shall be subject to State approval.

7. TERMINATION UPON NOTICE

This provision is expressly made subject to the rights herein granted to both parties to terminate this agreement upon notice, and upon the exercise of any such right by either party, all obligations herein to make improvements to said facility shall immediately cease and terminate.

8. MODIFICATION/TERMINATION OF AGREEMENT

If in the sole judgment of the State it is found at any future time that traffic conditions have so changed that the existence or use of the facility is impeding maintenance, damaging the highway facility, impairing safety or that the facility is not being properly operated, that it constitutes a nuisance, is abandoned, or if for any other reason it is the State's judgment that such facility is not in the public interest, this agreement under which the facility was constructed may be: (1) modified if corrective measures acceptable to both parties can be applied to eliminate the objectionable features of the facility or (2) terminated and the use of the area as proposed herein discontinued.

9. PROHIBITION OF STORAGE OF FLAMMABLE MATERIALS

All structures located or constructed within the area covered by the agreement shall be fire resistant. The storage of flammable, explosive or hazardous materials is prohibited. Operations deemed to be a potential fire hazard shall be subject to regulation by the State.

10. RESTORATION OF AREA

Upon written notification by either party hereto that such facility should be discontinued, each party shall, within thirty (30) days, clear the area of all facilities that were its construction responsibility under this agreement, as necessary to restore the area to a condition satisfactory to the State.

11. PREVIOUS AGREEMENTS

It is understood that this agreement supersedes a Multiple Use Agreement covering this same area dated October 23, 1972 between the City of Dallas and the State.

12. INDEMNIFICATION

The City shall, insofar as it is legally permitted and subject to such limitations, indemnify the State against any and all damages and claims for damages, including those resulting from injury to or death of persons or for loss of or damage to property, arising out of, incident to or in any manner connected with its construction, maintenance or,operation of the facility, which indemnification shall extend to and include any and all court costs, attorney's fees and expenses related to or connected with any claims or suits for damages and shall, if requested in writing by the State to do so, assist that State with or relieve the State from defending any suit brought against it. Neither party hereto intends to waive, relinquish, limit or condition its right to avoid any such liability by claiming its governmental immunity.

When notified by the State to do so, the other party hereto shall promptly pay the State for the full cost of repairing any damages to the highway facility which may result from its construction, maintenance or operation of the facility, or its duly authorized agents or employees, and shall promptly reimburse the State for costs of construction and/or repair work made necessary by reason of such damages.

Nothing in this agreement shall be construed as creating any liability in favor of any third party or parties against either of the parties hereto nor shall it ever be construed as relieving any third party or parties from any liabilities of such third party or parties to the parties hereto, but the other party hereto shall become fully subrogated to the State and shall be entitled to maintain an action over and against third party or parties legally liable for having caused it to pay or disburse any sum of money hereunder.

13. INSURANCE

The City shall provide necessary safeguards to protect the public on State-maintained highways including adequate insurance for payment of any damages which might result during the construction of the facility occupying such airspace or thereafter, and to save the State harmless from damages, to the extent of said insurance coverage and insofar as it can legally do so. Prior to beginning work on the State's right-of-way, the City's construction contractor shall submit to the State a completed insurance form (TxDOT Form No. 1560) and shall maintain the required coverages during the construction of the facility.

14. USE OF RIGHT-OF-WAY

It is to be understood that the State by execution of this agreement does not impair or relinquish the State's right to use such land for right-of-way purposes when it is required for the construction or reconstruction of the traffic facility for which it was acquired, nor shall use of the land under such agreement ever be construed as abandonment by the State of such land acquired for highway purposes, and the State does not purport to grant any interest in the land described herein but merely consents to such use to the extent its authority and title permits.

15. ADDITIONAL CONSENT REQUIRED

The State asserts only that it has sufficient title for highway purposes. The City shall be responsible for obtaining such additional consent or agreement as may be necessary due to this agreement. This includes, but is not limited to, public utilities.

16. FHWA ADDITIONAL REQUIREMENTS

If the facility is located on the Federal-Aid Highway System, "ATTACHMENT A", which states additional requirements as set forth in the Federal Highway Administration's Federal-Aid Highway Program Manual, shall be attached to and become a part of this agreement.

II.

17. CIVIL RIGHTS ASSURANCES

The City, for itself, its personal representatives, successors and interests and assigns, as part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that: (1) no persons, on the ground of race, color or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facility; (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of race, color or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination; (3) that the City shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-Assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

That if in the event of any breach of the above non-discrimination covenants, the State shall have the right to terminate the agreement and reenter and repossess said land and the facilities thereon, and hold the same as if said agreement had never been made or issued.

List of Attached Exhibits:

Exhibit A - General Layout
Exhibit B - Metes and Bounds Description of project ares as developed
Exhibit C - Plans of project ares as developed
Exhibit D - Certificate of insurance (TxDOT Form 560) from contractors as projects are let
Exhibit E - Attachment A (FHWA Additional Requirements)

IN WITNESS WHEREOF, the parties have hereunto affixed their signature, the City of Dallas on the 15 day of December, 1992, and the State on the 20 day of April, 1992.

City of Dallas

By: _____
City Manager

ATTEST:

_____
Title

STATE OF TEXAS

Certified as being executed for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission under the authority of Minute Order 100002.

By: _____
Director of
Maintenance and Operations

APPROVAL RECOMMENDED:

_____
District Engineer

_____
Director of Highway Design

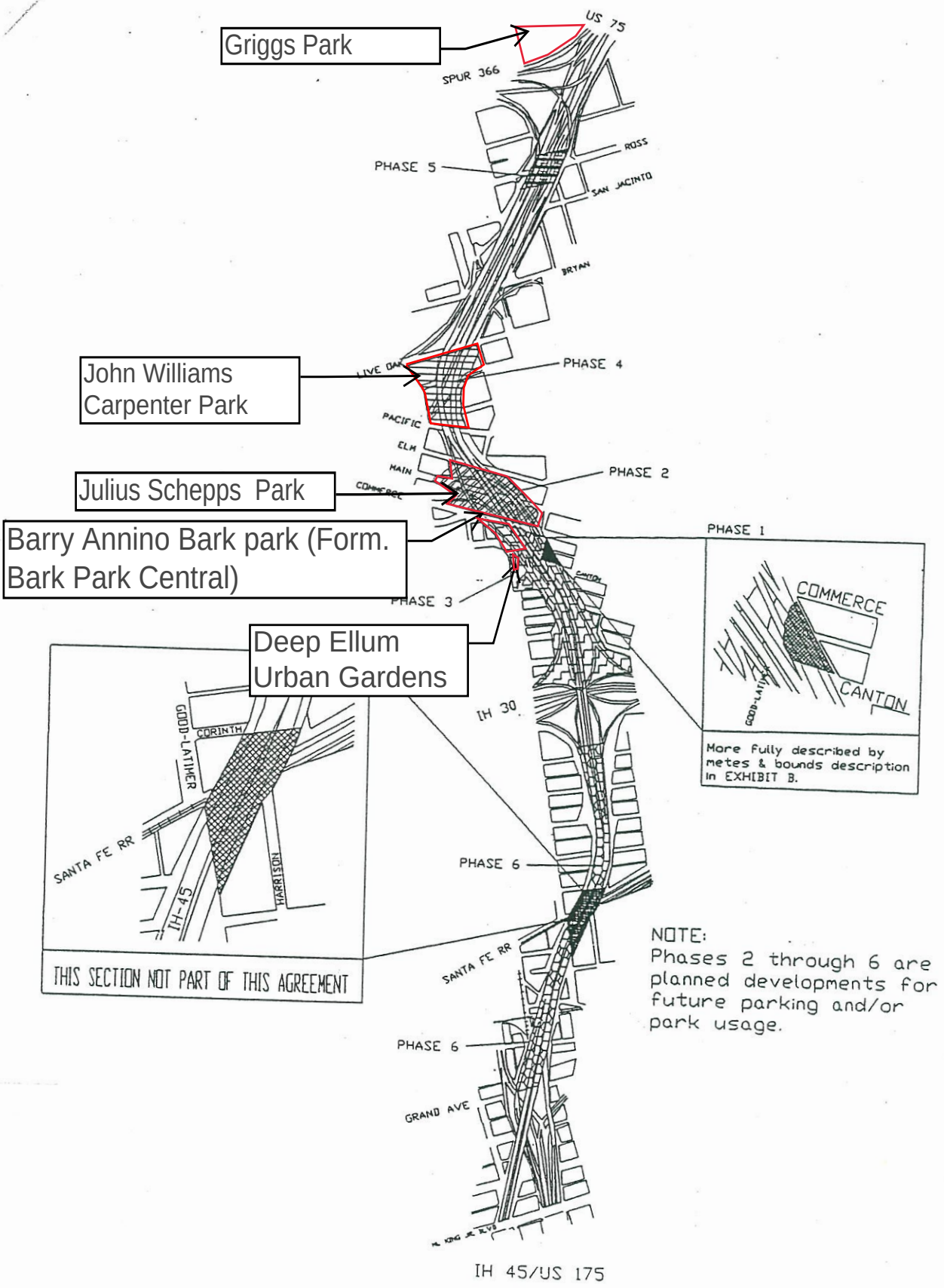

Griggs Park
John Williams Carpenter Park
Julius Schepps Park
Barry Annino Bark park (Form. Bark Park Central)
Deep Ellum Urban Gardens
US 75
SPUR 366
ROSS
SAN JACINTO
BRYAN
PHASE 5
PHASE 4
PACIFIC
ELM
MAIN
COMMERCE
PHASE 2
PHASE 1
PHASE 3
IH 30
COMMERCE
CANTON
GOOD-LATIMER
More fully described by metes & bounds description in EXHIBIT B.
CORINTH
GOOD-LATIMER
SANTA FE RR
IH-45
HARRISON
THIS SECTION NOT PART OF THIS AGREEMENT
PHASE 6
SANTA FE RR
PHASE 6
GRAND AVE
MLK JR BLVD
IH 45/US 175
NOTE:
Phases 2 through 6 are planned developments for future parking and/or park usage.

EXHIBIT A

Texas Parks and Wildlife Department Collaborative Review

From: Suzanne Walsh
To: Adelina Munoz
Cc: Dan Perge; Lauren Young; Michelle Lueck; Andrea Ayala
Subject: RE: 0092-14094 IH 345 Reconstruction Project; Request for Initial Collaborative Review Phase for this EA Project
Date: Monday, September 9, 2024 6:54:09 PM
Attachments: image001.png

Adelina,

Thank you for your response and consideration of TPWD's comments. TPWD looks forward to reviewing the draft EA when it is available.

Sincerely,

Suzanne Walsh
Transportation Liaison
Phone: (512) 389-4579

From: Adelina Munoz <Adelina.Munoz@txdot.gov>
Sent: Monday, September 9, 2024 3:46 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Lauren Young <Lauren.Young@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Andrea Ayala <Andrea.Ayala@txdot.gov>
Subject: RE: 0092-14094 IH 345 Reconstruction Project; Request for Initial Collaborative Review Phase for this EA Project

Good afternoon Suzanne,

Thank you again, for your collaboration on #52583 (0092-14094 IH 345 Reconstruction) Project. See below our responses to your recommendations you provided on August 30, 2024.

TPWD Recommendation 1: TPWD recommends minimizing the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used. The use of seed mix that contains seeds from only regional ecotype native species is recommended.

TxDOT Response 1: TxDOT will address impacts to native vegetation clearing by following our Seeding for Erosion Control and Wildflower Seeding specifications, which meet the Texas Seed Law and seed mixes used will be specific to the region. This information will be included in the EA.

TPWD Recommendation 2: TPWD recommends performing daytime surveys for nests under bridges prior to construction to ensure that no nests with egg or young will be disturbed by the proposed project. Nests that are active should not be disturbed. Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.

TxDOT Response 2: TxDOT will comply with the Migratory Bird Treaty Act, which is TxDOT's policy to avoid removal and destruction of active bird nests. Where appropriate TxDOT will prevent birds from building or nesting on artificial-made structures and schedule vegetation clearing/removal outside of the nesting bird season for the region. This information will be included in the EA.

Sincerely,

ADELINA MUÑOZ
Environmental Specialist
Dallas Environmental
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Office: 214-320-6140 | Adelina.Munoz@txdot.gov

TxDOT.gov | **Texas Highways Magazine** | **Get Involved**

Out of office:

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, August 30, 2024 8:57 AM
To: Adelina Munoz <Adelina.Munoz@txdot.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Lauren Young <Lauren.Young@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Andrea Ayala <Andrea.Ayala@txdot.gov>
Subject: RE: 0092-14094 IH 345 Reconstruction Project; Request for Initial Collaborative Review Phase for this EA Project

Adelina,

Thank you for your patience.

TPWD recommends minimizing the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used. The use of seed mix that contains seeds from only regional ecotype native species is recommended.

TPWD recommends performing daytime surveys for nests under bridges prior to construction to ensure that no nests with egg or young will be disturbed by the proposed project. Nests that are active should not be disturbed. Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.

Please feel free to reach out to me if you need any further assistance. We would also appreciate being notified about any upcoming scoping or public meetings for this project. TPWD looks forward to reviewing the draft EA when it is available.

Sincerely,

Suzanne Walsh
Transportation Liaison
Phone: (512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, July 11, 2024 12:02 PM
To: Adelina Munoz <Adelina.Munoz@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Dan Perge <Dan.Perge@txdot.gov>; Lauren Young <Lauren.Young@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Andrea Ayala <Andrea.Ayala@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: 0092-14094 IH 345 Reconstruction Project; Request for Initial Collaborative Review Phase for this EA Project

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 52583. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department

Wildlife Division – Ecological & Environmental Planning Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Adelina Munoz <Adelina.Munoz@txdot.gov>
Sent: Wednesday, July 10, 2024 2:52 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Lauren Young <Lauren.Young@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Andrea Ayala <Andrea.Ayala@txdot.gov>
Subject: 0092-14094 IH 345 Reconstruction Project; Request for Initial Collaborative Review Phase for this EA Project

Hello,
TxDOT requests initial collaborative review for 0092-14094 IH 345 Reconstruction in Dallas County, Texas. Please see ECOS WPD I screen in ECOS for the project description.

The following file names for relevant documents are available in ECOS:

1. 1_APPROVED_0092-14-094_I-345_Species Analysis Spreadsheet_2024-01-25.pdf
2. 1_APPROVED_0092-14-094_I-345_Species Analysis Spreadsheet_2024-01-25.xlsm
3. 2_APPROVED_0092-14-094_I-345_Species Analysis Form_2023-12-8.docx
4. 3_APPROVED_0092-14-094_I-345_BMP Form_2023-12-8.docx
5. 4_0092-14-094_I-345_USFWS IPaC_Accessed_2023_09_20.pdf
6. 5_0092-14-094_I-345_TPWD RTEST_Acessed_2023_09_01.pdf
7. 6_APPROVED_0092-14-094_I-345_NDD Map and EO Data_2023-12-8.pdf06 FM_1387_Aerial 9-6-23.pdf
8. 7_APPROVED_0092-14-094_I-345_TEAM EMST Vegetation Maps_2023-12-8.pdf
9. 8_APPROVED_0092-14-094_I-345_EMST Vegetation Impact Table_2023-12-8.pdf
10. 9_APPROVED_0092-14-094_I-345_Biological Photos_2023-12-8.pdf
11. 10_APPROVED_0092-14-094_I-345 Soil Report_Acessed_2023_09_25.pdf
12. Approved 0092-14-094_I-345_Surface Water Analysis_2023_12_28.docx

These documents, along with other project-related information, are available in ECOS under the CSJ 0092-14094 IH 345. Just as general timeline information, the DEA is expected to be published in early August 2024. Please feel free to contact me with any questions or if additional information is needed.

Thank you in advance,
ADELINA MUÑOZ
Environmental Specialist

Dallas Environmental
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Office: 214-320-6140 | Adelina.Munoz@txdot.gov

TxDOT.gov | Texas Highways Magazine | Get Involved

Out of office: July 23rd and August 26th-30th

Documentation of Texas Parks and Wildlife Department Best Management Practices Form

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **I-345**

CSJ(s): **0092-14-094**

County(ies): **Dallas**

Date Form Completed: **9/26/2024**

Prepared by: **Scott Inglish and Nolan Cummings**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

   <if yes, describe>

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

   <if yes, describe>

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   <describe assistance requested>

4. List all BMP that will be applied to this project per the document *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources*.

***Note, these are BMP that TxDOT commits to implement at the time this form is completed. This list may change prior to or during construction based on changes to project impacts, design, etc.**

BMP to be Implemented:

TPWD recommends minimizing the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used. The use of seed mix that contains seeds from only regional ecotype native species is recommended. TPWD recommends performing daytime surveys for nests under bridges prior to construction to ensure that no nests with egg or young will be disturbed by the proposed project. Nests that are active should not be disturbed. Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.

5. List all TxDOT species protection specifications that will be applied to this project (e.g., Amphibian and Reptile Exclusion Fence, Bat Houses, etc.)

Species protection specifications to be Implemented:

N/A

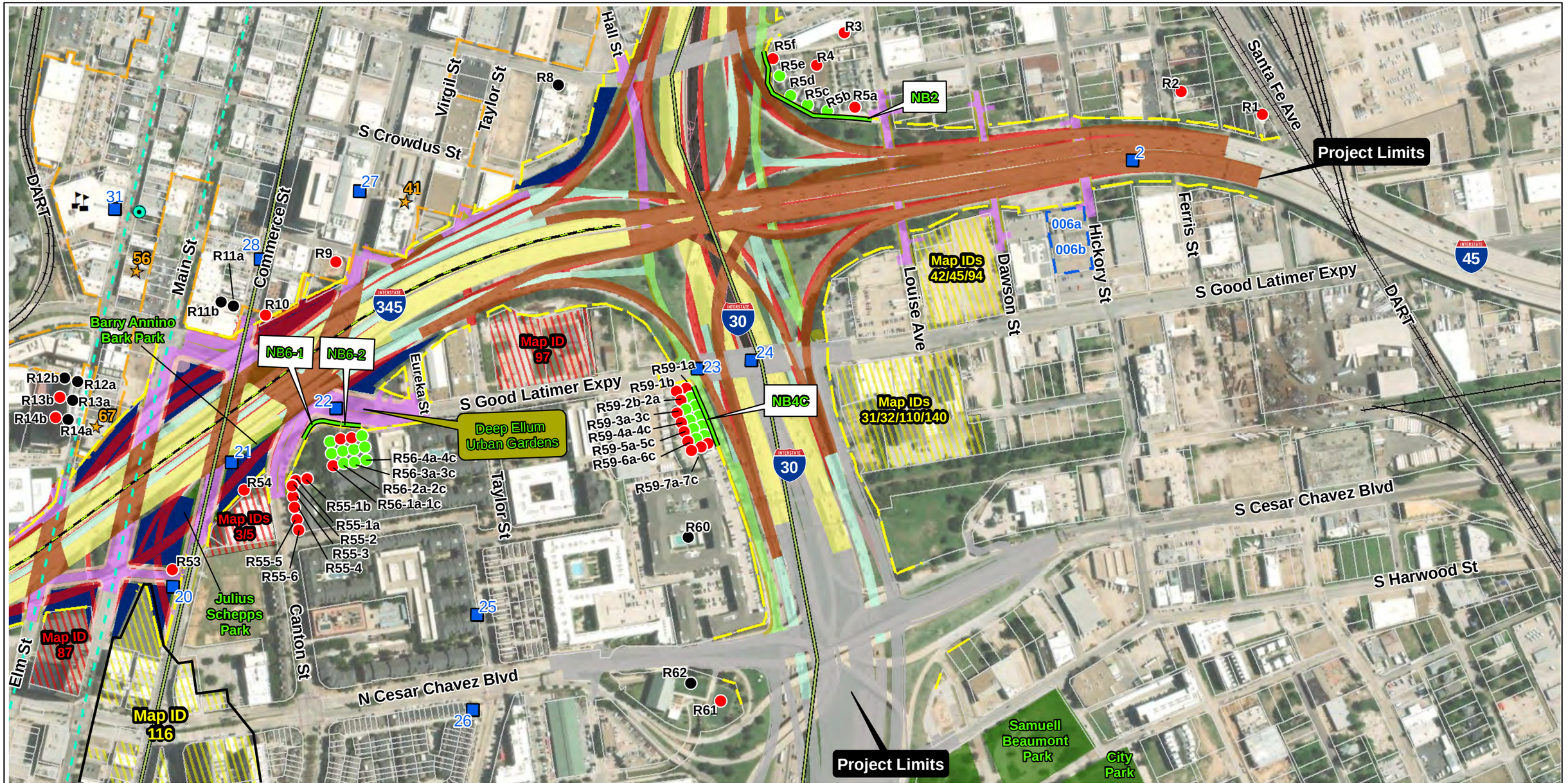
Notice of Availability of Draft EA for Texas Parks and Wildlife Department

Texas Historical Commission/State Historic Preservation Officer Coordination

Notice of Availability of Draft EA for Texas Commission on Environmental Quality

APPENDIX G – SECTION 4(f) DOCUMENTATION

APPENDIX H – ENVIRONMENTAL RESOURCES MAP

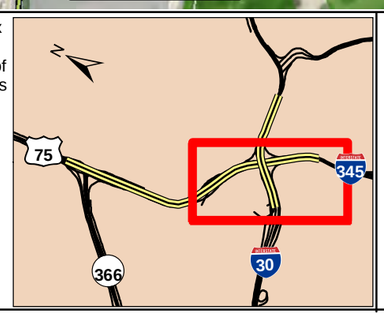


LEGEND

- Existing ROW
- Proposed ROW By Others
- Railroad
- PPSC
- Parcel
- Cemetery
- Identified as historic in 2024 historic survey
- Park
- Proposed Bridge
- Proposed Cross Street or Driveway
- Proposed For Removal
- Proposed Frontage Roads
- Proposed Mainlanes
- Proposed Managed Lanes
- Potential Development Areas
- Proposed Ramps and Direct Connectors
- Proposed Shared Use Path
- Proposed Sidewalk or Median
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Benefitted Noise Receiver
- Proposed Noise Barrier
- Proposed Pavement By Others
- High Hazardous Materials Environmental Risk
- Moderate Hazardous Materials Environmental Risk
- Historic Bankhead Highway
- NRHP Listed District
- NRHP Listed
- Determined Individually NRHP-Eligible - Survey of Downtown and Deep Ellum, 2022
- Freedom Colony
- Historical Marker
- School
- Place of Worship
- Photo Location
- Potential Surplus ROW
- Proposed Drainage Easement (Option 1)
- Proposed Drainage Easement (Option 2)
- Proposed Storm Sewer

Sheet Index

The extent of each sheet is highlighted in RED.



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0 400 800

Feet

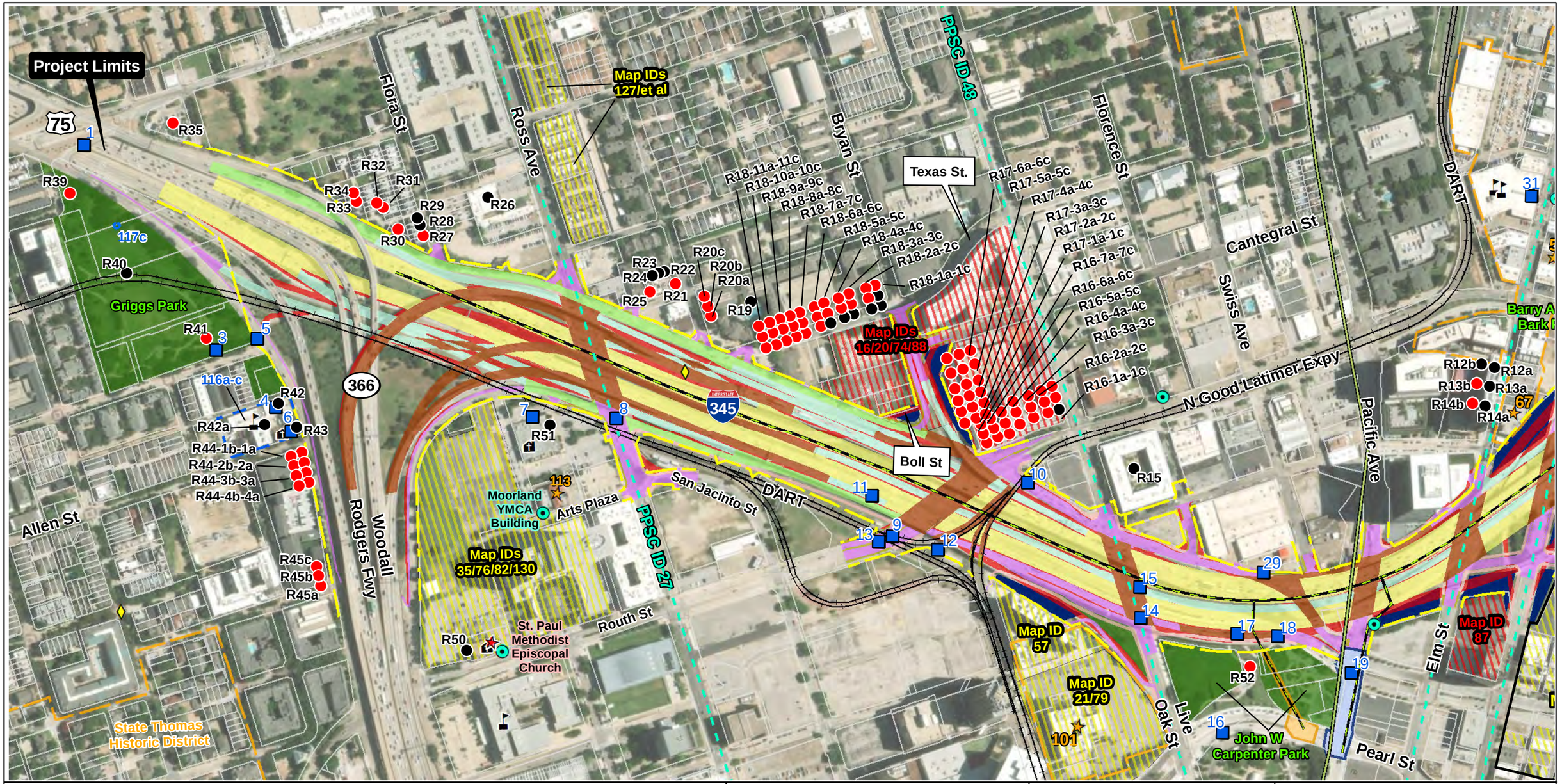
APPENDIX H
ENVIRONMENTAL RESOURCES MAP
Sheet 1 of 3

I-345
From I-30 to Spur 366

Environmental Assessment

Dallas County, Texas

Sources: Dallas County Appraisal District (2023); TxDOT Design Schematic (Jan. 2025); Texas Freedom Colonies Project; TNRIS Aerial Imagery (2023).



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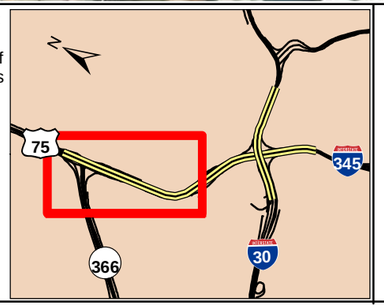

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APPENDIX H
ENVIRONMENTAL RESOURCES MAP
Sheet 2 of 3

I-345
From I-30 to Spur 366

Environmental Assessment

Dallas County, Texas

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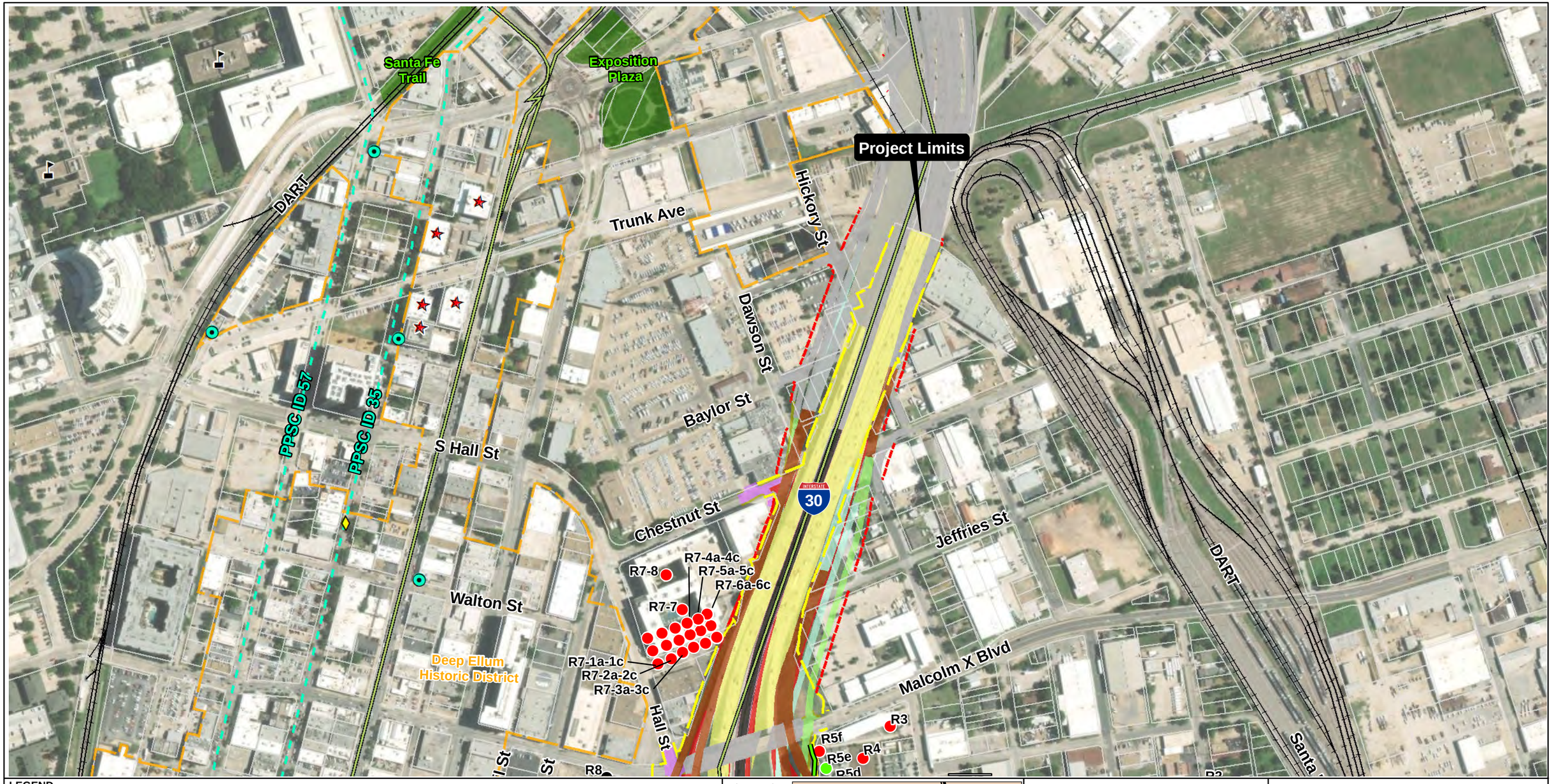

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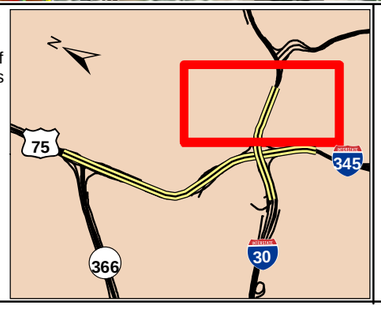

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Feet

APPENDIX H
ENVIRONMENTAL RESOURCES MAP
Sheet 3 of 3

I-345
From I-30 to Spur 366

Environmental Assessment

Dallas County, Texas

Sources: Dallas County Appraisal District (2023); TxDOT Design Schematic (Jan. 2025); Texas Freedom Colonies Project; TNRIS Aerial Imagery (2023).

APPENDIX I – COMMENT RESPONSE MATRIX FROM PUBLIC HEARING