FEASIBILITY STUDY UNDER WAY FOR FUTURE I-345

DALLAS – I-345 through downtown Dallas opened in 1973 to provide a connection between I-45 and US 75. The 1.4-mile freeway is elevated to maintain the city street grid below, which was considered innovative at the time. The bridges that support the structure will reach the end of their service life in the next 25 years, so TxDOT is taking a proactive approach to develop a plan for the corridor. The very first step in the detailed process to weigh alternatives is a feasibility study. The feasibility study is looking at various alternatives for I-345 that will incorporate feedback from stakeholders, current and future development plans and traffic data to develop and assess conceptual alternatives.

The feasibility study will also take into consideration ideas generated through the Dallas CityMAP process. In 2016, Dallas CityMAP examined the major interstates surrounding and entering downtown Dallas and how they could best integrate with the future vision of the city. Some scenarios from Dallas CityMAP include:

- A NO-BUILD OPTION THAT WOULD KEEP I-345 AND THE CITY STREET GRID IN THE CURRENT CONFIGURATION
- RECONSTRUCTING THE FACILITY BELOW GRADE (SIMILAR TO US 75 BETWEEN WALNUT HILL LANE AND DOWNTOWN DALLAS)
- COMPLETELY REMOVING I-345 AND MODIFYING INTERSTATE INTERCHANGES AND THE CITY STREET GRID WHILE PROVIDING SURFACE STREET CONNECTIONS BETWEEN THE TERMINATION OF I-45, DOWNTOWN DALLAS AND US 75
- RECONSTRUCTING AND ELEVATING I-345 WITH RAMP MODIFICATIONS

At Left: I-345 under construction in 1969. Credit: The Dallas Library

More on BACK PAGE...
## JANUARY 2020 LET PROJECTS (SUBJECT TO CHANGE)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>COST EST. (M)</th>
<th>BID (M)</th>
<th>EST. TOTAL COST (M)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0196-03-077</td>
<td>I-3SE Oak Lawn Ave. to NW Hwy.</td>
<td>Full depth repair, mill and inlay on mainlanes</td>
<td>$18.20</td>
<td>$19.66</td>
<td>$22.05</td>
</tr>
</tbody>
</table>

**ESTIMATED JANUARY 2020 TOTALS**

- **DISTRICT FY ACCUMULATIVE LETTINGS**: $174.42
- **DALLAS DISTRICT FY LETTING VOLUME CAP**: $235.08 M

*Estimated Total Project Costs includes est. PE, ROW, BkC, indirect Costs and Potential Change Order Costs at the time of DX.

## FEBRUARY 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. COST (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>... 0918-47-179</td>
<td>VA</td>
<td>Various locations in the City of Dallas</td>
<td>Improve traffic signals</td>
<td>$1.94</td>
</tr>
</tbody>
</table>

*Unmapped.*

## COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1-31, 2020)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. COST (M)</th>
<th>COMPLETED DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0009-11-333</td>
<td>I-30 At St. Francis</td>
<td>Construct pedestrian bridge</td>
<td>$2.25</td>
<td>01/06/20</td>
</tr>
<tr>
<td>2</td>
<td>0092-07-050</td>
<td>SH 356 N. Beltline Rd, to N. MacArthur Blvd.</td>
<td>Mill, overlay &amp; flexible repair on frontage roads</td>
<td>$2.03</td>
<td>01/06/20</td>
</tr>
<tr>
<td>3</td>
<td>0364-03-099</td>
<td>BS 121H Post Oak St. to FM 544</td>
<td>Landscape treatment of medians</td>
<td>$1.90</td>
<td>01/24/20</td>
</tr>
<tr>
<td>4</td>
<td>0817-01-426</td>
<td>FM 428 FM 3524 to US 377</td>
<td>Mill, inlay &amp; pavement repair and markings</td>
<td>$1.09</td>
<td>01/06/20</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
<td>VA Various intersections in the cities of Celina, Prosper and Rockwall</td>
<td>Installation of traffic signals</td>
<td>$1.29</td>
<td>01/21/20</td>
</tr>
</tbody>
</table>

**ESTIMATED TOTAL**: $8.56 M

*SOURCE: Texas Department of Transportation.*
DALLAS DISTRICT PROJECTS MAP
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in January, are projected to let in February, or have recently been completed.

LEGEND
- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOC.

2019 DALLAS DISTRICT ESTIMATE TOTALS
V.EHICLE REGISTRATION: 4,085,742
*POPULATION ESTIMATE: 4,905,280
LANE MILES: 10,753,693

A. COLLIN COUNTY
V.EHICLE REGISTRATION: 799,926
*POPULATION ESTIMATE: 1,010,330
LANE MILES: 1,462,514

B. DALLAS COUNTY
V.EHICLE REGISTRATION: 2,155,995
*POPULATION ESTIMATE: 2,554,770
LANE MILES: 3,377,212

C. DENTON COUNTY
V.EHICLE REGISTRATION: 660,143
*POPULATION ESTIMATE: 874,240
LANE MILES: 1,635,926

D. ELLIS COUNTY
V.EHICLE REGISTRATION: 181,071
*POPULATION ESTIMATE: 189,820
LANE MILES: 1,526,862

E. KAUFMAN COUNTY
V.EHICLE REGISTRATION: 124,760
*POPULATION ESTIMATE: 124,830
LANE MILES: 1,215,130

F. NAVARRO COUNTY
V.EHICLE REGISTRATION: 52,355
*POPULATION ESTIMATE: 50,350
LANE MILES: 1,191,856

G. ROCKWALL COUNTY
V.EHICLE REGISTRATION: 91,492
*POPULATION ESTIMATE: 101,020
LANE MILES: 346,193
Continued from COVER STORY:

Three public meetings were held in November 2019 to gather feedback on proposed alternatives. Alternatives developed through the public engagement process may also be considered. A second round of meetings is tentatively scheduled for mid-2020.

Next Steps:

The feasibility study is expected to take up to two years to complete. TxDOT will develop a preferred alternative after analyzing economic development opportunities, traffic data and stakeholder feedback. There will be additional opportunities for public input when a preferred alternative is identified. To learn more about the feasibility study, please visit: www.345study.com

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer
A granular de-icer — salt for instance — lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time
The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHAT MATERIALS ARE USED ON THE ROADS?

Before an ice/snow event
- Liquid salt-based anti-icers help prevent ice formation

During an ice/snow event
- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCES: Texas Department of Transportation

DALLAS DISTRICT | PROGRESS

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov

REPORT A POTHOLE: