



I-345 CONNECTS OVERALL TIMELINE



FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | MARCH 19 & 21, 2024

Open to Traffic

Construction

Estimated 5 years*
*Does not include utility relocations which would be done prior

Ready to Let - Anticipated 2027-2028
(Project must be fully funded to let, no funding has been identified as of March 2024)

"Letting" is when TxDOT notifies the construction community that a project is ready to be bid on. Construction on a project begins after the letting process is complete.

Plans, Specifications, & Estimates (PS&E)

- Construction Phasing/Maintenance of Traffic Plans
- Striping and Signing Plans
- Drainage Details
- Traffic Signal Warrants
- Quantities/Estimates
- State Specifications
- Utility Relocations

Spring 2025

WE ARE HERE

Schematic/Environmental Assessment (EA)

- Data Collection (including updated traffic counts)
- Schematic Design, including large guide signs
- Safety
- Value Engineering
- Updated Traffic Forecasts, Traffic Operations/Level of Service
- Drainage
- Socio-Economics/Community Cohesion
- Traffic Noise
- Air Quality
- Cultural Resources
- Natural Resources
- Hazardous Materials
- Public Involvement
- City of Dallas/stakeholder coordination
- Environmental Clearance (Finding of No Significant Impact (FONSI))

COMPLETED

Feasibility Study

The Report has been published online (August 2022) and includes a summary of:

- Public Involvement (conducted listening sessions, stakeholder meetings, agency coordination meetings, and public meetings)
- Alternative Analysis
- Evaluation Matrix
- Identification of Environmental Constraints
- Preliminary traffic analysis using the regional model
- Summarized process that determined the Recommended Alternative to proceed to the Schematic/Environmental Phase
- Final identification of the Recommended Alternative

Summer 2023

Scan the QR code to view the Feasibility Study Final Report

Winter 2018

TxDOT will perform bridge inspection (at a minimum every year) and maintenance, as needed, for the estimated remaining useful service life of the bridge (approximately 25 years)

Timeline subject to change. Not to scale.

Advancement from phase to phase is contingent upon the outcome of the previous phase and funding availability.