

NOTE: Highlighted areas are not to scale.

TxDOT graphic

NEED AND PURPOSE

Need for the Feasibility Study:

- I-345 was constructed in 1974.
- Located between I-30 and Spur 366 (Woodall Rogers)
- High Daily Traffic Volume
- The Feasibility Study evaluation of alternatives is based on the growing cost of continued maintenance and preservation of the structure

Purpose of the Feasibility Study is to evaluate (9) alternatives intended to:

- Improve the structural condition of the bridge
- Reduce maintenance cost
- Reduce the frequency of maintenance and preservation activities

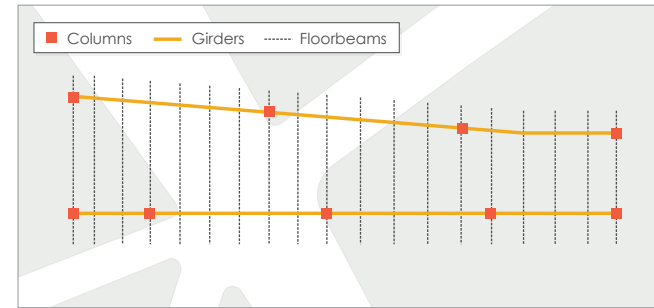
FEASIBILITY STUDY SCHEDULE

Notice to Proceed	June 2012
Develop Conceptual Alternatives	Sept-Dec 2012
Stakeholder Meeting	November 2012
Public Meeting	December 2012
Finalize Feasibility Report	Summer 2013

SOURCE: TxDOT research.

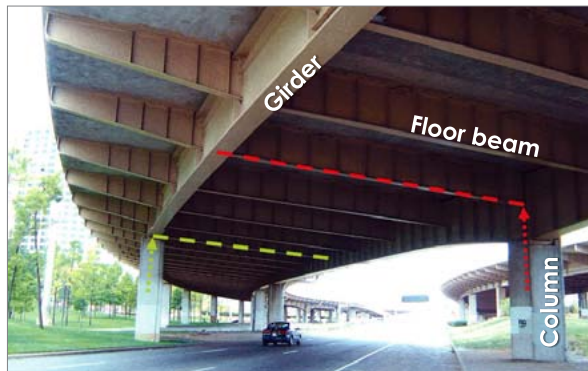
EXISTING CONDITION

- 1. Bridge designed and built in 1974**
- 2. Unique design:**
 - Two steel girder superstructure framing
 - Concrete deck not mechanically connected (bolted) to floor beams or girders
 - Unsymmetrical column layout
- 3. 1972 Average Daily Traffic (ADT): 85,000**
2010 Average Daily Traffic (ADT): 170,000



Shows unsymmetric column arrangement and underlying roadway supports.

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Photos show main girders with unsymmetric column supports.

TxDOT photo archive

STUDY ALTERNATIVES

1. No-build
2. Strengthen superstructure by connecting the top of the steel girders with the concrete bridge deck
3. Add columns to provide symmetrical support
4. Strengthen local connections
5. Strengthen superstructure by adding girders & bent caps
6. Rapid bridge replacement (roll-out, roll-in)
7. Close down I-345 during fast track superstructure & cap replacement (similar to Pierce Elevated in Houston)
8. Hybrid alternative (combination of alternatives 2 thru 7)
9. Complete facility reconstruction

PROPOSED EVALUATION CRITERIA

1. Initial capital cost
2. Ongoing maintenance cost
3. Construction duration
4. Structural life expectancy
5. City street impact
6. Local residents impact
7. Local businesses impact
8. Construction traffic impact
9. DART impact
10. Aesthetic impact
11. Current design standards
12. Other applicable criteria

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