




I-345 CONNECTS OVERALL TIMELINE



FROM I-30 TO WOODALL RODGERS FREEWAY (SPUR 366) | CSJ: 0092-14-094 | APRIL 22 & 24, 2025


Open to Traffic


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


Ready to Let - TBD
(Project must be fully funded to let, no funding has been identified as of April 2025)

"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


Summer 2025


WE ARE HERE
Schematic Design & Environmental Review

- Data Collection (including updated traffic counts)
- Schematic Design, including large guide signs
- Safety
- Value Engineering
- Updated Traffic Forecasts, Traffic Operations/Level of Service
- Drainage
- Community Resources
- 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))

Scan the QR code to see the Public Meeting Series Summary Report




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

Scan the QR code to view the Feasibility Study Final Report



Summer 2023

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.