TEXAS DEPARTMENT OF TRANSPORTATION FEBRUARY | 2020

DALLAS DISTRICT
PROGRESS

Monthly Report on Dallas District Projects and Topics ★★★ COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

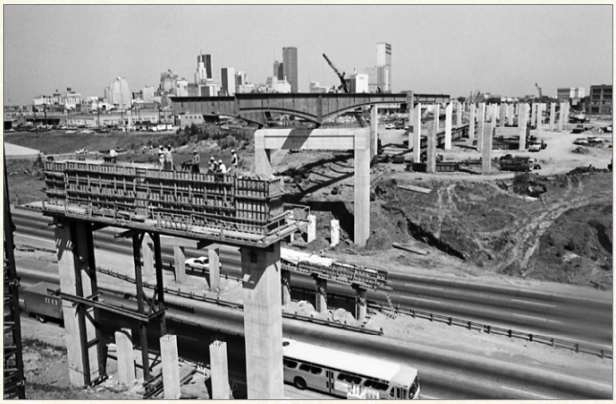
FEASIBILITY STUDY UNDER WAY FOR FUTURE I-345

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

SOURCE: TxDOT



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

SOURCE: TxDOT TxDOT graphic

More on BACK PAGE...

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JANUARY 2020 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)*	CONTRACTOR
1	0196-03-077	I-35E	Oak Lawn Ave. to NW Hwy.	Full depth repair, mill and inlay on mainlanes	$18.20	$19.66	8.03%	$22.05	Johnson Bros. Corp., A Southland Co.
				ESTIMATED JANUARY 2020 TOTALS	$18.20	$19.66	8.03%	$22.05	
				DISTRICT FY ACCUMULATIVE LETTINGS	$174.42	$182.69			
				DALLAS DISTRICT FY LETTING VOLUME CAP	$235.08 M				

*Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

FEBRUARY 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
---	0918-47-179*	VA	Various locations in the City of Dallas	Improve traffic signals	$1.94
				ESTIMATED TOTAL	$1.94 M

*Unmapped.

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

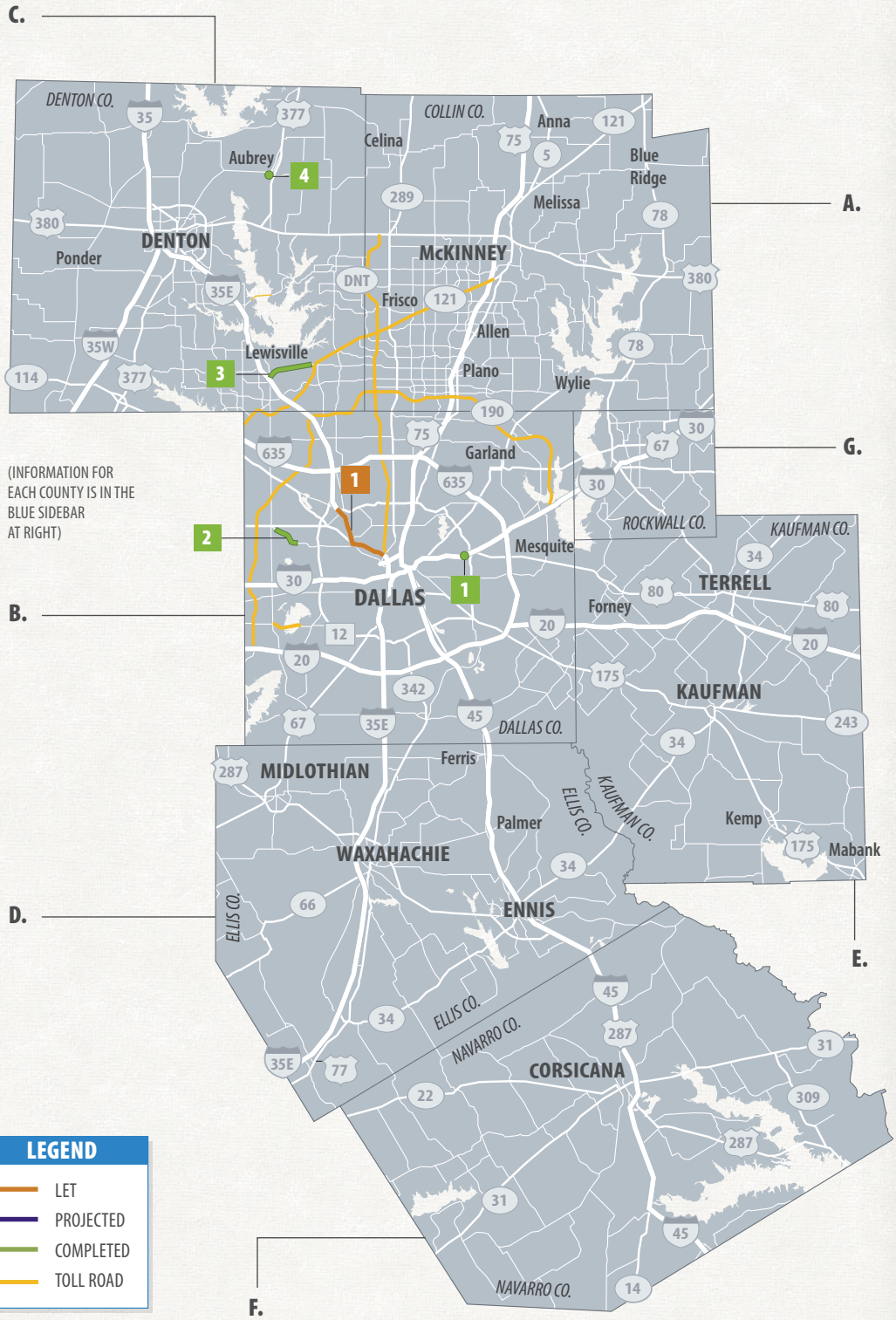
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-11-233	I-30	At St. Francis	Construct pedestrian bridge	$2.25	01/06/20
2	0092-07-060	SH 356	N. Beltline Rd. to N. MacArthur Blvd.	Mill, overlay & flexible repair on frontage roads	$2.03	01/06/20
3	0364-03-099	BS 121H	Post Oak St. to FM 544	Landscape treatment of medians	$1.90	01/24/20
4	0817-01-026	FM 428	FM 3524 to US 377	Mill, inlay & pavement repair and markings	$1.09	01/06/20
---	0091-03-027*	VA	Various intersections in the cities of Celina, Prosper and Rockwall	Installation of traffic signals	$1.29	01/21/20
				ESTIMATED TOTAL	$8.56 M	

SOURCE: Texas Department of Transportation.

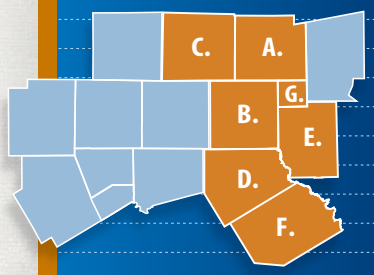
TxDOT graphics

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.**



SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742
*POPULATION ESTIMATE | 4,905,280
LANE MILES | 10,753.693

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 799,926
*POPULATION ESTIMATE: 1,010,330
LANE MILES: 1,462.514

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995
*POPULATION ESTIMATE: 2,554,770
LANE MILES: 3,377.212

C. | DENTON COUNTY

VEHICLE REGISTRATION: 680,143
*POPULATION ESTIMATE: 874,240
LANE MILES: 1,633.926

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 181,071
*POPULATION ESTIMATE: 189,820
LANE MILES: 1,526.862

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760
*POPULATION ESTIMATE: 124,850
LANE MILES: 1,215.130

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355
*POPULATION ESTIMATE: 50,250
LANE MILES: 1,191.856

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492
*POPULATION ESTIMATE: 101,020
LANE MILES: 346.193

Continued from COVER STORY:

Three public meetings were held in December 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**

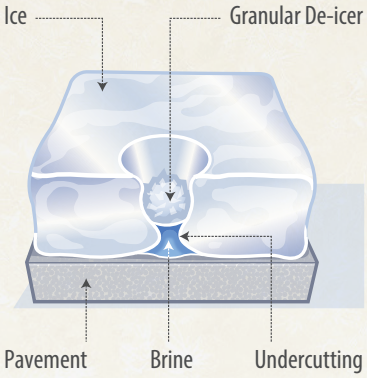
Historical Aerial of I-345 under construction circa 1969. Credit AIA

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

SOURCE: Texas Department of Transportation

TxDOT graphic

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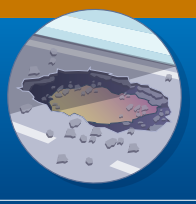

REPORT A POTHOLE:
Visit *www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole* or call 800.452.9292. Progress report can be downloaded at *http://www.txdot.gov/inside-txdot/district/dallas/progress.html*