



# I-30 East Dallas Project Public Hearing

From Ferguson Road to Bass Pro Drive



July 11, 2024

## SLIDE 1 - Title Slide

Hello and welcome to the Public Hearing for the I-30 East Dallas Project from Ferguson Road to Bass Pro Drive. This hearing has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public.

Please note, you may pause this presentation at any point to allow more time to review the information.

# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



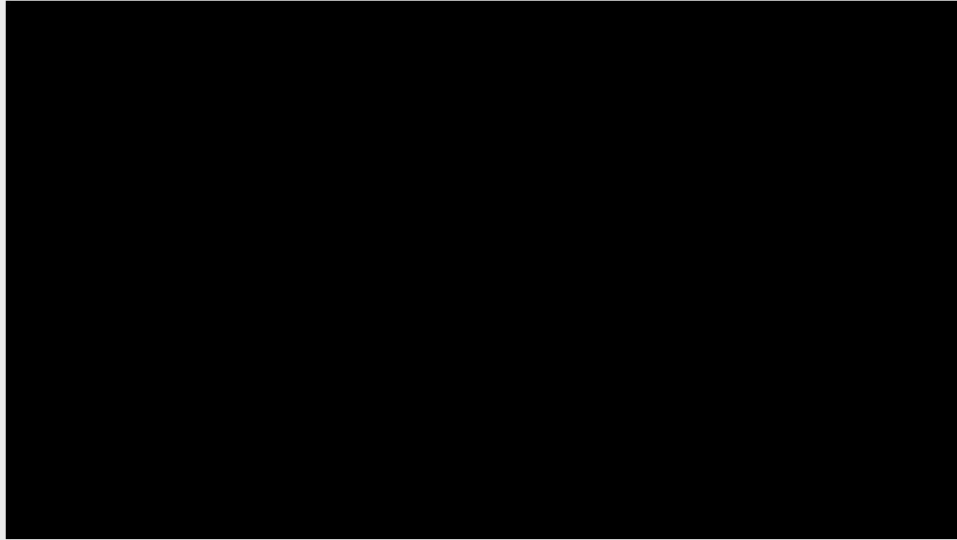
#EndTheStreakTX Toolkit



## SLIDE 2 - End the Streak

November 7, 2000 was the last deathless day on Texas roadways and over 80,000 people have lost their lives since then. That's a streak we want to break. Help TxDOT End the Streak of roadway fatalities by buckling up, driving the speed limit, putting down your phone and never driving under the influence of alcohol or other drugs.

## Travis Campbell, P.E. Welcome Video



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### SLIDE 3—Travis Campbell, P.E. Welcome Video

I'm Travis Campbell, Director of Transportation Planning and Development for the TxDOT Dallas district. Thank you for joining us as we conduct this virtual public event. Understanding how our projects impact communities is important to TxDOT. The following presentation will provide instruction on how you can connect with us and provide vital input about this project. We will continue to work closely with stakeholders, communities and the public as we move forward. Thank you for your time and interest in improving our transportation system and we look forward to receiving your comments.

## Public Hearing Purpose

- Inform the public of project status and present recommendations based on studies performed to date.
- Describe the project so those attending can determine the project's potential to affect their lives and property.
- Provide the public an opportunity to see information and provide feedback.
- Develop a record of public views and participation.



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### SLIDE 4 – Public Hearing Purpose and Changes to Public Hearing Protocol

You may have attended previous public hearings conducted by TxDOT.

For the benefit of those who have never participated before, we will explain why the Department conducts a public hearing.

A public hearing has four essential purposes:

1. Inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
2. Describe the project so those attending can determine the project's potential to affect their lives and property.
3. Provide the public an opportunity to see information and provide feedback.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This public hearing is being held in compliance with both federal and state laws.

Following this hearing, the Department will proceed with the preparation of the final environmental documentation. Your statements and comments will be addressed in this document and will be given full consideration in the preparation of the final recommendation and design for the I-30 East Dallas Project.

# Project Information

## Interstate (I)-30

- **Project Limits:** From Ferguson Road to Bass Pro Drive
- **Project Length:** Approximately 12 miles
- **Environmental Documents and Schematics** are available for inspection and reproduction at the Texas Department of Transportation Dallas District Office, located at 4777 East US Highway 80 in Mesquite, 75150.



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### SLIDE 5 – Project Information

The proposed I-30 East Dallas Project is from Ferguson Road to Bass Pro Drive, a distance of approximately 12 miles. The design schematic and environmental documentation for the I-30 East Dallas Project are available for inspection and reproduction at the Texas Department of Transportation Dallas District Office, or online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com). The information on this website is the same information being shown in this presentation.

## Adjacent Projects



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### SLIDE 6 – Adjacent Projects

Several transportation projects by TxDOT that are adjacent to or overlap the I-30 East Dallas Project area shown on the slide. Three projects are currently under construction, the LBJ East Project, including the I-30 interchange, shown in purple, the I-30 from Bass Pro Drive to Dalrock Road Project, shown in blue, and the US 80 from I-30 to FM 460 Project, shown in black.

## Project Purpose and Need

### **Purpose:**

The purpose of the proposed project is to improve mobility in the corridor by adding capacity to alleviate congestion, improve operations to reduce existing bottlenecks, enhance mobility options by including bicycle and pedestrian accommodations, and to enhance safety of the corridor by upgrading the facility to meet current design standards.

### **Need:**

The proposed project is needed because the roadway capacity is inadequate to meet existing and future traffic demand, is not up to current design standards, and because there is a lack of continuous accommodations for bicycles and pedestrians.

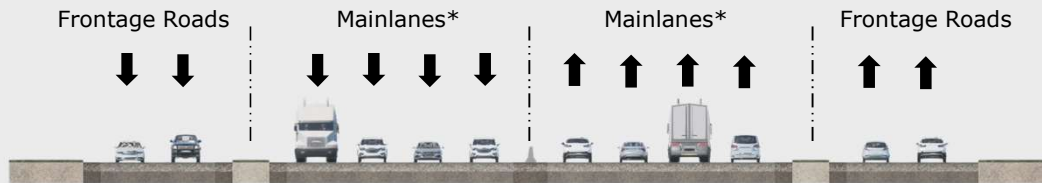
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### SLIDE 7 – Project Purpose and Need

The purpose of the proposed project is to improve mobility in the corridor by adding capacity to alleviate congestion, improve operations to reduce existing bottlenecks, enhance mobility options by including bicycle and pedestrian accommodations, and to enhance safety of the corridor by upgrading the facility to meet current design standards.

The proposed project is needed because the roadway capacity is inadequate to meet existing and future traffic demand, is not up to current design standards, and because there is a lack of continuous accommodations for bicycles and pedestrians.

## Existing Typical Section



\*Mainlanes Note:

**Ferguson Road to US 80:** 8 Existing mainlanes (4 each direction) including contraflow HOV system during peak hours

**US 80 to I-635:** 6 existing Mainlanes (3 each direction) including contraflow HOV system during peak hours (HOV lane temporarily closed due to I-635 construction)

**I-635 to Bass Pro Drive:** 6-8 Existing Mainlanes (3-4 each direction)

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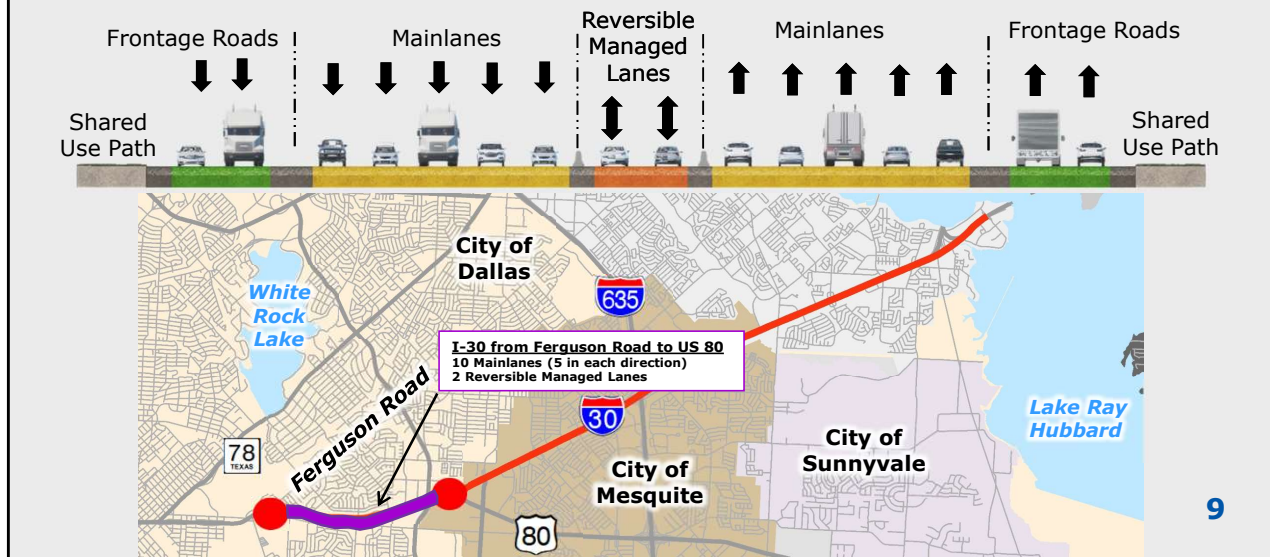
### SLIDE 8- Existing Facility

The proposed project would widen I-30 from Ferguson Road to US 80 from eight to ten main lanes (five in each direction), and would include two reversible managed lanes, and four frontage road lanes (two in each direction), as well as a 10-foot wide shared use path along the frontage roads on each side of I-30.

Improvements would be made to the following intersections and interchanges: Hunnicut Road, Jim Miller Road, St. Francis Avenue, Loop 12 (Buckner Blvd), and US 80.



## Proposed Typical Section - I-30 from Ferguson Road to US 80

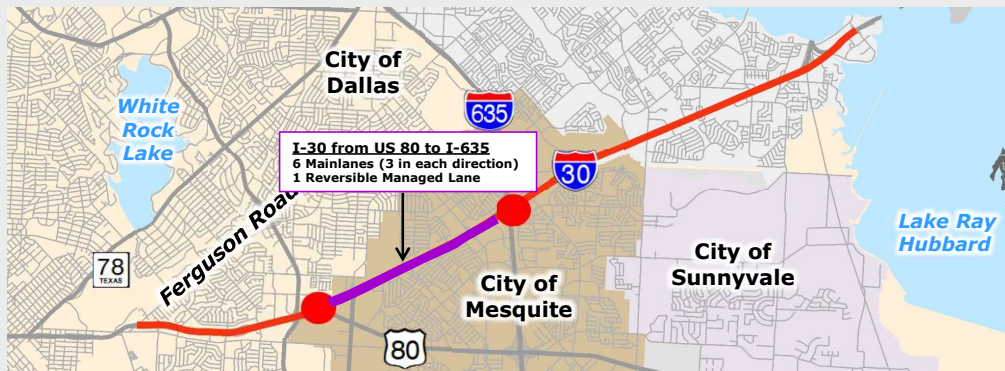
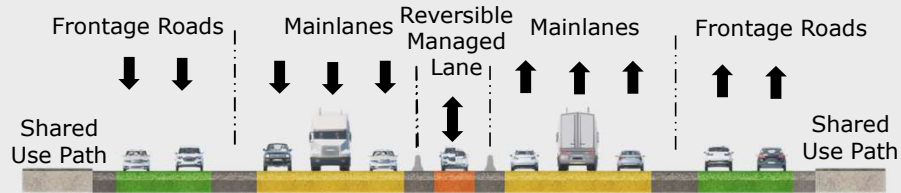


### SLIDE 9 – Proposed Facility from Ferguson Road to US 80

The proposed project would widen I-30 from Ferguson Road to US 80 from eight to ten main lanes (five in each direction), and would include two reversible managed lanes, and four frontage road lanes (two in each direction), as well as a 10-foot wide shared use path along the frontage roads on each side of I-30.

Improvements would be made to the following intersections and interchanges: Hunnicut Road, Jim Miller Road, St. Francis Avenue, Loop 12 (Buckner Blvd), and US 80.

## Proposed Typical Section – I-30 from US 80 to I-635

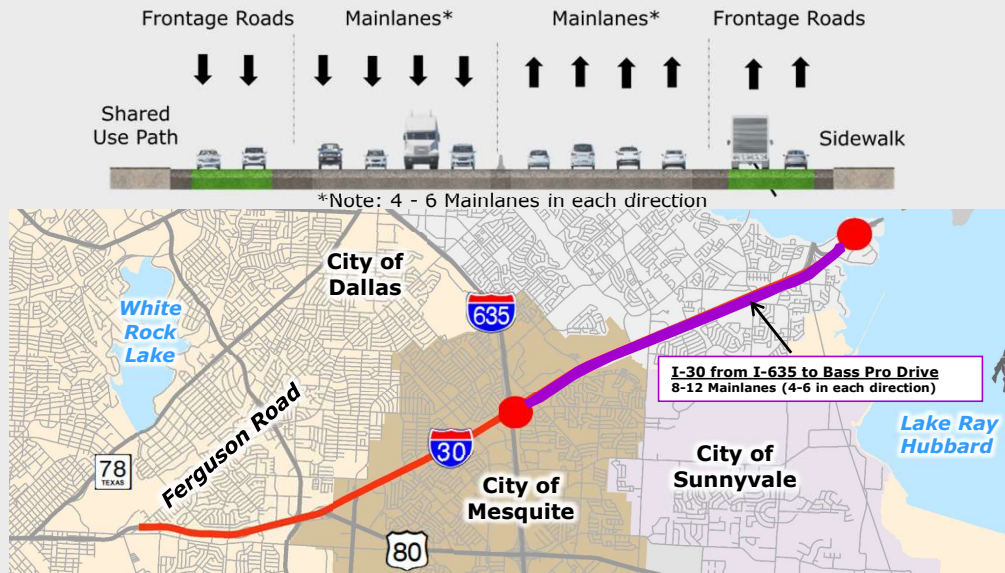


### SLIDE 10 – Proposed Facility from US 80 to I-635

On I-30 from US 80 to I-635, the main lanes and frontage roads would be reconstructed and consist of six main lanes (three in each direction), and would include one reversible managed lane, and four frontage road lanes (two in each direction) as well as a 10-foot wide shared use path along the frontage roads on each side of I-30.

Improvements would be made to the following intersections and interchanges: Big Town Boulevard and Motley Drive.

## Proposed Typical Section – I-30 from I-635 to Bass Pro Drive



### SLIDE 11 – Proposed Facility from I-635 to Bass Pro Drive

On I-30 from I-635 to Bass Pro Drive, the eastbound main lanes would be widened between Rosehill Road and Bobtown Road to be consistent with the rest of this segment of eight to twelve main lanes (four to six in each direction). The frontage roads and ramps would be reconstructed intermittently as needed to avoid requiring new right of way and remove existing design deficiencies. A 10-foot wide shared use path and six foot wide sidewalk would be constructed along the frontage roads of I-30.

## Project Construction Cost and Schedule

Environmental Approval

**Spring 2025**

Ready to Let\*

**Summer 2027**

Estimated Construction Cost

**\$810.1 Million**

\*Project is currently unfunded for construction and cannot let until funding is identified; however, right of way acquisition can proceed even if the project is not funded for construction

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### SLIDE 12 – Projected Construction Cost & Schedule

The I-30 East Dallas Project is anticipated to be Ready to Let by 2027. “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. The estimated construction cost for the project is approximately \$810.1 million. The project is currently unfunded. A project cannot let until funding is identified; however, right of way acquisition can proceed even if a project does not have construction funding.

## Review and Approval of the Environmental Document National Environmental Policy Act (NEPA) Assignment

***The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.***

***La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.***

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### SLIDE 13 – Review and Approval of Environmental Document

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on December 9, 2019.

Environmental studies were conducted for the proposed I-30 East Dallas Project to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the Human and Natural Environments.

Technical environmental documentation was approved for further processing by TxDOT and was coordinated with other public agencies. Notices for this public hearing were advertised in the Dallas Morning News, Al Dia, Mesquite News and Garland Texan, on the [TxDOT.gov](http://TxDOT.gov) website and on [Keepitmovingdallas.com](http://Keepitmovingdallas.com). The TxDOT Public Information Office also prepared a news media release to advertise the public hearing.

## Environmental Review / Impacts Addressed



Air Quality



Community Impacts



Cultural Resources



Hazardous Materials  
Sites



Traffic Noise



Vegetation & Wildlife



Water Resources

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### SLIDE 14 – Environmental Review / Impacts Addressed

The technical documentation for this project addresses the potential environmental impacts identified during the preliminary engineering of the proposed project. These areas of potential impacts included natural, social, and cultural resources. This slide shows a list of all resources that were evaluated during the environmental analyses. The following slides include a summary of those findings.

## Environmental Review – Right of Way

- Approximately 11 acres of new right of way are anticipated for the proposed project
  - Identified right of way needs may change pending final design.
- No displacements are anticipated at this time.
- All right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended.

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### SLIDE 15 – Environmental Review / Right-of-Way

A total of approximately 11 acres of new right-of-way would be required to complete the proposed improvements. No displacements are anticipated.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Brochures, including two booklets titled “The Purchase of Right of Way,” and “Relocation Assistance,” are also available on the project website. These booklets contain detailed information to inform you of your rights and provide information about TxDOT right-of-way acquisition process.

## Environmental Review

### Traffic Noise

- Preliminary noise mitigation analysis results: two noise barriers are proposed.
- Final location and look of noise barriers will be further refined and voted on during future noise workshops.

### Cultural Resources & Section 4(f) Properties

- Project would affect historical resources protected by Sec. 4(f):
  - Three single-family dwellings and five duplex dwellings within the Claremont Historic District adjacent to I-30 between Ferguson Road and Hunnicutt Road ,
  - Dallas College Eastfield Campus at 3737 Motley Drive, and
  - Christian Care Center at 900 Wiggins Parkway.
- TxDOT has made a de minimis determination for this use under Section 4(f) of the Department of Transportation Act of 1966.

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### SLIDE 16 – Environmental Review continued

#### Traffic Noise

A Traffic Noise Analysis was accomplished in accordance with TxDOT's (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the analysis results, two new noise barriers were determined feasible and reasonable under the analysis for this project. Additionally, one other noise barrier location was determined feasible and reasonable within the project limits under a previous project. All noise barriers proposed within the project limits are shown on the schematic at this public hearing and on the website. Final decisions about noise barrier location and look will be further refined and voted on during future noise wall workshops.

#### Historic 4(f)

The proposed project would require the acquisition of ROW from the following historic properties protected under Section 4(f) of the Department of Transportation Act of 1966. The properties include three single-family dwellings and five duplex dwellings adjacent to I-30 between Ferguson Road and Hunnicutt Road within the Claremont Historic District, the Dallas College Eastfield Campus, and the Christian Care Center.

TxDOT has made a de minimis determination for this use under Section 4(f) of the Department of Transportation Act of 1966. Public comment on the effects of the proposed project on the activities, features, or attributes of the historic resources listed above may be submitted.

#### Conclusion

In conclusion, the studies, analyses, and evaluations performed indicate the proposed project would not result in significant environmental impacts.



## Project Timeline\*



*\*Tentative and subject to change pending coordination, public involvement and identifying funding*

### SLIDE 17 – Project Timeline

The public comment period for the proposed project ends Friday, July 26, 2024. Following this hearing, documentation of this public hearing will be reviewed by TxDOT for final environmental clearance and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, final environmental clearance is expected by Spring 2025.

As mentioned earlier, the project has an anticipated Ready to Let Date in 2027.

Please submit your comments using any of the four methods below by **Friday, July 26, 2024**, to be included in the Public Hearing Summary.



**Comment Online**

Scan QR Code or  
Click the provided  
link to the website

[www.keepitmovingdallas.com/130FergusontoBassPro](http://www.keepitmovingdallas.com/130FergusontoBassPro)



**Email Us**

Nelson.Underwood@txdot.gov



**Mail-in Comments**

TxDOT Dallas  
District Office  
Attn: Nelson Underwood, P.E.  
4777 E. Highway 80  
Mesquite, TX 75150



**Leave a Voicemail**

(469) 573-0661

Questions about the project? Please contact TxDOT Project Manager,  
Nelson Underwood, P.E. at Nelson.Underwood@txdot.gov

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SLIDE 18 – Public Comments

Comments will be accepted in a number of ways as shown on the screen. If you would like to leave a verbal comment, please call the number listed in the slide.

Comments must be received or postmarked by Friday, July 26, 2024 to be part of the official public hearing record.

All substantive comments and questions will be fully considered and responded to in the project record and made part of the final environmental document for this proposed project. This document will then be made available for public review online at the project website.

# Thank you!



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SLIDE 19 - "Thank You for your Interest" / Hearing is now Adjourned

We sincerely appreciate your participation and interest concerning the proposed design of the I-30 East Dallas Project. Your questions, comments and concerns will receive careful consideration.

Thank you very much.