



I-30 East Corridor
From I-45 To Ferguson Road
CSJs: 0009-11-252, Etc.
Virtual And In-Person Public Hearing Script

SLIDE 1 – Welcome Slide

Hello and welcome to the public hearing for the I-30 EAST CORRIDOR Project from I-45 to Ferguson Road presented by the Texas Department of Transportation, or TxDOT. We appreciate your interest in this project and welcome each of you. For those of you viewing this presentation online, you may pause it at any point to allow more time to review the information.

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.

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.

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

You may have attended previous public hearings conducted by TxDOT. Due to changes in TxDOT public involvement protocols, we will not have a live speech or take comments from the floor at this public hearing. In lieu of a live speech, we are showing this pre-recorded presentation. Verbal comments will still be accepted on our voicemail line. For the benefit of



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those who have never participated before, I will explain why the Department conducts a public hearing.

A public hearing has four essential purposes:

1. To inform the public of the status of planning efforts on the project and to present the recommendations based on studies performed to date.
2. To describe the project so those attending can determine the project's potential to affect their lives and property.
3. To provide the public an opportunity to view information and express their views.
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. Documentation of this hearing will be made available for the official record. Following this hearing, TxDOT 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 CORRIDOR Project.

SLIDE 5 – Viewing the Project Information

The design schematic and environmental documentation for the I-30 EAST CORRIDOR Project are available for inspection and reproduction at the TxDOT Dallas District Office, located at 4777 East US Highway 80 in Mesquite, Texas, 75150. In addition, the design schematic may be viewed at www.keepitmovingdallas.com/I30EC for a direct link to the posted materials or by visiting www.keepitmovingdallas.com under “Public Hearings / Meetings”. The information on this website is the same information being shown in this presentation.



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SLIDE 6 – Project Location

The I-30 EAST CORRIDOR Project limits are from I-45 to Ferguson Road. The total project length is approximately 5 miles located in Dallas County, Texas. The project limits are shown on the map on this slide. The orange color indicates the project limits.

SLIDE 7 –Project Purpose and Need

The purpose of the proposed project is to meet current roadway design standards and current and future traffic demand; reduce congestion and increase safety; improve mobility and access for all modes of transportation; and improve connectivity between neighborhoods on either side of I-30.

The proposed project is needed because the I-30 segment from I-45 to Ferguson Road does not meet current design standards due to aging infrastructure; does not meet current and future traffic demand, resulting in congestion; does not accomplish local or regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor; and provides limited options for vehicles and pedestrians to traverse I-30 resulting in a lack of connectivity between neighborhoods on either side of I-30.

SLIDE 8 – Typical Sections

The existing I-30 highway includes four general purpose lanes in each direction and one reversible high occupancy vehicle, or HOV, lane. The existing general-purpose lanes and HOV lane are on an elevated bridge structure from I-45 to Haskell Avenue, with overpass bridges from Peak Avenue to Dolphin Road. The frontage roads vary from two to three lanes in each direction and are discontinuous within the project limits. The proposed project would widen this section of I-30 from eight mainlanes (four in each direction) to ten mainlanes (five in each direction), add two reversible managed lanes in the center median and two to three-lane



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discontinuous, one-way frontage roads. The project would construct new cross street bridges across the depressed mainlanes as part of the corridor's reconstruction. Additional project renderings are shown on the project website.

SLIDE 9 – Projected Cost and Schedule

The I-30 EAST CORRIDOR Project's anticipated Ready to Let Date is 2027. "Letting" is when TxDOT notifies the construction community that TxDOT is ready to receive bids for constructing the project. Construction on a project begins after the letting process is complete. The total estimated construction cost for the project is approximately \$1.02 billion. The project is partially funded for construction and cannot let until funding is identified; however, right of way acquisition can proceed even if the project is not funded.

SLIDE 10 – 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 TxDOT assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019.

Environmental studies were conducted for the proposed I-30 EAST CORRIDOR Project to support receiving 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



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in the *Dallas Morning News*, *Al Dia*, *Dallas Weekly*, on the TxDOT.gov website under “Hearings and Meetings Schedule” and on www.KeepItMovingDallas.com under “Public Hearings/ Meetings”. The TxDOT Public Information Office also prepared a news media release to advertise the public hearing. The TxDOT environmental assessment is available for your review on the project website.

SLIDE 11 – Right of Way

Approximately 11 acres of new right of way would be required for the proposed project. The project would render approximately 3.7 acres of existing right of way surplus to transportation needs, making it available for other uses. The proposed project would, subject to final design considerations, require additional right of way and potentially displace five residences, 12 non-residential buildings and 12 billboards. All of the 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’s right-of-way acquisition process.

SLIDE 12 – 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 key aspects of these studies that we would like to highlight for you.

SLIDE 13 – Environmental Review



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Based on traffic noise analysis results, noise barriers would be feasible and reasonable at seven locations within the corridor and noise barriers are proposed at these locations, which are shown on exhibits at this public hearing and on the website. These noise barriers are pending further evaluation for constructability, and the final decision will not be made until completion of the project design, utility evaluation, constructability assessment, and polling of all benefited and adjacent property owners and residents.

Properties that are historic resources were found to be eligible for protection under a federal law known as Section 4(f); however, the proposed project would potentially have no adverse effect on identified historic properties with the exception of the following:

- The Cabell's Building at 710 Exposition Avenue
- A commercial building at 820 Exposition Avenue
- A residence at 4937 Lindsley Avenue

TxDOT is concurrently providing information on this project to the State Historic Preservation Officer (SHPO) and to previously identified groups and individuals with an interest in historic preservation and the historic resources and neighborhoods along the project corridor.

SLIDE 14 – Project Timeline

The project timeline is shown on the screen. The public comment period for the public hearing ends on Friday, July 14, 2023. Following this public hearing, documentation of this 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 anticipated by the end of 2023. This concludes the environmental portion of the presentation.



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SLIDE 15 – We Request Your Feedback

Comments will be accepted in a variety of ways as shown on the screen. If you would like to leave a verbal comment, please call the number listed. Comments must be received or postmarked by **Friday, July 14, 2023**, 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.

SLIDE 16 – Thank You

We sincerely appreciate your participation and interest in the I-30 EAST CORRIDOR Project. Your questions, comments and concerns will receive careful consideration. Thank you, this concludes the presentation.