



# **I-30 Project**

**From Ferguson Road to Bass Pro Drive**  
**CSJs: 0009-11-260, 0009-11-262,**  
**0009-11-263, 0009-11-264, and 0009-11-265**  
**Public Meeting Script**

## **SLIDE 1 – Welcome Slide**

The TxDOT Department of Transportation, or TxDOT, welcomes you to the I-30 from Ferguson Road to Bass Pro Drive public meeting. We appreciate your interest in the project and thank each of you for your participation.

Please note, for those viewing the virtual public meeting, you can pause this presentation at any point to allow more time to view the slides or get a more detailed view of project design and other exhibits on the website.

## **SLIDE 2 – End the Streak**

November 7, 2000 was the last deathless day on roadways in Texas. That means for over 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

## **SLIDE 3 – Public Meeting Purpose**

This public meeting has been convened by TxDOT and is being held to receive and consider comments from the public regarding the I-30 Project from Ferguson Road to Bass Pro Drive.

You may have attended previous public meetings conducted by TxDOT. However, for the benefit of those who have never attended one, I will explain why and how the Department conducts a public meeting.

A public meeting 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 to the public including known potential project impacts to the human and natural environment.



# **I-30 Project**

**From Ferguson Road to Bass Pro Drive**  
**CSJs: 0009-11-260, 0009-11-262,**  
**0009-11-263, 0009-11-264, and 0009-11-265**  
**Public Meeting Script**

3. To provide the public an opportunity to view information and express their ideas and concerns at this stage in the planning process while the ability to respond to comments is still flexible and before location and design decisions are finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.

#### **SLIDE 4 – Viewing Design Schematic and Project Information**

All information presented in this presentation and project materials, including those at the in-person public meeting, can be accessed through TxDOT's Dallas District's website: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com). You can search for the project by searching the keyword "I-30 Ferguson to Bass Pro" or go directly to the project page by scanning the QR code shown in the presentation. The information on this website is the same information being shown in the presentation.

#### **SLIDE 5 – Project Location**

The project limits for the I-30 improvements shown at this public meeting are from Ferguson Road to Bass Pro Drive in Dallas County, Texas. The total project length is approximately 12 miles. The project is located within the cities of Dallas, Mesquite and Garland. A larger version of this location map is available online and on display at the in-person public meeting.

#### **SLIDE 6 – Adjacent Projects**

Several transportation projects by TxDOT that are adjacent to or overlap the I-30 Ferguson Road to Bass Pro Drive Project are shown on the slide. Two projects are currently under construction, the LBJ East Project, including the I-30 interchange, shown in purple, and the I-30 from Bass Pro Drive to Dalrock Road Project shown in blue. The other three projects are in various phases of planning.



# **I-30 Project**

## **From Ferguson Road to Bass Pro Drive**

### **CSJs: 0009-11-260, 0009-11-262, 0009-11-263, 0009-11-264, and 0009-11-265**

#### **Public Meeting Script**

#### **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 lack of continuous accommodations for bicycles and pedestrians.

#### **SLIDE 8 – Existing Typical Section**

The existing I-30 roadway consists of six to eight main lanes (three to four in each direction) which vary within the project limits and four frontage road lanes (two in each direction). There is also a contraflow HOV system utilized during peak hours on I-30 between Ferguson Road and I-635. However, the HOV lane between US 80 and I-635 is temporarily closed due to the I-635 construction. The frontage roads and sidewalks are discontinuous within the project limits.

#### **SLIDE 9 – Proposed Project Sections**

The proposed improvements will be described by three different typical sections in the following slides, which correspond to the three sections shown in the slide, I-30 from Ferguson Road to US 80, from US 80 to I-635, and from I-635 to Bass Pro Drive. The following slides will describe the proposed typical for each section.

#### **SLIDE 10 – Proposed Typical Sections – I-30 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.



# **I-30 Project**

## **From Ferguson Road to Bass Pro Drive**

### **CSJs: 0009-11-260, 0009-11-262, 0009-11-263, 0009-11-264, and 0009-11-265**

#### **Public Meeting Script**

#### **SLIDE 11 – Proposed Typical Sections – I-30 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.

#### **SLIDE 12 – Proposed Typical Sections – I-30 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 or six foot wide sidewalk would be constructed along the frontage roads on each side of I-30.

#### **SLIDE 13 – Projected Tentative Schedule and Cost**

The proposed project is anticipated to be ready to let in 2027. “Letting” is when TxDOT notified the construction community that a project is ready to be bid on. Construction begins after the letting process is complete.

The total estimated construction cost is \$662.9 million. The construction phase of the project is currently unfunded; however, right-of-way acquisition can proceed.

This concludes the project information and design portion of the presentation. The next few slides will provide an overview of the environmental evaluation for the proposed I-30 Project.



# **I-30 Project**

**From Ferguson Road to Bass Pro Drive**  
**CSJs: 0009-11-260, 0009-11-262,**  
**0009-11-263, 0009-11-264, and 0009-11-265**  
**Public Meeting Script**

## **SLIDE 14 – National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation**

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, received and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 14, 2014 the Texas Department of Transportation 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. The review and approval process apply to this project. Environmental studies are being conducted for the proposed I-30 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.

The technical environmental documentation will be approved for further processing by TxDOT and would be coordinated with other public agencies. Notices for this public meeting were advertised in *The Dallas Morning News*, *Al Día*, *Garland Texan*, *Mesquite News*, on the TxDOT.gov website under “Hearings and Meetings Schedule” and on [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the public meeting. The TxDOT roadway design schematics are available on the project website at [www.keepitmovingdallas.com/I30FergusontoBassPro](http://www.keepitmovingdallas.com/I30FergusontoBassPro).

## **SLIDE 15 – Environmental Constraints Map**

The project Environmental Constraints Map is used to help planners and engineers identify environmental constraints to minimize potential project impacts while meeting the purpose of the project. The full-size map is available as a display at the in-person public meeting, or it can be viewed on the project website. The major known constraints include commercial, retail, and residential development, gas stations, stream and floodplain crossings. Environmental studies for this project are ongoing.

## **SLIDE 16 – Environmental Review – Right-of-Way**

Approximately 16 acres of new right of way would be required for the proposed improvements; however, no displacements are anticipated at this time. All right-of-way acquisition would be



# **I-30 Project**

## **From Ferguson Road to Bass Pro Drive**

### **CSJs: 0009-11-260, 0009-11-262, 0009-11-263, 0009-11-264, and 0009-11-265**

#### **Public Meeting Script**

completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The brochures titled “The Purchase of Right of Way,” is available on the project website. This material contains detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.

#### **SLIDE 17 – Project Timeline**

Following this public meeting, the project design will be refined per public input, environmental studies will be developed, and additional public involvement may be held. If there are no major issues from the environmental analysis that cannot be addressed in a reasonable time frame, final environmental clearance is expected in the fall of 2024.

#### **SLIDE 18 – We Request Your Feedback**

Comments will be accepted in the four ways, which are outlined here. All comments will be fully considered and responded to in the project record and made part of the environmental documentation for this proposed project. This document will then be made available for public review online at [www.keepitmovingdallas.com/I30FergusontoBassPro](http://www.keepitmovingdallas.com/I30FergusontoBassPro). All statements, comments and questions will be given careful consideration before the final design is completed. As a reminder, all comments must be received or postmarked by Friday, May 12, 2023, to be included in the official public meeting documentation.

#### **SLIDE 19 – Thank You**

“Thank You” We sincerely appreciate your participation and interest concerning the proposed design of the I-30 Project from Ferguson Road to Bass Pro Drive. Your questions, comments, and concerns will receive careful consideration.

Thank you, this concludes the presentation.