Public Hearing Documentation

Interstate Highway 30 (IH 30) from Cooper Street to State Highway 161 (SH 161), including the IH 30/SH 360 Interchange

CSJs: 1068-02-076, -104, -127; and 1068-04-903
Dallas County and Tarrant County, Texas

Date/Time of Public Hearing: June 30, 2015 at 7:00 PM
Location of Public Hearing: Hilton Arlington Hotel, 2401 East Lamar Boulevard, Arlington, Texas 76006

Date of Report: August 2015
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Certification Statement

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
CERTIFICATION STATEMENT

Project Numbers:  
CSJ 1068-02-076:  NH 2016 (183)  
CSJ 1068-02-104:  NH 2016 (183)  
CSJ 1068-02-127:  IM  
CSJ 1068-04-903:  

County:  Dallas County and Tarrant County  
CSJs:  1068-02-076, -104, -127; and 1068-04-903  

Highway Number and Project Limits: The limits for the proposed IH 30 project are from Cooper Street to SH 161, including the IH 30/SH 360 interchange.  

This is to certify that:  

1. A public hearing was held on Tuesday, June 30, 2015.  
2. The economic and social effects of the project location and design, and the proposed project’s impact on the environment have been considered.  
3. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.  
4. The proposed project’s consistency with the goals and objectives of urban planning, as dictated by the community, has been considered.  
5. The requirements of 43 TAC 2.107 have been met.  
6. 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 16, 2014, and executed by FHWA and TxDOT.  

Brian R. Barth, P.E.  
Fort Worth District Engineer  

Date  

8-12-15

IH 30 Public Hearing Documentation
Summary and Analysis/Recommendation

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
PUBLIC HEARING SUMMARY AND ANALYSIS/RECOMMENDATION

District / County: TxDOT Fort Worth District / Dallas County and Tarrant County
Highway / Limits: IH 30 / From Cooper Street to SH 161 including the IH 30/SH 360 interchange
CSJs: 1068-02-076, -104, -127; and 1068-04-903

Project Number:

Project Overview

The Texas Department of Transportation (TxDOT) proposes improvements to IH 30 from Cooper Street to SH 161, including the IH 30/SH 360 interchange. The proposed project would construct a fully-directional, multi-level IH 30/SH 360 interchange providing direct connecting ramps for all freeway-to-freeway traffic movements. The proposed interchange would require reconstructing the SH 360 main lanes and frontage roads within the project limits. The proposed improvements to IH 30 would provide up to ten general purpose lanes and auxiliary lanes from Cooper Street to SH 161. Two reversible managed lanes would be provided from Center Street to SH 161. A lane balance transition would be required at the western project limit to tie in to the existing IH 30 configuration. The limits and general configuration of the existing IH 30 frontage roads would not be altered, except that one-way collector-distributor roadways between Ballpark Way and Six Flags Drive would be constructed to facilitate local access.

Need and Purpose

The proposed IH 30 improvements are needed to address current and projected travel demands, safety, and several types of existing facility design and operational deficiencies. There are two primary needs related to existing facility operational deficiencies. First, SH 360 currently passes over IH 30 without direct connections between either facility, which results in a serious traffic bottleneck that affects the local congestion and regional mobility. Second, there is a need for additional through capacity of the IH 30 general-purpose main lanes to help manage congestion resulting from regional growth in population and employment.

The current and projected traffic demands and the above facility deficiencies are proposed to be addressed by constructing an interchange at IH 30/SH 360 to provide full directional connectivity between these two major highways. In addition, the proposed project would create additional through capacity of the IH 30 general purpose main lanes by adding two to four main lanes to the existing six lanes, and by extending the existing two-lane managed-reversible facility westward from SH 161 to Center Street.
Environmental Document Approval

The TxDOT Environmental Affairs Division approved the document as satisfactory for further processing on May 26, 2015.

TxDOT conducted a public meeting on December 2, 2014.

Public Notices

Notices were placed in the Fort Worth Star-Telegram and in La Estrella (Spanish) on a 30-day publication schedule prior to the public hearing. The table below shows publication dates for the public notices. The notice was also posted on www.txdot.gov 30 days prior to the public hearing. Notices were mailed to adjacent property owners, public officials, and registered attendees of the December 2, 2014 public meeting.

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<th>Newspaper</th>
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<tr>
<td>Star-Telegram</td>
<td>Classified Legal Notice</td>
<td>Sunday, May 31, 2015</td>
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<tr>
<td>La Estrella</td>
<td>Classified Legal Notice</td>
<td>Saturday, June 6, 2015</td>
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Public Hearing Date and Place

An open house and public hearing was held at the Hilton Arlington Hotel located at 2401 East Lamar Boulevard, Arlington, Texas 76006, on Tuesday, June 30, 2015. The open house started at 6:00 p.m. and the public hearing presentation started at 7:00 p.m.

Attendance

The registration sheets indicated 137 people attended the public hearing. Of these, 86 were private citizens. The remaining attendees were from TxDOT, the North Central Texas Council of Governments (NCTCOG), elected and local officials, city and county department representatives, and project consultants.

Conducted By

Mr. Loyl C. Bussell, P.E., Deputy District Engineer for the Fort Worth District of TxDOT, moderated and provided the introduction for the hearing. The elected or local officials in attendance were Tammy Dubberke representing Chris Turner, Texas State Representative, District 101; Sheri Capehart, Arlington City Council, District 2; Kathryn Wilemon, Arlington City Council, District 4; and Charlie Parker, Arlington City Council, District 1.

Mr. Bussell explained the public hearing purpose. Mr. Matt Craig, P.E., Halff Associates, Inc., discussed the recommended corridor and interchange improvements. Ms. Jamye Sawey, Fort Worth District of TxDOT, discussed the environmental assessment. Mr. Weldon
Swanger, TxDOT Right of Way Division, explained the right of way (ROW) acquisition and relocation assistance process.

**Exhibits**

Plan view exhibits illustrating the proposed project were displayed for public review and comment. These exhibits reflect key aspects of the design schematic for the proposed project, including typical roadway cross sections, and an orthographic rendering display of the proposed project corridor. Other exhibits included posters of computer rendered aerial images depicting the proposed interchange design, a computer-rendered video overflight of the entire project corridor, and posters with notices in English and Spanish of FHWA’s assignment of federal authority to TxDOT to implement the National Environmental Policy Act (NEPA). Plans and exhibits illustrating the proposed improvements were displayed at the public hearing as depicted in the public hearing layout diagram in **Figure 1**.

TxDOT’s State Purchase of Right of Way booklet, TxDOT’s Relocation Assistance booklet, and The State of Texas Landowner’s Bill of Rights were made available to the hearing attendees. Other materials available to attendees included a handout packet consisting of an agenda/public hearing information sheet, a comment form, and request to make an oral statement form; a copy of the public hearing slides; **Winter 2015 Mobility Matters**, newsletter of the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area; and NCTCOG’s **Charting the Future – Your Guide to Transportation Planning in the Dallas-Fort Worth Metropolitan Area**. At the environmental table, copies of the Draft Environmental Assessment (EA), a copy of the SH 360 EA (2006) and IH 30 EA (2007) were available for examination. Representatives from TxDOT and project team consultants were available at each plan set table, as well as the environmental and ROW tables, to answer questions and assist the public with explanation of the plans and exhibits. Project team members were also available to accommodate the communication needs of individuals speaking Spanish, as necessary. The design schematic and Draft EA have been published on TxDOT’s Website at the following link: [http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html](http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html).
Figure 1: IH 30/SH360 Public Hearing Room Layout

Grand Ballroom

Room Layout for TxDOT Public Hearing
IH 30 from Cooper Street to SH 151,
Including the IH 30/SH 360 interchange
Hilton Hotel Grand Ballroom
June 30, 2015 (Tuesday)
Open House: 6:00-7:00 P.M.
Public Hearing: 7:00-8:30 P.M.
Advance Room Set Up: 4:00 P.M.

Legend:
- = 1.5 x 8 ft table
- = 2.5 x 6 ft table
- = Complimentary water station
- = Display or exhibit stand
- = Chair

Summary of Furniture Needed:
- 20 tables (1.5' x 8')
- 10 tables (1.5' x 6')
- 6 tables (2.5' x 6')
- 280 chairs
- 2 water stations

To North Parking Lot (attendants are stationed to assist the lot)
Comments from Elected/Local Officials

There were two verbal comments and two written comments provided by elected/local officials.

Verbal

Two elected/local officials spoke in support of the proposed project.

A City of Arlington council member pledged the city’s support to Six Flags Over Texas and the Texas Rangers ballpark to aid in managing traffic flow that is going to be affected during construction of the proposed project. He also commended voters for going to polls and supporting the funds transfer of the Rainy Day Fund to Proposition 1 funds. This change allowed essential to be allocated for the proposed project.

Another City of Arlington council member recited a memorandum from the city, which lists the benefits of the proposed project and declares the city's support of the full build-out of the proposed project. The council member stated that the city believes that consideration for high-speed rail should be taken into account during the design and construction of the proposed project.

Written

One written comment from an elected/local official was provided during the official comment period. A letter received from the Mayor of Grand Prairie expressed support for the proposed improvements to IH 30. The Mayor also commended TxDOT’s diligence in working with stakeholders including the project area cities and the NCTCOG. Lastly, the Mayor noted the city’s confidence that the proposed project will be completed in a timely manner.

In addition, a City of Arlington Memorandum (authorship not specified) was submitted which restates the verbal statement provided by a city council member during the public hearing.

Comments from the Public

In addition to the four comments from public officials outlined above, six public hearing attendees provided verbal comments (four of whom also provided a written statement). The comments from 21 people were provided in writing, several of which were initiated by a telephone inquiry that was later noted in email communication.

Verbal

Two commenters expressed support for the completion of Phase 2 of the proposed project.

One commenter expressed support for the reconstruction of the Great Southwest Parkway bridge over IH 30.

One commenter expressed interest in more information about the managed lanes.
One commenter expressed pleasure in seeing the proposed project move forward and emphasized the need for advancement of the project without further delay.

One commenter, representing a dining establishment, expressed concern regarding the loss of one of two driveways to the business, and the resulting limitations on large truck access.

A representative from the North Central Council of Governments (NCTCOG) discussed the importance and need for the proposed project. He indicated that the Regional Transportation Council (RTC) has included the proposed project in all appropriate planning, air quality, and funding documents. The NCTCOG representative next touched on the importance of Proposition 1 funds for implementation of the proposed project. He closed by requesting the proposed project be advanced as soon as possible.

A second representative from the NCTCOG recited a Statement of Support from the RTC and NCTCOG, serving together as the Metropolitan Planning Organization for the Dallas-Fort Worth area.

Written

Three commenters would like to see frontage roads from Great Southwest Parkway to SH 161.

One commenter requested that two curb cuts proposed for removal along Copeland Road be reinserted.

One commenter asked why project improvements for SH 360 do not extend farther south than Road to Six Flags Street.

Two commenters provided information about a city-owned parcel within the proposed ROW that the city identifies as parkland.

One commenter expressed need for access to his property through the construction of the proposed project. He asked for a contact person to work with regarding access and permit application.

One commenter expressed concern regarding the expansion of the ROW resulting in the loss of parking spaces from his apartment complex. He noted that a proposed turn lane to his property is acceptable only if it does not reduce the number of parking spaces or require removal of the brick wall at the front of the property.

One commenter expressed concern regarding the loss of a brick wall and signage on their property, and the negative impact this loss could have on marketing and visibility of their property.

One commenter believes the proposed expansion at their property’s entrance will result in more congestion and traffic constraints between existing and potential tenants, leading to a concern for safety and their property being negatively impacted.
One commenter expressed concern regarding adverse financial effects on their apartment community’s operations and property value.

One commenter expressed concern regarding the removal/reconfiguration of ramps in the area of the Great Southwest Industrial Park.

Three commenters expressed support for the reconstruction of the Great Southwest Parkway bridge over IH 30.

One commenter requested access from his property to Great Southwest Parkway and Avenue G.

Four commenters inquired about impacts to their property.

A City of Arlington representative inquired about placement of signs within the limits of the proposed project for a city monument signing plan.

One commenter requested a drawing depicting improvements from the proposed project in the area of his property.

A Statement of Support from the RTC and NCTCOG was submitted and endorsed by two NCTCOG representatives.

One commenter requested clarification on which version of the project schematic is current and accurately depicts proposed access to her property.

One commenter, representing a dining establishment, expressed concern regarding the loss of one of two driveways to the business, and the resulting limitations on large truck access.

One commenter expressed concern regarding the impact of traffic noise and vibration on the liveability and property value of his residence.

One commenter representing the City of Arlington requested that landscape enhancements be incorporated into the proposed improvements, and requested incorporating a pedestrian pathway along the Ballpark Way corridor into the proposed improvements.

**Summary of Major Comments / Issues that Were Addressed**

Detailed TxDOT responses to issues and concerns can be found in the Comment and Response Report. The verbal and written comments generally express support for the proposed project and a desire for the project to move forward quickly. Major comments/issues are summarized below:

1) Access to Adjacent Properties: Commenters expressed concerns regarding access to their properties from the improved IH 30 and SH 360 corridors.
2) Impacts to Adjacent Properties: Commenters expressed concerns regarding potential project impacts and ROW encroachments onto various properties located along the IH 30 and SH 360 corridors.

3) Support for Phase 2: Commenters expressed support for the implementation of Phase 2 including the reconstruction of the Great Southwest Parkway bridge over IH 30 and the construction of frontage roads from Great Southwest Parkway to SH 161.

4) Noise: Commenters expressed concerns regarding traffic noise.

5) Parkland: Commenters from the City of Arlington indicated that ROW would be required from a parcel managed by the city’s Parks and Recreation Department.

**TxDOT Response to Public Hearing Comments**

1) Access to Adjacent Properties: All properties currently having access to the existing facility would continue to have access upon completion of the proposed expansion. Final locations of driveways would be determined during the detailed plan preparation phase of project development in coordination with appropriate city and county, and would be placed in accordance with all applicable design criteria. Each comment with concerns regarding driveways would be considered in this phase.

2) Impacts to Adjacent Properties: TxDOT makes every effort to design projects within the limits of existing ROW; approximately 97 percent of the proposed project is within existing ROW. However, due to project need, construction constraints, and design safety regulations, acquisition of additional ROW would be unavoidable. Throughout the development of the environmental assessment and design schematic, TxDOT has met with several property owners and, where feasible and in keeping with roadway design standards, several design modifications have been made to reduce the amount of ROW encroachment on adjacent properties. TxDOT will continue to work with property owners to minimize ROW impacts where design changes may be made that are both feasible and safe.

3) Support for Phase 2: Coordination with NCTCOG and FHWA led to a determination that including frontage roads from Great Southwest Parkway to SH 161 in the proposed project would be inconsistent with the current regional Metropolitan Transportation Plan (MTP) (i.e., Mobility 2035-2014 Amendment). For this reason, the extension of the IH 30 frontage roads to or beyond Great Southwest Parkway is no longer being considered as part of the current proposed project. However, the proposed IH 30 improvements have been modified to be compatible with any future improvements to create greater access from Great Southwest Parkway to IH 30.

TxDOT has committed to a future study that would look at converting Avenue F and Avenue G to one-way frontage roads that intersect Great Southwest Parkway. This future study would include additional alternatives that would extend one-way frontage roads to SH 161. This future study would include an alternatives analysis, public
involvement, design schematic, and environmental documents. Implementation of any proposed improvements from this future study would require updates to the regional MTP.

The estimate for the remainder of the proposed project (Phase 2), extending along IH 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161, is $56 million for construction and engineering. TxDOT and its partners at the NCTCOG and RTC are actively seeking funding for the remaining piece of the project and construction would not start until funding has been secured.

4) Noise: The traffic noise analysis performed for the proposed project recommended noise abatement measures to reduce the noise levels for adjacent residential properties within the Castillian Condominiums. A proposed noise wall, approximately 14 feet in height along the ROW line from approximately 1,250 feet south of Avenue K to Avenue J would provide at least a 5 decibel reduction for adjacent residences. Following the public hearing, a traffic noise workshop will be conducted to discuss the results of noise studies and solicit input from affected condominium owners on barriers to be included in the final design.

5) Parkland: TxDOT will continue with coordination efforts to ensure that all applicable environmental requirements relating to the property managed by the Parks and Recreation Department are met.

Recommendation

After review of the comments received during the public involvement phase, TxDOT will continue to work with the local municipalities and property owners during the detailed design and construction phases of the project. All comments have been satisfactorily addressed and the project is recommended for approval as a Finding of No Significant Impact (FONSI).
Comment and Response Report

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
## COMMENT AND RESPONSE REPORT

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<th>Comment #</th>
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<td>Bootcher, Doug</td>
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<td>Brett, Clark</td>
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<td>City of Arlington</td>
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<td>Written (Memorandum)</td>
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<td>Written (Email)</td>
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<td>Michael Stevens Interests, Inc. (Creek at Brook Hollow Apartments)</td>
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<td>Morris, Michael</td>
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<td>Wilemon, Kathryn</td>
<td>City of Arlington (City Council Member)</td>
<td>1, 6</td>
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The comments that appear in this report are not the precise words found in the commenter’s verbal or written statements. The messages in each statement received were divided into individual topics to facilitate developing a response. Then the expressions of similar views from multiple commenters relating to various topics were synthesized into a single statement for each topic. Please refer to Appendix A for verbal comments the official verbatim public hearing transcript, and Appendix B for a copy of the written comments received.

**Comment 1 – General support for the proposed project**

Commenters expressed approval for the project, emphasized the importance of the project to both regional and local transportation mobility, and requested speedy implementation. They also acknowledged TxDOT’s hard work, diligence, and efforts to foster partnerships with project area municipalities and stakeholders in developing solutions for IH 30.

**Response 1**

*Comments noted.*

**Comment 2 – Support for Phase 2**

Commenters support improvements extending along IH 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161. Specifically, this includes construction of frontage/service/access roads extending from Great Southwest Parkway to SH 161 and reconstruction of the Great Southwest Parkway bridge over IH 30.
Response 2

Coordination with NCTCOG and FHWA resulted in the determination that including IH 30 frontage roads from Six Flags Drive to SH 161 in the proposed project would be inconsistent with the current MTP (Mobility 2035-2014 Amendment). For this reason, the implementation of IH 30 frontage roads between Six Flags Drive and SH 161 are no longer included as part of the current proposed project. However, the proposed IH 30 improvements have been modified to be compatible with potential future improvements to create greater access between Great Southwest Parkway and IH 30.

TxDOT has committed to a future study that would look at converting Avenue F and Avenue G to one-way frontage roads that intersect Great Southwest Parkway. This future study would include additional alternatives that would extend the one-way frontage roads to SH 161. This future study would include an alternatives analysis, public involvement, design schematic, and environmental documents. Implementation of any proposed improvements from this future study would require updates to the regional MTP.

Regarding the reconstruction of Great Southwest Parkway over IH 30, TxDOT and its partners at the NCTCOG RTC are actively seeking funding for the remaining piece of the project (Phase 2) and construction would not start until funding has been secured.

Comment 3 – Funding for Phase 2

Commenters expressed support for funding of Phase 2 of the IH 30 project.

Response 3

The estimate for the remainder of the proposed project (Phase 2), extending along IH 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 is $56 million for construction and engineering. TxDOT and its partners at the NCTCOG’s RTC are actively seeking funding for the remaining piece of the project and construction would not start until funding has been secured.

Comment 4 – Funding for the Proposed Project

Commenter commended voters for supporting Proposition 1, which allowed for substantial funding to be allocated to the proposed project.

Response 4

Comment noted.
Comment 5 – Managed Lanes

Commenter expressed interest in managed lanes.

Response 5

The first phase of the proposed project would include the construction of the IH 30/SH 360 direct-connecting interchange; IH 30 improvements from Ballpark Way to west of Great Southwest Parkway with interim transitions; and SH 360 improvements from Brown Boulevard/Avenue K to Road to Six Flags Street with interim transitions at the southern limit. After the completion of the first phase of the proposed project, the managed lanes on IH 30 would continue to operate as an interim, two-lane concurrent facility (as in the existing condition). Conversion to the ultimate, two-lane reversible facility would not be expected to occur until the IH 30 improvements from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 are funded and constructed in a later phase.

Comment 6 – High Speed Rail

Commenters requested consideration for the high speed rail to be taken into account during the design and construction of the proposed project.

Response 6

During the design of the IH 30/SH 360 interchange, TxDOT evaluated maintaining an envelope through the IH 30 corridor and IH 30/SH 360 interchange for high speed rail (HSR). However, the design requirements for HSR, specifically the higher vertical clearances needed for the train, would have significantly affected the design of the direct connections and frontage roads, and required more ROW and property impacts. Additionally, existing IH 30 east of SH 360, the interchange at SH 161, and other environmental constraints present major challenges to a HSR alignment along IH 30 between Arlington and Dallas. Therefore, as part of the HSR project TxDOT is evaluating a hybrid alignment alternative (i.e., using IH 30 from Fort Worth to SH 360, SH 360, and then the TRE from SH 360 to Dallas) that would avoid these constraints while allowing for a potential HSR station near the Arlington Entertainment District.

Comment 7 – Parkland (Parcel #554)

Two commenters provided information regarding the presence of potential parkland within the proposed project ROW. This property is identified as Parcel #554 in the IH 30 schematic.
Response 7

TxDOT is working with the City of Arlington’s Parks and Recreation Department regarding the acquisition of the eastern edge of Parcel #554, which is necessary to construct the IH 30/SH 360 interchange. Parcel #554 has been left in its natural state since the city acquired it in 2002 to preserve the existing greenspace. Due to this property’s isolation from other undeveloped city-owned properties and very limited access to the public, there have been no improvements provided to further develop this land for use as a park or recreation area. City ownership of the parcel effectively prevents the potential for urban development of the land, thereby preserving the Johnson Creek floodplain’s ability to convey flood waters through this stream segment. Land cover throughout the property is primarily mature or scrub riparian forest that is characterized by generally a dense understory of shrubs and vines. No amenities have been or are planned to be constructed on the property and there are no signs posted or identified entry ways within the property to advise the community that it is available for use. This property is also not included in the Parks and Recreation Department’s online interactive map that notifies the community of properties managed by the city for use by the public. The property is nearly surrounded by privately-owned property, which limits public access to the property to Lamar Boulevard and SH 360 bridge crossings of Johnson Creek. There is no information available indicating this property is actually used by members of the public with any frequency. For these reasons, the primary purpose of this property is for floodplain preservation, with incidental use by the public as an unimproved natural area. By letter dated July 28, 2015, the City of Arlington confirmed that Parcel #554 in its entirety is not a locally significant park, recreational area, or wildlife or waterfowl refuge. Therefore, this property is not subject to Section 4(f) of the Department of Transportation Act of 1966. The City of Arlington is holding a public hearing regarding use of the eastern edge of Parcel #554 to construct the IH 30/SH 360 interchange, in satisfaction of Chapter 26 of the Texas Parks and Wildlife Code.

Comment 8 – Potential Impacts to the Creek of Brook Hollow Apartments Complex (Parcel #412)

Comments submitted regarding potential impacts to the Creek of Brook Hollow apartment complex, located at 1301 North Watson Road, Arlington, Texas 76006. Concerns that the proposed ROW expansion at this location could impact the number of parking spaces at the leasing office and impact a brick wall and signage near the property entrance, which in turn could negatively impact marketing and visibility. Commenter added that the proposed hooded right turn into their property is acceptable only if the impacts discussed in the previous sentence do not occur. Commenter also states that the proposed turn lane into his property could lead to more congestion and traffic constraints between existing and
prospective tenants entering/exiting the property. This is a safety concern and could negatively impact the property as well. Lastly, commenter states that the previously discussed impacts would have an adverse financial effect on the community’s operations and property value.

A second commenter representing the Creek of Brook Hollow apartment complex requested clarification on which version of the schematic accurately presented the proposed turn lane into the property.

Response 8

As shown on the proposed project’s design schematic, approximately 0.07 acre of ROW would be required from Parcel #412, addressed 1301 North Watson Road, Arlington, TX 76006. This additional ROW is needed for a median separated right-turn lane into the property. The safety of the public is regarded by TxDOT as prime importance for all roadway facilities in the State of Texas. This project was designed in accordance with TxDOT standards for meeting design and safety criteria (there is a proposed SH 360 exit gore adjacent to this area). As safety is foremost in transportation design, TxDOT disagrees with the first commenter’s assertion that constructing a right turn lane to facilitate entry into the property would lead to more congestion and traffic constraints. In its present configuration, drivers who want to enter Parcel #412 from the SH 360 southbound frontage road must either decelerate within the rightmost lane of traffic or move onto the shoulder to allow through traffic to bypass vehicles as they slow down. Constructing a right turn lane allows drivers to move out of the flow of through traffic and complete most of the deceleration within the dedicated turn lane. This helps to avoid rear-end collisions, or rapid lane weaving to avoid such collisions. This also prevents drivers from the routine use of shoulders, which are not designed for routine moving traffic use. The safety of drivers entering or exiting Parcel #412 would be further enhanced by constructing a median between the turn lane and the adjacent frontage road through lane. The median is needed to keep drivers who are exiting the SH 360 southbound main lanes onto the frontage road from attempting to weave across three lanes of traffic to try and enter the driveway to Parcel #412. Finally, the redesigned driveway to the property would provide a striped area for completing turns that is comparable in area to the existing unstriped entry/exit drive. Overall, the proposed improvements would enhance the safety of traffic entering or exiting the property.

Of necessity borne out of safety considerations discussed above, some ROW would be required from Parcel #412 to ensure traffic can safely enter and exit the property. When ROW is required from residents and/or businesses, both the United States and Texas Constitutions provide that no private land may be taken for public purposes without adequate compensation. The TxDOT ROW Acquisition and Relocation Assistance Program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, in the Uniform Relocation Assistance Act of 1987. This process is summarized below.
The property owner will be advised in writing concerning the option of retaining any building or other improvements located on the land needed for ROW. Where appropriate, the just compensation for the real property to be acquired and compensable damages to remaining real property will be separately stated. Concerning damages to remaining property, when only a portion of the property is needed, an offer for the amount of damages will only be made if, in the appraisal process, it is indicated that the remaining property will have a lesser value after the roadway is constructed. The process provides for fair and equitable treatment of occupants of the properties to be acquired. The process includes initial property appraisal, determination of just compensation, negotiations, payment, and rights under eminent domain.

Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Title 42, Section 4601 et seq.), includes certain provisions pertaining to real property acquisition which must be complied with under state law. Negotiations for ROW conducted by TxDOT personnel are subject to this law and implementing regulations. Neither TxDOT nor the FHWA is authorized to pay for any properties beyond the actual ROW necessary to construct the roadway. In compliance with state law, compensation for any resulting decreases in adjacent property values cannot be made.

Two booklets were made available at the public hearing at the ROW table, one titled “The Purchase of Right of Way,” and the other titled “Relocation Assistance.” These booklets contain a significant amount of information that may address ROW and ROW acquisition concerns, and may be viewed or downloaded from the TxDOT ROW Division’s Website: http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html.

Regarding the second commenter, TxDOT provided an email response clarifying that the more recent version of the schematic obtained by the commenter from TxDOT’s Website should be used. TxDOT and its design consultant are considering a revision to the median separated right turn-lane into the property to facilitate operations for school buses. This revision would not require a change to the ROW footprint shown at the public hearing.

Comment 9 – Potential Impacts to the Castillian Condominiums Complex (Parcel #418-540)

Commenter expressed concern regarding the effect of traffic noise and vibration on the liveability of the Castillian Condominiums, particularly the westernmost condominiums. Commenter believes the environmental effect of the proposed project will be devastating to the west side of the complex and that TxDOT should either declare eminent domain or ensure the owners do not lose money resultant from a drop in property values.
Response 9

The proposed project would replace the existing SH 360 two-lane northbound frontage road with a proposed three-lane northbound frontage road. Along the SH 360 segment adjacent to the Castillian Condominiums, the eastern curb of the proposed northbound frontage road would be shifted approximately 2 feet eastward (i.e., toward the existing ROW line), as compared to the existing facility. The proposed project would also reconstruct the four existing SH 360 northbound main lanes, but would not substantially alter the location of the reconstructed main lanes from existing conditions in the vicinity of the Castillian Condominiums.

A traffic noise analysis for the proposed improvements was conducted in accordance with state and federal guidelines. The sound levels modeled in the analysis represent existing and future (year 2035) traffic noise levels for areas of frequent human activity outside of buildings in this residential area (e.g., lounge areas or playgrounds). The results of the noise analysis indicate that the existing traffic noise level in such outside areas is 73 decibels, which is expected to increase to 75 decibels by 2035 due primarily to an increase in traffic volumes.

The traffic noise analysis considered whether a noise barrier could reduce traffic noise levels sufficient to meet state and federal criteria for noise barrier construction. As applied to the Castillian Condominiums, those criteria require a proposed noise barrier to achieve at least a 5 decibel reduction in the future noise level for at least half of the 32 residences within this residential complex located directly adjacent to SH 360. The criteria also require at least one of these residences to receive a benefit of 7 decibels in noise reduction. The proposed noise barrier, which meets these state and federal noise abatement criteria, would be approximately 965 feet in length and 14 feet in height. TxDOT has proposed the inclusion of this noise barrier into the project design. As proposed, the noise barrier would reduce traffic noise levels for 30 of the 32 residences adjacent to SH 360 by at least 5 decibels (i.e., from 75 to 70 decibels). This would result in a net reduction of 3 decibels below the existing noise level of 73 decibels. In summary, the proposed noise wall is designed to reduce traffic noise levels for condominiums adjacent to SH 360 under both existing and future traffic conditions; however, no wall of any reasonable design can eliminate all traffic noise.

Following the public hearing, a traffic noise workshop will also be conducted to discuss the results of noise studies and solicit input from the public on barriers to be included in the final design. Notices of a noise wall workshop would be sent to the owners of properties adjacent to the proposed project whose benefits from a recommended noise wall meet federal/TxDOT criteria. At the noise wall workshop, the adjacent property owners would be informed about the details of the proposed noise wall and would be asked to cast a vote as to whether each property owner wishes to have a noise wall constructed. TxDOT would
normally not construct a noise wall unless a majority of the benefitted property owners request a noise wall.

Changes in property values are the result of many factors, and whether adjacent residential or commercial property value increases or decreases as a result of the proposed project would be subject to market conditions. Because the proposed project would improve mobility and reduce traffic congestion, it is expected to provide an overall positive benefit to citizens in the area.

Comment 10 – Copeland Road Curb Cuts
One commenter asked for two curb cuts proposed to be removed along Copeland Road to be reinserted. Commenter added that these curb cuts are currently in use and would continue to be used in future development of the property. Curb cuts are located on Copeland Road, northwest of Six Flags Drive.

Response 10
Further coordination with TxDOT and the property owner resulted in the two proposed driveways being added back into the plan. This will be reflected on the final design schematic.

Comment 11 – Access to Parcel #553
Commenter wants to ensure that he and TxDOT coordinate construction of the proposed project with his permit application to build access to his property. Commenter stated that he must have access to his property during the entire project and asked for a contact with whom he could coordinate.

Response 11
Regarding Parcel #553, in the existing condition, this parcel does not currently have a TxDOT permitted driveway location. Due to the elevation difference between the proposed SH 360 southbound frontage road and the existing ground at Parcel #553, TxDOT will build a retaining wall along the proposed frontage road. A temporary construction easement will be needed from the parcel to construct the retaining wall. TxDOT will provide allowances for a driveway to this parcel. The property owner will need to obtain a driveway permit through TxDOT in order to extend the proposed driveway from the frontage road to his property. The property owner will need to coordinate the permitting of this driveway through Mark Price, State Inspector, at the TxDOT Fort Worth Area Office. He can be contacted at 817-370-6909.
Comment 12 – Access to Parcel #300

Commenter would like to request access to Great Southwest Parkway north of IH 30 and Avenue G from his property (Parcel #300). Commenter informed TxDOT that the City of Arlington has approved access and provided TxDOT with a survey of his property showing access to Great Southwest Parkway from the northeast corner of his property. The survey also shows access to Avenue G.

Response 12

There is currently no funding identified for the reconstruction of Great Southwest Parkway. TxDOT and its partners at the NCTCOG RTC are actively seeking funding for the remaining piece of the project and construction would not start until funding has been secured.

Great Southwest Parkway is a city street and a permit to construct a new driveway should be coordinated with the City of Arlington Planning and Design Office and the TxDOT area permit office. The commenter should continue to work with the City of Arlington and construct the driveway in an agreeable location at the northeast corner of his property similar to the location in the plat he provided. TxDOT’s proposed design to reconstruct and lower Great Southwest Parkway would allow for and provide reconstruction to commenter’s driveway if it is in place when the proposed construction begins.

The proposed project would also allow for existing driveways along Avenue G to remain. The reconstruction of Avenue G ends before Parcel #300 and his two existing driveways off of Avenue G would be undisturbed.

TxDOT has committed to a future study that would look at converting Avenue F and Avenue G to one-way frontage roads that would intersect Great Southwest Parkway. Commenter’s property and driveway access off of Avenue G could be impacted by this study. This future study would include additional alternatives that would extend the one-way frontage roads to SH 161. This future study would include an alternatives analysis, public involvement, design schematic, and environmental documents. Implementation of any proposed improvements from this future study would require updates to the regional MTP.

Comment 13 – Potential Impacts to Cracker Barrel (Parcel #415)

One commenter contacted TxDOT and requested a drawing depicting the proposed improvements to SH 360 and/or North Watson Road adjacent to the Cracker Barrel property, located at 1251 North Watson Road.

A second commenter expressed concern regarding the loss of one of two driveways to the Cracker Barrel restaurant. Commenter stated that closing a driveway will severely hinder the ability to operate the restaurant and that the remaining driveway will not allow for large
trucks to access the property. Commenter also expressed concern on how the business would be accessed via northbound SH 360.

Response 13

The first commenter was referred to the IH 30 design schematic, roll 4 of 4, on the project Website (http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html) to view proposed design changes affecting the subject property.

TxDOT is proposing to restore circulation by reconstructing the northern most driveway as right-out only to the frontage road. The southernmost driveway is proposed to remain for traffic exiting and entering the frontage road.

In the existing condition, drivers traveling northbound on SH 360 would exit at Brown Boulevard/Avenue K and turn west onto Avenue K to turn southbound on the SH 360 frontage road to access the Cracker Barrel property. The proposed project would add a direct-connecting interchange between SH 360 and IH 30. This proposed grade-separated interchange would require adding ramps that would provide direct access between the two freeways. The existing northbound exit to Brown Boulevard/Avenue K cannot be maintained due to inadequate spacing with the proposed entrance ramp from westbound IH 30. Therefore, the existing exit ramp to Brown Boulevard/Avenue K was removed and replaced with an entrance ramp from Avenue J. In the proposed condition, driver’s traveling northbound would take the exit to Lamar Boulevard/Avenue H. They would stay on the northbound SH 360 frontage road through the Lamar Boulevard/Avenue H and Avenue J intersection. They would turn west onto Avenue K to turn southbound on the SH 360 frontage road to access the Cracker Barrel property on the west side of the frontage road.

Comment 14 – Impacts to traffic flow

Commenter pledged support from the City of Arlington to Six Flags Over Texas and the Globe Life Ballpark to aid in mitigating traffic flow that is going to be harmed during construction of the proposed project.

Response 14

The detailed traffic control plan (TCP)/sequence of work for the proposed project has not been finalized at this time. On July 29, 2015, TxDOT and the Texas A&M Transportation Institute (TTI) conducted a meeting about TCP concerns with representatives from the major recreation venues and cities’ staff for transportation, police, and fire. Copies of the 95 percent submittal of the TCP were provided to all attendees after the meeting for their review and comment. Under the TCP, access to and from Six Flags and the Globe Life Ballpark would be maintained at all times. TxDOT would also work to refine the TCP and sequence of work to minimize impacts to area activities to the best extent possible. Temporary closures during the day for construction activities may be required and most
likely would occur during the evening hours and other non-peak periods to minimize the impact to area entertainment establishments. TxDOT will continue to work with project area municipalities and major stakeholders to identify suitable traffic control measures and detours (this includes attending Traffic Management Team meetings at NCTCOG).

Throughout the 4 to 4.5 years of interchange construction, temporary detours and/or lane closures for all modes of transportation would be required on IH 30 and SH 360 main lanes, frontage roads, ramps, or parallel and cross streets to facilitate construction activities. Lane closures and other temporary detours would be adjusted during each construction phase to maintain safe travel through work areas. Temporary detours would consist of alignment shifts around construction activities that would last the duration of individual phased construction activities, or until a specific detour route is no longer required to facilitate construction and access is regained. Temporary changes to access would be communicated to motorists through signage, temporary striping, and traffic barriers.

Full closure of highway main lanes would likely be necessary for brief periods to allow for the demolition of existing bridges and the hanging of new bridge beams. In these instances, main lane traffic would be re-routed to temporary pavement, frontage roads, or parallel streets. Also, full closure of main lanes would occur during off-peak periods such as overnight or during weekends. Motorists would be warned in advance of full closures by means of digital message signs placed along the roadsides, in addition to other notification avenues such as the internet and news media.

Although delays and inconvenience necessarily accompany the construction of any major highway project, once completed the proposed project would accommodate current and future transportation needs by improving mobility for existing and future residences and businesses along the project corridor.

Individuals may contact TxDOT’s Fort Worth District Public Information Office at (817) 370-6737 for information as to entrance and exit ramp closures and detours along the IH 30 and SH 360 corridors.

**Comment 15 – ROW encroachment affecting specific properties**

A commenter inquired regarding impacts to Parcel #311.

A commenter inquired regarding impacts to Parcels #295 and #296.

The owner of Parcel #316 requested a map of the current plans from TxDOT and asked what the state’s intentions were with respect to the property, and whether ROW be required from this parcel.
A commenter representing the owner of Parcel #277 asked for the total land area of the property; the total land area of ROW affecting the property; and, the total land area of TxDOT’s parcel located to the immediate east of Parcel #277.

Response 15

No proposed ROW would be needed from Parcel #311, #295, or #296 as part of the initial phase of the IH 30 project.

TxDOT has committed to a future study that would look at converting Avenue F and Avenue G to one-way frontage roads that intersect Great Southwest Parkway. Parcels #311, #295, #296, and #316 could potentially be impacted by this study. The future study would include additional alternatives that would extend the one-way frontage roads to SH 161. This future study would include an alternatives analysis, public involvement, design schematic, and environmental documents. Implementation of any proposed improvements from this future study would require updates to the regional MTP.

TxDOT provided the owner of Parcel #316 with a link to the public hearing exhibits on TxDOT’s Website (http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/ fort-worth/063015.html). In response to the commenter’s question, approximately 0.08 acres of proposed ROW is needed from the property. Parcel #316 is within the limits of the proposed IH 30 project (Phase 2). This segment of the project does not currently have funding identified. TxDOT and its partners at the NCTCOG RTC are actively seeking funding for the remaining piece of the project and construction would not start until this funding has been secured.

The total acreage of Parcel #277 is 3.90 acres. The proposed ROW needed from Parcel #277 is approximately 1.01 acres. The land directly to the east of Parcel #277 bordered by Avenue H to the north, Six Flags Drive to the east, the westbound collector-distributor road to the south, and Parcel #277 to the west is part of the IH 30 existing ROW owned by the State of Texas and is not an individual parcel. Per the commenter’s request, this land area was measured to be approximately 5.30 acres. Commenter was also referred to the project Website for more information. Lastly, a TxDOT representative explained the difference between the formal public hearing process and the process for an Open Records request.

Comment 16 – Suggested improvements to SH 360 south of the proposed project

Commenter asked why SH 360 from Road to Six Flags Street to SH 180 was not being improved as part of the proposed project.

Response 16

The proposed improvements to SH 360 mentioned in the comment were approved with the 2007 SH 360 schematic and environmental assessment. The current IH 30 project only
constructs improvements on SH 360 that are needed to construct the IH 30/SH 360 interchange. The improvements south of IH 30 on SH 360 end at the Road to Six Flags Street. TxDOT will begin development of construction plans for the referenced gap segment of SH 360 in the fall of 2015. TxDOT continues to work with its partners at the NCTCOG RTC to identify funding for this segment of SH 360.

Comment 17 – City projects within the study area

A representative from the City of Arlington inquired about the proposed improvements to IH 30, as the city is a developing a city line monument signing plan and wants to ensure the proposed signage will work with the ultimate IH 30 improvements.

Response 17

Commenter was referred to the IH 30 design schematic on the project Website (http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html) to aid him in identifying suitable signage locations for the city line monument signing plan. Regarding a potential sign location on the westbound side of IH 30 in the Duncan Perry Road area, this segment of the project (IH 30 from west of Great Southwest Parkway to SH 161) does not currently have funding identified. TxDOT and its partners at the NCTCOG RTC are actively seeking funding for the remaining piece of the project and construction would not start until this funding has been secured.

TxDOT has committed to a future study that would look at converting Avenue F and Avenue G to one-way frontage roads that intersect Duncan Perry Road. Adjacent properties in the area of IH 30 at Duncan Perry Road could potentially be impacted by this study. The future study would include additional alternatives that would extend the one-way frontage roads to SH 161. This future study would include an alternatives analysis, public involvement, design schematic, and environmental documents. Implementation of any proposed improvements from this future study would require updates to the regional MTP.

Comment 18 – Ramp reconfiguration/alteration

Commenter pointed out the closure of the northbound SH 360 exit ramp south of Avenue K and the lack of an exit before Carrier Parkway for those traveling from IH 30 to northbound SH 360. Commenter added that this area depends on good access for large trucks and asked that the northbound SH 360 exit ramp south of Avenue K be retained and that an exit ramp be provided (at least to Sunnyvale Road [Fountain Parkway]) for trucks traveling from IH 30 to northbound SH 360.
Response 18

In the existing condition, traffic traveling between SH 360 and IH 30 is required to utilize an outdated interchange constructed for the previous toll road along IH 30 and continue to Six Flags Drive and the SH 360 frontage roads. Depending on the traffic movement, travel between the two freeways requires traversing one to three signalized intersections.

The proposed project would add a direct connecting interchange between SH 360 and IH 30. This proposed grade-separated interchange would require adding ramps that would provide direct access between the two freeways. The distance between the proposed entrance ramp from westbound IH 30 and the existing exit to Brown Boulevard/Avenue K would not meet the minimum spacing criteria for entrance/exit ramps. Therefore, the existing exit ramp to Brown Boulevard/Avenue K was removed and replaced with an entrance ramp from Avenue J.

In the proposed design, drivers heading northbound would take the exit to Lamar Boulevard/Avenue H. They would stay on the northbound SH 360 frontage road through the Lamar Boulevard/Avenue H and Avenue J intersection. They would continue on the northbound frontage road until they reach the Avenue K intersection where they would be able to turn eastbound or westbound. The proposed frontage road has been designed to meet current design criteria.

Comment 19 – Landscaping

A representative from the City of Arlington requested that TxDOT install landscape enhancements as part of the proposed project. The commenter stated that the larger landscapes can include more informal plantings while the smaller locations should include more formal plantings such as those included in the “Three Bridges Project.” The commenter identified four locations for landscaping that are important to the city, depending on funding availability: Six Flags Drive (both sides of SH 360 to the entrance to Six Flags Amusement Park and north of IH 30); Ballpark Way (exit ramps and adjacent areas); Division Street interchange; and, Park Row and the Spur 303 corridor (Pioneer Parkway). The commenter asked to give the first two locations priority, based on available funding. The commenter provided images, which were snapshots of the project schematic, of the four locations.

Response 19

TxDOT will work closely with the city during final project design to prioritize the expenditure of funds set aside for landscaping and aesthetic aspects of project construction.
Comment 20 – Pedestrian Pathway along Ballpark Way Corridor

A City of Arlington representative requested that a protected pedestrian pathway be created and maintained along the Ballpark Way corridor.

Response 20

TxDOT is proposing to construct a sidewalk along the west side of Ballpark Way within the limits of the project.
Appendix A: Public Hearing Transcript

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
BE IT REMEMBERED THAT on the 30th day of June, 2015, the above Public Hearing came on for hearing at The Hilton Arlington Hotel, 2401 East Lamar Boulevard, City of Arlington, County of Tarrant, State of Texas, and the following proceedings were had, to wit:
APPEARANCES

ELECTED AND CITY AND COUNTY OFFICIALS:
Kathryn Wilemon, Arlington City Council Member
Sheri Capehart, Arlington City Council Member
Charlie Parker, Arlington City Council Member
Tammy Dubberke for Representative Chris Turner
Keith Brooks, City of Arlington
David Wynn, City of Arlington
Jim Sparks, Tarrant County
Randy Skinner, Tarrant County
Bill Riley, Tarrant County
Daon Stephens, Grand Prairie
Walter Shumac, Grand Prairie

TXDOT STAFF:
Loyl Bussell, Jamye Sawey, Curtis Hanan, Greg Cedillo,
Lora Gunter, Michele Martinez, Mindy Sawyer, Val Lopez,
Craig Mikes, Andy Kissig

CIVIL ASSOCIATES:
Chris Hagar, Meghan Karadimos, Robert Pitt

HALFF ASSOCIATES:
Matt Craig, Rich Jaynes, Jason Diamond, Samantha
Kannenberg, Maria Guerra, Chad Gardiner, Meagan Harkey,
Taylor Pierrine, Arturo Benitez, Sandi Foreman

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS:
Michael Morris, Sandy Wesch, Samuel Simmons
(Tuesday, June 30, 2015; 7:00 p.m.)

MR. BUSSELL: It's now about 7:00 p.m., and I'd like to convene this public hearing for the proposed improvements to Interstate Highway 30 from Cooper Street in Tarrant County to State Highway 161 in Dallas County.

Good evening and thank you for joining us tonight. My name's Loyl Bussell and I serve as the Deputy District Engineer for the Fort Worth District for the Texas Department of Transportation also known as TxDOT. On behalf of the Department I'd like to express our thanks to everyone who is attending this public hearing and to the Hilton Arlington Hotel for providing this facility. I would also like to recognize our elected officials in attendance. As I announce your name, please stand briefly to be recognized. With the City of Arlington, Kathryn Wilemon. And representing Representative Chris Turner, Tammy Dubberke. Thanks.

Have I overlooked any other elected officials? Council Member Parker from Arlington. And Council Member Capehart from Arlington.

We appreciate your attendance and thank you for your interest in this project. I would also like to acknowledge our project partners who participated in the development of this project, including the Federal Highway Administration, also known as FHWA, the North
Central Texas Council of Governments, also known as NCTCOG, the City of Arlington, the City of Grand Prairie, Tarrant County, Dallas County, the Texas Transportation Institute, the Arlington Independent School District, the Arlington Chamber of Commerce, Southeast Tarrant Transportation Partnership, the Great Southwest Industrial District and representatives from major recreational venues in the Arlington Entertainment District. Thanks to everyone.

Tonight's hearing is a vital part of the final stages of the public involvement process. This is your opportunity to provide input and comments on the project. We're making both audio and video recordings of this hearing so that your statements can be accurately transcribed and understood. During tonight's hearing, staff will provide an overview of the project, the project design and environmental effects, and a representative from our Right-of-Way Division will discuss procedures. We'll then take a 20-minute recess so that you can review the displays and stations located around the room. Team members involved with the proposed project will be positioned near each display or station and are available to answer your questions both during the recess period and after the hearing has been adjourned.
After the recess, the floor will be open for statements. This is our opportunity to understand your thoughts and/or concerns about the proposed project. This time will be strictly for statements only. Questions will not be answered during the hearing. Upon conclusion of the public hearing process, statements received will be addressed with the response provided only in a written Public Hearing Summary and Analysis.

In response to the statements, we may alter the plan if a feasible and prudent adjustment is possible. If altered, we will meet with the affected property owners to discuss the changes. Keep in mind that statements should be made to tell us what you like about the proposed project as well as what you don't like. There have been cases where the proposed project was revised in response to statements only to learn that we changed something that others desired but had not voiced their opinion. Please provide your comments so that we can make a balanced design that will accommodate the needs of everyone.

I will now further outline the purpose and procedures for this hearing. During project development, TxDOT has held public and stakeholder meetings to receive input from interested government
agencies, business and property owners as well as other members of the community. There is a significant difference between the meetings previously held and the public hearing. Previous public and stakeholder meetings were informal and encouraged dialogue between interested parties and the development team. This hearing is more formal and provides information to you about the proposed project design elements and environmental assessment.

In addition, this public hearing provides the public another opportunity to provide input and is being held to collect formal statements regarding the proposed project that may be of concern to any individual or group.

All verbal and written statements as well as any exhibits received will be given careful consideration during this final stage of the proposed project development, and will be included in the formal project record.

Regulations require the Department to hold a public hearing or afford an opportunity for such hearing for any project that requires the acquisition of significant amounts of right-of-way, substantially changes the layout or function of the connecting roadways of the facility being improved, adds three-lane
capacity, or has a substantial adverse impact on abutting real property. Also, the Department must consider the economic and social effects of such a project, its impact on the environment, and its consistency with the goals and planning by the communities involved.

In accordance with these processes, a notice of this public hearing was published in the Fort Worth Star Telegram on Sunday, May 31st, 2015. In addition, a Spanish version of the notice was published in La Estrella on Saturday June the 6th, 2015. The public hearing notice was also posted on the TxDOT Fort Worth District Web site for the IH-30 Project.

In addition, adjoining property owners and elected public officials were mailed individual notices. Adjoining property owners were identified using county tax rolls and previous public meeting materials. Therefore, if the tax rolls were updated after the list was prepared or you did not attend previous meetings, you may not have been included on the mailing list.

Hopefully, everyone interested was made aware through these notices, their neighbors or other media notices. If you'd like to speak tonight, please fill out a form at the registration table before the recess is over. In order to progress the hearing, we
ask that you limit your remarks to a maximum of 3
minutes. If your verbal statement will exceed 3 minutes
please provide a written statement.

Our public hearing advertisements noted
that written statements must be received or postmarked
by Friday, July the 10th, 2015, in order to become a
part of the official hearing record.

Comments may also be submitted on the form
available at the registration tables. You may place the
completed form in one of the comment boxes near the
registration tables here tonight or mail it to the
address located on the back of the form.

You may include any information you feel is
necessary to explain your concerns such as graphs,
charts, drawings or photographs. Please submit all
information in hard copy format.

I will now introduce Mr. Matt Craig from
Halff Associates who's been assisting TxDOT with
developing the engineering design for the proposed
project. He will describe the purpose of the project
and key aspects of project design. Matt.

MR. CRAIG: Thank you, Loyl. The IH-30
corridor was originally constructed in the mid-1950s as
a toll road. Much of the IH-30 facility in the project
area, including the interchange with State Highway 360,
has not been updated to current highway design standards. The State Highway 360 corridor was originally constructed in the mid-1970s. In general, the existing IH-30 and State Highway 360 facilities have several design deficiencies that are below the minimum design guidelines provided in the TxDOT Roadway Design Manual.

The primary goal of the proposed project is to construct an interchange at the intersection of IH-30 and State Highway 360 to provide full, directional connectivity between these two major highways, thus relieving the serious traffic bottleneck that affects local and regional mobility. The project would also enhance mobility by creating additional through capacity of the IH-30 facility. The overall purposes of the project are to help address current and projected travel demands as well as operational and design deficiencies of existing highway facilities.

In addition to tonight's meeting, there have been other forms for input from the community. A public meeting was held on December 2nd, 2014, to present information about the project design and schedule and to receive public comments. TxDOT carefully considered all comments received in its overall evaluation of the proposed project. After the
public meeting, TxDOT staff met with several property owners in response to requests for design changes, and in several instances, modified the schematic design to avoid or minimize impacts to adjacent properties.

As Loyl stated at the outset, TxDOT has partnered with various government agencies and other stakeholders in the development of the proposed project. TxDOT held two Project Coordination Work Group meetings with project partners in October of 2014 and May 2015 to describe the project's history and purpose, design features, funding and overall schedule.

This project has also been identified in the region's Metropolitan Transportation Plan, Mobility 2035 in the 2014 Amendment. Outreach for the development of this plan included many workshops, community events and public meetings. Although not yet reflected in the 2015-2018 Statewide Transportation Improvement Program or STIP, modifications to include the project in the STIP are pending approval.

The proposed project extends approximately 5.03 miles from Cooper Street to State Highway 161, and includes the construction of an interchange with State Highway 360. Project limits along State Highway 350 extend approximately 1.59 miles from Brown Boulevard/Avenue K southward to Road to Six Flags.
Street. The proposed project is expected to address congestion and add capacity within the project limits. Also, improvements to the existing roads would improve active transportation modes such as bicycling and walking by providing shared-use lanes to accommodate bicycles and sidewalks for pedestrians on the frontage roads and crossing streets.

These aerials show existing IH-30 from Cooper Street to State Highway 161. The existing IH-30 facility is comprised of three general purpose main lanes plus auxiliary lanes in each direction. East of Center Street, two concurrent high-occupancy vehicle or HOV lanes separated by a traffic barrier extend easterly to State Highway 161. These HOV lanes were previously developed and approved to be managed through tolling in accordance with the Regional Transportation Council Tolled Managed Lane Policies. However, no tolls on these lanes have been utilized.

The concurrent HOV lanes transition to two reversible managed lanes at the IH-30/State Highway 161 interchange. Discontinuous frontage roads are provided along IH-30 within the project limits, providing two to three lanes in each direction. The existing frontage roads are located between Cooper Street and Ballpark Way.
This slide depicts a cross-sectional view of existing Interstate Highway 30 west of State Highway 360 and looking east. The section shows the three general purpose lanes in each direction and two concurrent HOV lanes separated by a traffic barrier. The existing IH-30 HOV, general purpose and auxiliary lanes are typically 11 to 12 feet wide. The shoulders vary from 1 to 10 feet wide, and the concurrent HOV lanes transition to two 11-foot-wide reversible, managed HOV managed lanes at the Interstate 30/State Highway 161 interchange. The managed lane shoulders near State Highway 161 vary from 2 to 10 feet wide in each direction. The existing discontinuous frontage road lanes are typically 12 feet wide with 1 to 2-foot-wide curb offsets.

This aerial shows existing State Highway 360 from Brown Boulevard/Avenue K to Road to Six Flags Street. Within the project limits, existing State Highway 360 consists of three general purpose lanes plus auxiliary lanes in each direction. Additionally, two continuous two- to three-lane one-way frontage roads are also provided in each direction.

Traffic traveling between State Highway 360 and Interstate 30 is required to utilize the outdated interchange constructed for the previous toll road along
Interstate 30 and continue to Six Flags Drive and the State Highway 360 frontage roads. Depending on the traffic movement, travel between the two freeways requires traversing one to three signalized intersections.

Now, this slide depicts a cross-sectional view of existing State Highway 360 south of Interstate 30 looking north. The section shows three general purpose lanes and two frontage road lanes in each direction. The existing State Highway 360 general purpose and auxiliary lanes are typically 12 feet wide. The inside and outside shoulders are typically 10 feet wide. The directional main lanes are separated by a concrete traffic barrier, and the State Highway 360 median width between inside shoulders is typically 4 feet wide. The existing continuous frontage road lanes are typically 12 feet wide with 1- to 2-foot curb offsets.

The proposed improvements to IH-30 would provide up to five general purpose lanes plus auxiliary lanes in each direction from Cooper Street to State Highway 161. Two reversible managed lanes would be provided from Center Street to State Highway 161 tying into the existing two-lane reversible managed lane system in Dallas County. Tolling aspects of the managed
lanes along the I-30 corridor would be implemented in accordance with Regional Transportation Council Tolled Managed Lane Policies. Main lanes and frontage roads, including the proposed additional main lanes for IH-30 would remain as non-tolled options for all users, and no existing main lanes would be converted to tolled managed lanes. The actual rates for use of managed lane would be prescribed according to prevailing RTC policies, and the manner of collection for tolls would be consistent with prevailing toll collection policy and practices throughout the region.

Portions of Copeland Road, Six Flags Drive, Avenue F, Avenue G, Great Southwest Parkway and the Union Pacific Railroad bridge over Interstate 30 would be reconstructed.

Between Cooper Street and Ballpark Way, the existing frontage roads would be maintained. The project would construct proposed one-way collector-distributor roadways between Ballpark Way and Six Flags Drive to facilitate access between the Interstate 30 ramps and the local street network.

This slide depicts a cross-sectional view of the Interstate 30 improvements west of State Highway 360 looking east. The section shows up to five general purpose lanes plus auxiliary lanes in each direction,
two reversible managed lanes and one-way collector-distributor roadways. Additionally, this view includes direct-connecting ramps to be constructed as part of the proposed Interstate 30/State Highway 360 interchange.

The Interstate 30 general purpose lanes, auxiliary lanes and managed lanes would typically be 12 feet wide. East of Duncan Perry, the westbound general purpose lanes and managed lanes would be 11 feet wide to fit within the constraints of the State Highway 161 interchange and to match the existing lane widths at the eastern project limit.

The typical general purpose inside and outside shoulders would be 10 feet wide in each direction. The westbound outside shoulder at Ballpark Way would be reduced to 4 feet wide to fit within the existing columns of the Ballpark Way bridge. Additionally, east of Duncan Perry Road, the westbound outside shoulder would vary from 2 to 10 feet wide and both general purpose inside shoulders would vary from 4 and a quarter feet to 10 feet wide.

Typically, the reversible managed lanes would provide a 4-foot-wide shoulder on one side and a 10-foot-wide shoulder on the other side. East of Duncan Perry Road both managed lane shoulders would vary from 2
to 10 feet. The proposed one-way collector-distributor roadways between Ballpark Way and Six Flags Drive would provide a 14-foot-wide outer lane with a 2-foot curb offset for shared use by bicyclists and vehicles. The inside lanes of the collector-distributor roads would typically be 11 feet wide. Proposed 6-foot-wide sidewalks would be constructed adjacent to the proposed collector-distributor roads.

From Cooper Street to Ballpark Way, the existing frontage roads will be restriped to provide a 14-foot-wide outer lane with a 2-foot curb offset for shared-use by bicycles and vehicles. Existing sidewalks will be maintained, and a missing segment of sidewalk between Center Street and Collins Street will be constructed along the westbound frontage road.

The proposed project would construct a fully directional multilevel interchange providing direct-connecting ramps for all freeway-to-freeway traffic movements between Interstate 30 and State Highway 360. The implementation of this interchange would require constructing additional improvements to State Highway 360 from Brown Boulevard/Avenue K to Interstate 30, proposed State Highway 360 will provide three general purpose lanes plus auxiliary lanes in each direction. Then south of Interstate 30, proposed SH 360
would provide four general purpose lanes plus auxiliary lanes in each direction to match up with the proposed State Highway 360 improvements from the approved 2007 State Highway 360 schematic and environmental assessment. The proposed improvements to State Highway 360 require reconstructing portions of Avenue J, Lamar Boulevard/Avenue H, and Six Flag Drive. The State Highway 360 frontage roads would be reconstructed and a number of lanes would vary from three to four lanes in each direction.

Now, this slide depicts a cross-sectional view of State Highway 360 improvements south of Interstate 30 looking north. This section shows four general purpose lanes, plus auxiliary lanes, the three frontage roads in each direction, and additionally, this view includes the direct-connecting ramps to be constructed as part of the proposed Interstate 30/State Highway 360 interchange.

The local access ramps would be adjusted to allow for the new direct-connections. The southbound entrance and northbound exit ramps from Brown Boulevard and Avenue K would be removed. The southbound exit and northbound entrance will Lamar would be relocated north of Avenue J. And the southbound entrance and northbound exits to Six Flags Drive would be removed with this
project. However, they are proposed to be reconstructed just south of Road to Six Flags Street with future projects along State Highway 360.

The State Highway 360 general purpose and auxiliary lanes would be 12 feet wide with 10-foot-wide outside and inside shoulders in each direction. The main lane inside shoulders would be separated by a median varying a width from 4 to 36 feet wide including a traffic barrier.

The inside lanes of the proposed frontage roads would be 11 feet wide and an outside lane would be 14 feet wide with a 2-foot curb offset for shared-use by bicycles and vehicles. The proposed 6-foot-wide sidewalks would be constructed adjacent to the proposed frontage roads. Detailed typical sections and planned views depicting the proposed roadway improvements are provided on the public hearing exhibits displayed at the back of the room. We invite you to look at these exhibits during the recess.

And now with this animation shown on the screen, we'll depict the proposed roadway improvements from the design schematics. We'll start at the western project limit at Cooper Street and head eastbound along Interstate 30. The existing eastbound exit to Center Street would be reconstructed to accommodate an
additional fourth main lane. A two-lane eastbound entrance ramp to the managed lanes is provided near Center Street, and the existing Interstate 30 main lane pavement, frontage roads and cross streets would be maintained from Cooper Street to Ballpark Way. Select main lane widening and restriping would be utilized to facilitate the proposed number of lanes and reversible managed lanes. The existing eastbound ramping between Center Street and AT&T Way would be maintained and the eastbound Interstate 30 main lanes would be restriped to provide five general purpose lanes plus auxiliary lanes.

The existing managed lane ramp to Baird Farm Road would be maintained and would match traffic operations of the reversible managed lanes. East of Ballpark Way, Interstate 30 would require complete reconstruction. One-way collector-distributor roads would be constructed between Ballpark Way and Six Flags Drive to facilitate access between the Interstate 30 ramps and the local street network. Within this segment of Interstate 30, a fully directional, graded-separated interchange would be constructed with State Highway 360. Each freeway-to-freeway movement would be facilitated by a direct-connecting ramp.

As the animation zooms out to get a view of the entire Interstate 30/SH 360 interchange, we would be
reoriented looking north on State Highway 360 from the southern project limit at Road to Six Flags Street. You'll be heading north on State Highway 360, there would be four general purpose lanes plus auxiliary lanes and three frontage road lanes in each direction. The southbound entrance and northbound exit to Six Flags Drive would be removed with this project. As we follow the northbound State Highway 360 exit to eastbound Interstate 30, notice that Six Flags Drive goes under State Highway 360. As we head east, proposed Six Flags Drive turns northerly and bridges over Interstate 30 to connect to Avenue H, and between Six Flags Drive and Great Southwest Parkway, Avenue F which runs parallel south of Interstate 30, would be reconstructed.

Proposed Interstate 30 would provide five general purpose lanes plus auxiliary lanes in each direction. The existing eastbound to northbound direct-connector to State Highway 161 would be extended westerly requiring reconstruction of Union Pacific Railroad bridge. The existing Duncan Perry Road bridge would be maintained. The existing Interstate 30 pavement east of Duncan Perry Road would be maintained, widened and restriped to facilitate the proposed improvements. Due to the constraints of the existing SH 161 interchange, the lane widths and shoulder widths
must be reduced to match the existing striping to the east.

As the animation zooms out and reorients, we'll now be heading westbound on Interstate 30. The existing SH 161 ramp north with westbound Interstate 30 would be maintained. The proposed reversible managed lanes would extend from the existing reversible managed lanes in Dallas County. As we approach the Great Southwest Parkway, you can see the proposed Interstate 30 would be lower by approximately 20 feet. This would allow the Great Southwest Parkway bridge to also be reconstructed and lowered. Avenue G, which runs parallel north of Interstate 30, would be reconstructed from Great Southwest Parkway to Six Flags Drive.

As we approach State Highway 360, you can see the access ramps to Six Flags Drive and to State Highway 360 interchange. Additionally, the eastern limit of the one-way collector-distributor roads is located at the intersection of Six Flags Drive.

As the animation zooms out, the Interstate 30/SH 360 interchange can be seen again from the northeast. The animation will now head to the northern project limit on State Highway 360. The Brown Boulevard/Avenue K and Avenue J existing bridges over SH 360 would be maintained, and from the northern project
limit to north of Avenue J, the existing SH 360 main lanes would be maintained and widened. The southbound entrance and northbound exit ramps with Brown Boulevard and Avenue K would be removed. The southbound exit and northbound entrance with Lamar would be relocated north of Avenue J.

Full reconstruction of the State Highway 360 main lanes would start at Avenue J and extend to the southern project limit. The Lamar Boulevard/Avenue H cross-street would also be reconstructed under SH 360. The proposed frontage roads would be reconstructed between Brown Boulevard/Avenue K and road of Six Flags Street.

The animation follows the southbound SH 360 exit ramp to westbound Interstate 30. This direct-connecting ramp bridges over Lamar Boulevard, Johnson Creek and the proposed westbound collector-distributor road before merging with proposed westbound Interstate 30. The westbound collector-distributor road would connect with Interstate 30 frontage road east and west of Ballpark Way. And additionally, loop ramps will be constructed between Ballpark Way and westbound collector-distributor road bypass under the Ballpark Way bridge. The existing westbound entrance and exit ramps to and from the main
lanes will be maintained between Baird Farm and Cooper Street. And the restriping and select main lane widening would be implemented to provide up to five general purpose lanes plus auxiliary lanes.

The westbound terminus of the reversible managed lanes would be facilitated at a proposed exit ramp near Collins Street, and this at-grade ramp would connect with the inside lanes of westbound Interstate 30 to allow the managed lane traffic to access the general purpose lanes. A lane balance transition would be required at the western project limit to tie into the existing Interstate 30 configuration.

This concludes our 3D animation for the project corridor. The improvements shown in the animation are also depicted on the exhibits located at the opposite end of the room. We invite you to inspect those exhibits during our recess.

Approximately $267 million of funding through state, federal and local sources for the proposed Interstate 30/State Highway 360 interchange have been identified by the North Central Texas Council of Governments' Regional Transportation Council. Recent cost estimates for the interchange project include $236 million for construction and $14 million for engineering. The estimate for the remainder of the
A proposed project extending along Interstate 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 is $56 million for construction and engineering.

The proposed implementation timeline for the Interstate 30 project involves constructing the improvements in multiple phases. The construction contract for the first phase of the proposed project is anticipated to be let in October of 2015, with the construction starting in the spring of 2016. The estimated construction duration for the first phase is approximately four and a half years. And this construction phase would include construction of the Interstate 30/State Highway 360 direct-connecting interchange, including reconstruction of the Interstate 30 improvements from Ballpark Way to west of Great Southwest Parkway and State Highway 360 from Brown Boulevard/Avenue K to road to Six Flags Street.

After the completion of the first phase of the proposed project, the managed lanes on Interstate 30 would continue to operate as an interim two-lane concurrent facility. Conversion to the ultimate two-lane reversible facility would not occur until the Interstate 30 improvements from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to
SH 161 are funded and constructed in later phases.

Now, I'll introduce Ms. Jamye Sawey, TxDOT's Fort Worth District Environmental Supervisor, to provide you with an overview of the environmental impacts associated with this project.

MS. SAWEY: Thank you, Matt. An environmental assessment has been prepared in accordance with the National Environmental Policy Act, or NEPA. The document covers the social, economic and environmental effects of the proposed improvements. The document includes information assessing impacts associated with the project, including commercial displacements and relocations, managed lanes and tolling, vegetation and wildlife, hazardous materials, land use, traffic noise, air quality, water quality, water resources, cultural resources and indirect and cumulative effects.

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. Code 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the FHWA and TxDOT.

In February of 2007, the FHWA issued a finding of no significant impact, or FONSI, for the
State Highway 360 environmental assessment. The State Highway 360 EA included proposed improvements to the State Highway 360 corridor from approximately Brown Boulevard/Avenue K on the north to Green Oaks Boulevard on the south, and to the IH-30 corridor from approximately Ballpark Way on the west to Great Southwest Parkway on the east. The project included reconstruction of the State Highway 360/Interstate 30 interchange to provide a grade-separated direct-connecting ramps between the main lanes of IH-30 and State Highway 360. The State Highway 360 project extended for approximately 8 miles along State Highway 360 and 2.4 miles along IH-30.

In April of 2007 the FHWA issued a FONSI for the Interstate 30 environmental assessment for the proposed improvements from Oakland Boulevard to what is now State Highway 161 for a length of approximately 10.9 miles. The improvements examined in that environmental assessment included the reconstruction and widening of existing Interstate 30 to an eight- to ten-lane facility, reconstruction of cross-street bridges and ramps and the addition of a single-lane barrier-separated reversible, managed HOV facility.

A re-evaluation of the State Highway 360 environmental assessment was initiated in 2009 to
incorporate design revisions including a two-lane reversible, managed lane facility along Interstate 30 within the State Highway 360 project limits. However, work on the State Highway 360 re-evaluation was discontinued in 2012.

The proposed Interstate Highway 30 project follows existing highway alignments with no segments proposed for construction on new locations. Of the 465 acres within the proposed project construction footprint, 97 percent is within existing transportation right-of-way. The proposed project would require 14.1 acres of new right-of-way to construct the planned improvements. In addition, it would be necessary to acquire .1 acre of drainage easements and .2 acre for temporary easements to facilitate construction of the project. The combined proposed acquisition of right-of-way and easements would be approximately 14.4 acres.

The proposed right-of-way includes approximately 4 acres of undeveloped property and approximately 10 acres of commercial, retail or industrial properties. In addition to including the direct displacement of seven commercial buildings, impacts would occur to portions of developed properties that are either parking areas or landscaping. No
residential displacements would occur.

The proposed project is not expected to have substantial impacts to any minority or low-income populations in the areas surrounding the project area. Also, as construction of Interstate 30 and SH 360 predate the urbanization of the project area, the proposed improvements to the existing highway corridors would not affect community cohesion.

To maintain safety near entrance and exit ramps along the frontage roads, control of access rights would be purchased for a small segment located between Brown Boulevard/Avenue K and Avenue J. Otherwise, existing control of access would be retained for Interstate 30 and State Highway 360.

Although the project area occurs within Cross Timbers ecoregion, the area's history of extensive agricultural land use followed by urbanization within Interstate 30 and State Highway 360 highway corridors has altered all but a small pocket of vegetation.

Permanent impacts resulting from the proposed project would consist of 9.5 acres of riparian forest habitat along Johnson Creek and its tributaries, 0.6 acres of upland woodland habitat, and the anticipated impacts to perennial streams that would affect less than 1/10th of an acre. The remaining
impacts would occur to existing roadway pavement and other urban landscape, such as areas of maintained Bermuda grass, within the Interstate 30 and State Highway 360 highway corridors. The expected impacts of the proposed project to wildlife habitat were coordinated with the Texas Parks and Wildlife Department and mitigation measures to protect wildlife were identified and will be implemented prior to and during construction work. Consequently, the proposed project is expected to have no effect on threatened or endangered species at either a federal or state level.

The existing and proposed right-of-way provides suitable terrestrial habitat for the timber rattlesnake, which is a State-listed threatened species, and two species of greatest conservation need, the Texas garter snake and plains spotted skunk. Although disturbance to riparian forest habitat would occur from project construction, suitable habitat within and adjacent to the right-of-way would remain undisturbed.

The construction contractor would be made aware of potential presence of these species to ensure that they are avoided if encountered during construction. Johnson Creek and a tributary to it are perennial streams that may provide suitable aquatic habitat for several mussel species that are State-listed
threatened or are species of concern. Prior to construction, TxDOT will conduct a biological survey of potentially-suitable aquatic habitat or state-listed and other mussels. Any mussels found during the survey will be relocated to an area with suitable habitat for the species. These activities will be carried out by qualified biologists according to requirements specified by the Texas Parks and Wildlife Department.

Finally, TxDOT's contractors are required to adhere to the appropriate measures to ensure construction activities do not harm migratory birds or their nests during nesting season.

The proposed project crosses 100-year flood zone areas associated with Johnson Creek and Arbor Creek. The hydraulic design for this project would be in accordance with the current FHWA and TxDOT policies. The proposed project would not increase the base flood elevation to a level that would violate floodplain ordinances or regulations. Coordination with the local floodplain administrators would be required. The proposed project is located outside of the Trinity River Corridor Development Regulatory Zone; therefore, a Corridor Development Certificate would not be required.

Potentially, jurisdictional waters of the U.S. are present within the project corridor. Permanent
impacts due to construction of the project are expected to occur to three stream channels. These include Johnson Creek and two of its tributaries. The estimated total temporary and permanent impacts to all crossings would be authorized under U.S. Army Corps of Engineers Nationwide Permit 14 for Linear Transportation Crossings. Because permanent impacts to Johnson Creek and its two tributaries are estimated to be less than 0.1 acre impact threshold, no pre-construction notification would be required.

During construction, temporary fill and stream channels would be entirely removed and the affected areas restored to the pre-construction elevations and re-vegetated as appropriate.

The proposed project would include 5 acres of more of earth disturbance. TxDOT would comply with the Texas Commission on Environmental Quality's requirements to implement a Storm Water Pollution Prevention Plan or SW3P. These measures will be carried out during construction to minimize impacts to water quality and erosion. Disturbed areas will be restored and stabilized as soon as the construction schedule permits.

The potential for archaeological resources to occur within the proposed project corridor was
investigated in connection with the preparation of the Interstate 30 and State Highway 360 environmental assessments prior to 2007. These studies determined that these highway corridors possess a low potential for intact cultural deposits and recommended no further investigations. TxDOT archeologists have completed reviews of the project and determined that the project would have no effect on archaeological resources.

Individual project coordination or consultation with the Texas Historical Commission was not required.

A database search and field survey of historic resources constructed before 1971 identified two properties identified as candidates for the National Register of Historic Places eligibility; the P.A. Watson Cemetery located within the northeast corner of Interstate 30 and State Highway 360, and the former Vought Electronics building at 2905 East Avenue E in Arlington. Coordination with the Texas Historical Commission determined that the proposed project would have no adverse effects to either of these properties. TxDOT will restrict the use of vibration-generating construction equipment within 250 feet of the architecturally-distinctive aspects of the former Vought Electronics building to avoid damage to the two thin-shell concrete hyperbolic paraboloid canopies.
The proposed project would not require the use of any publicly-owned lands from public park, recreational facility, wildlife or waterfowl refuge area of national, state or local significance.

A traffic noise analysis for the proposed improvements has been conducted for this project. The traffic noise model utilizes existing and forecasted Year 2035 traffic data for determining noise impacts. The model primarily considers the number, type of speed of vehicles, highway alignment and grade, and surrounding terrain features. The existing and future noise levels were estimated for 26 noise receivers. These receivers were located in representative areas outside of buildings where frequent human activity occurs, such as swimming pools or outside eating areas, in apartments, hotels and motels, restaurants and recreational venues. The noise modeling indicates that there would be an impact for 13 of the receivers. A noise barrier was determined to be feasible and reasonable for the receiver representing a total of 32 residences within the Castillian Condominiums. The proposed noise barrier would be approximately 965 feet in length and 14 feet in height, and has been proposed for incorporation into the project.

Noise barriers for the other locations are
not proposed for incorporation into the project as they
would not be both feasible and reasonable. In order to
be feasible, the abatement measure must be able to
reduce the noise level at greater than 50 percent of the
impacted, first-row receivers by at least 5 decibels.
And to be reasonable, it must not exceed the
cost-effectiveness criterion of $25,000 for each
receiver that would benefit by a reduction of at least
that 5 decibels, and the abatement measure must be able
to reduce the noise level for at least one impacted
first-row receiver by at least 7 decibels.

Several areas along the corridor are also
currently undeveloped. To avoid noise impacts that may
result from future development, local officials should
ensure that no new activities are developed within the
following noise impact contours. The noise contour for
activity categories including items such as residences,
daycares, hospitals, parks and playgrounds and schools
is estimated to be 200 feet from the proposed
right-of-way. The noise contour for the activity
category including such items as motels, offices and
restaurants is estimated to be 175 feet from the
proposed right-of-way.

A project-level traffic air quality
analysis was performed which determined that the
estimated ambient levels of carbon monoxide in 2035 would be less than 1/3 of the Federal air quality standards. Regional mobile source air toxic levels were also modeled, and are expected to decrease over time despite increases in vehicle traffic because of ongoing implementation of national policies requiring cleaner fuels and engines.

The project is included in and consistent with the current Metropolitan Transportation Plan for the Dallas-Fort Worth region, which conforms to the Clean Air Act. The regional portion of the Statewide Transportation Improvement Program, or STIP, also conforms to the Clean Air Act and an amendment is pending approval that will include the funded portion of the proposed project in the STIP. The proposed project must be found to be consistent with the STIP before the project may be environmentally approved.

Construction of the proposed project would include drilling of bridge piers, excavation, and other earth-moving actives. Such activities have the potential to encounter hazardous materials and substances associated with past human activities. Fourteen regulated hazardous materials sites of concern were identified within the proposed project limits. Right-of-way is required from four of the sites, and
four of the other sites would be potentially displaced by the proposed project.

It is anticipated that contaminated soil and/or ground water would be encountered during construction. Special provisions or contingency language would be included in the project's construction plans to handle hazardous materials and/or petroleum contamination according to applicable federal and state regulations.

Acquisition of sites with known or potential contamination would be addressed during the right-of-way negotiation and acquisitions process. Based on the studies thus far, the environmental investigations indicate that the proposed project would have no significant impacts on the quality of the human environment. Provisions may be made to the environmental assessment to either update it or address the needs of state and federal agencies. Provisions may also result from the consideration of public comments received here tonight or during the comment period. After all the necessary revisions are provided, a finding of no significant impact, or FONSI, is anticipated for this project.

I will now introduce Mr. Weldon Swanger with the TxDOT Right-of-Way Division to discuss the
right-of-way procedures for the proposed project.

MR. SWANGER: Thank you, Jamye. As previously discussed, new right-of-way easements would be required to accommodate the proposed facility. Approximately 14.1 acres of right-of-way and 0.3 acres of easements would be required from 63 parcels. The cost of right-of-way is estimated at $51 million, while the utility adjustments are estimated at $35 million.

No single-family residential properties have been identified, however, certain commercial businesses may have occupants that qualify for residential displacement benefits. The acquisition of right-of-way for the proposed project would directly result in displacements of seven commercial buildings and one advertising billboard. Existing denial of access along I-30 would be retained and one driveway would be removed along State Highway 360 due to additional denial of access required for safety.

Property rights needed for the expansion of the Texas highway system are required under the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, and the various subsequent addenda. Further, it is the policy of TxDOT that individuals impacted by the transportation systems expansion shall not be denied benefits, excluded from
participation, or otherwise be subjected to
discrimination based upon the grounds of race, color,
sex, age, handicaps or national origin.

The State's authority to acquire property
for the transportation system is founded in the 5th
Amendment to the Constitution of the United States of
America. This authority can be used only when there is
a demonstrated public need for the property and the
property owners are compensated with just compensation.
Just compensation is defined as the fair market value of
the property needed plus an amount for damages that
might accrue to the remaining property as a result of
severing the right-of-way from the whole property.

The proposed I-30 improvements are needed
to address operational deficiencies, current and
projected travel demands, safety and several types of
existing facility design deficiencies. This hearing	onight is part of the process of demonstrating the
public need.

As previously stated, each impacted
property owner is offered just compensation for the
property needed for the project. To arrive at this
value, independent appraisers are hired to prepare the
detailed appraisals and establish value. These
independent appraisers are highly regarded professionals
in our community bound by professional and ethical standards to produce property values that reflect true market conditions.

A right-of-way parcel would be created in situations where no land is being acquired from an abutting property owner but denial of access is shown on the design schematic and right-of-way map. Acquisition of the access control, however, would only occur with the follow process: The denial of access would be appraised using the new compensation standard of material impairment of direct access. If the appraisal indicates the access denial reaches a level of material impairment of direct access that affects the market value of the remaining property, normal acquisition procedures would be utilized to acquire a release and relinquishment of access rights. The offer would be based on the appraised value. If the appraisal indicates the access control line does not materially impair direct access and/or does not affect the market value of the tract, acquisition of the access control would not proceed.

The access control for these instances would remain under the Department's police or permit power. When the appraisal is complete, an offer may be presented to the property owner. During this meeting,
the State's agent would discuss the highway project's impact on your property and try to answer any questions that you may have. The agent would also discuss the alternatives that are available in the acquisition process under the laws of Eminent Domain.

The owner would be given a minimum of 30 days to consider the offer. During the recess, employees from the Right-of-Way Division will be available should those affected property owners have questions concerning the acquisition of property or appraisal of access rights. We have brochures that explain the process in more detail and they will be available during the recess, or you can view them on TxDOT's Web site. I will now turn the program back to Loyl Bussell who will explain the process for public inquiries.

MR. BUSSELL: Thank you, Weldon. All information developed concerning this project, including the environmental assessment, is available upon request for public inspection at the TxDOT Fort Worth District Office located at 2501 Southwest Loop 820 in Fort Worth. These materials are also available at the City of Arlington and City of Grand Prairie, or you may wish to access these materials on TxDOT's Web site shown on the slide. During the recess or after the hearing, you may
look at one of the several copies of the environmental assessment that we have here tonight.

As a reminder, if you didn't sign in when you came in, please do so during the recess. This is for our records in documenting attendance at this hearing. Also, please register during the recess if you plan to make a verbal statement tonight. When we reconvene, you'll be given the opportunity to give your statement. Before we recess, I would like to introduce some of the personnel from TxDOT and the consultant team who will be available at the displays and selected areas indicated by the signs. These individuals are wearing nametags and will be available to assist with questions you may have related to this proposed project.

For Project Design we have Curtis Hanan, TxDOT Advanced Project Development Engineer for the Fort Worth District. Nazrul Chowdhury, he's TxDOT Project Manager. Matt Craig, Consultant Project Manager, and Chad Gardiner, Consultant Design Engineer. He's in the back.

For right-of-way we have Weldon Swanger, TxDOT's Right-of-Way Division. From Environmental, we have Elisa Garcia, TxDOT Environmental Project Manager. We have Rich Jaynes, Consultant Environmental Scientists. Jason Diamond also Consultant Environmental
Scientists. Robert Pitt, Consultant Environmental Scientists. And Chris Hagar, Consultant Environmental Scientists.

So we'll now recess for 20 minutes and reconvene at approximately 8:20. Thank you.

(Recess taken)

MR. BUSSELL: It's about 8:20, if I could get everyone to take a seat, please. Okay. At this time we will reconvene our public hearing. I will call upon the following individuals first who have previously indicated the desire to make a statement. Please come forward to the floor microphone, give us your name and then your statement. If you're not able to move to the microphone, please raise your hand and the microphone will be brought to you. This time will be strictly for statements only, with a response provided only in the written summary and analysis of the hearing. Please limit your statement to a maximum of 3 minutes. So first the City of Arlington, we have Council Member Kathryn Wilemon.

MS. WILEMON: Thank you. The City of Arlington has received and reviewed the schematics and draft environmental assessment for the I-30 from Cooper Street to 161 project, which includes the Interstate 30/360 interchange. This project is extremely important
to the City and will provide us with a highly-valued asset. The main lane capacity improvements, managed lanes and direct-connectors will provide Arlington citizens, local businesses and major event venues with greater access and improved mobility.

Additional benefits will include enhanced safety, better traffic flow and improved air quality. These elements all contribute to improved economic development opportunities for our city. This project also directly supports the City Council's priorities of enhancing regional mobility, as the improvements will offer better access to and from Arlington and benefit the entire North Texas region. The City supports full build-out of the build alternative, including the design and construction of the Interstate 30 component and State Highway 360 component and the Interstate 30/State Highway 360 interchange. Specifically, we believe that consideration for high-speed rail should be taken into account during the design and construction of this project.

We appreciate the opportunity to partner with TxDOT on this monumental project. We are excited to see years of planning efforts come to fruition, and we fully support the I-30 from Cooper to Highway 161 Project with no reservations. And I have a copy to
leave with you for the record. Thank you very much.

MR. BUSSELL: Thank you so much. Next we have the City of Arlington, Charlie Parker.

MR. PARKER: Thank you. I have nothing prepared. I'm a City Councilman for the North District of which this particular project lies. And I want to thank TxDOT for all of their work on this particular project. I want to state all of our support to the establishment of Six Flags and the Ballpark, anything that the City of Arlington can do to mitigate the flow of traffic that is going to be harmed by this particular project for the next four years. I pledge the support of the City of Arlington. One of the things that I want to say is, and I want to give my comments to those individuals who voted in the November election who allowed this particular project to be funded. When you changed the rainy-day fund at the polls, when you changed that fund in Proposition 1, you allowed the $56 million to be allocated to this particular project. And if you think your vote doesn't count, you're going to see this change in our city because of your vote and because of your application of your rights as a citizen of Arlington. So thank you very much for coming to the polls and allowing this project to be funded.

MR. BUSSELL: Thank you for your comments.
Next, we have Michael Morris with the North Central Texas Council of Governments.

MR. MORRIS: Mr. Bussell, thank you very much for TxDOT being here this evening. Madam Court Reporter, it's very nice to see you again. I'm Michael Morris, I'm the Director of Transportation at the North Central Texas Council of Governments. I'm the Staff Director to the Regional Transportation Council.

I can't think of a more important section of roadway than Interstate 30 and the State Highway 360/30 Interchange. It's in the center of the region, both east/west and north/south, being D/FW International Airport. It has a horribly antiquated interchange design left over from the old toll road. We have access signal delay with multiple traffic signals for all interchange movements. So when you're trying to move between the two facilities, as you-all know, you're forced to not only go through one but often two traffic signals. The current facility has high volumes, huge amounts of congestion delay, high air quality emissions and safety concerns. There's significant truck movements that don't need to be traveling through these signalized intersections; they need to be on the direct-connects or on the freeway system for what we designed for these truck movements.
The elected officials on the Regional Transportation Council, my board, have included this project in all the appropriate planning documents. They have included this project in all the appropriate air quality documents. They have included this project in all the appropriate funding documents. The staff has assisted with the technical elements of this environmental work that you're presenting this evening. And they approved over $200 million of funding for the implementation of this project this year with the, as the councilman indicated, the citizen-approved Proposition 1 funds from last November's election.

Just think about it for a moment. A project that's been on the books for 20 years, a legislature creating a Proposition 1 voter-approved referendum, and from November of last year to today, we stand ready to implement this very important project. Please advance this project as soon as possible. Thank you very much.

MR. BUSSELL: Thank you. Next, also with the Council of Governments we have Samuel Simmons.

MR. SIMMONS: My name is Samuel Simmons. I'm here this evening representing the Regional Transportation Council and the North Central Texas Council of Governments together serving as the
Metropolitan Planning Organization for the Dallas-Fort Worth area. Interstate Highway 30 is a regionally significant transportation corridor that sustains the local, regional and state economy. It serves as the primary east-to-west link between the Fort Worth and Dallas Central Business Districts and beyond. This location also includes the State Highway 360/Interstate 30 Interchange connecting east/west traffic to and from Dallas-Fort Worth International Airport. In addition, this corridor also serves as a principal route for local commuters and provides access to several key highways in transportation facilities. The improvements to Interstate 30, which will include adding direct-connecting ramps between Interstate 30 and State Highway 360 are vital for the management of congestion in this corridor and the continued enhancement to the quality of life enjoyed by area residents. Currently, vehicles traveling between State Highway 360 and Interstate 30 are required to use Six Flags Drive or other local streets and must travel through one to three traffic signals to connect to other freeways. After overwhelming voter support last November for Proposition 1, the Regional Transportation Council selected this project to be the first project in
the region to be funded with this new funding source. The recommended improvements for this section of Interstate 30 are consistent with Mobility 2035, the Metropolitan Transportation Plan for North Central Texas 2014 amendment. And the North Central Texas Council of Governments is willing to provide any assistance in the planning and project development phases of the proposed improvements to the Interstate 30 and State Highway 360 Interchange.

MR. BUSSELL: Thank you. Next, we have Kevin Krajewski.

MR. KRAJEWSKI: Hello, everyone, I'm Kevin Krajewski. I'm a Director on the Board for the Great Southwest Industrial District Association. The Great Southwest Industrial District Association is a major local hub of commerce in this area. It provides thousands of jobs to the local community and is a major tax contributor to the region. The Association we have exist to advocate on behalf of the local business owners and property owners of the district for the benefit of the business community.

According to the project implementation slide that we saw, there is a lack of $39 million in funding for Phase 2 of the project. The second -- and during the recess, I asked a couple of the officials
here and they said that it is not a hundred-percent certain yet that Phase 2 will be funded and completed; maybe more like 75 or so, but we would like to advocate for it to be completed.

So representing the Association publicly, I would like to advocate for the Great Southwest Parkway bridge specifically over I-30 to be reconstructed. The current bridge we have there is out of date, it's treacherous and it's an eyesore to the community. Reconstruction would facilitate safe travel by commercial vehicles. It would facilitate needed accessibility to the local industrial buildings, and thereby facilitate business growth in the area. Please accept and report our advocacy on behalf of the Great Southwest Industrial District Association and the businesses and property owners in the area for Phase 2 to be completed, and specifically to reconstruct the Great Southwest Parkway bridge over I-30. Thank you.

MR. BUSSELL: Next, we have Michael Taylor.

MR. TAYLOR: Thank you. My name's Michael Taylor. I represent Cracker Barrel near Avenue J, and we're looking for a long-term partnership with Arlington and we're excited about what we see that you're doing. Little concerned though, the one exit or entrance that you're closing is one of our exits and entrances; we
have two. And by closing that exit or entrance will severely hinder our ability to operate. The second entrance and exit in our location won't allow for large trucks to enter, and subsequently, we have 500 to 800 cars a day that travel through our restaurant.

So we would like consideration and partnership as we go forward to make sure that we can continue to serve Arlington at the highest level.

MR. BUSSELL: Thank you for your comments. Next, we have John Munson.

MR. MUNSON: Yes. I'm John Munson, I'm a property owner in the area and I was interested in -- and I know it's not part of this project, but the managed lanes. I would like them to add the one-way access roads from Southwest Parkway to Highway 161. Just I know that -- I just wanted to advocate for that.

MR. BUSSELL: Okay, thank you. Now, we have J. Luke.

MR. LUKE: My name is J. Luke and I've been a lifelong resident of Arlington, and I've been interested in I-30, Highway 360 and other transportation projects for a long time and I've participated in TxDOT community meetings and public hearings for approximately 17 years. Needless to say, I'm pleased to see this project design completed, especially the I-30/360...
Interchange. I believe TxDOT and their consultants have done a good job on this project, and I urge TxDOT to the letting of the contract and construction completion as soon as possible. Thank you very much.

MR. BUSSELL: Thank you for your comments.

If there's anyone else who would like to make a statement, please come up to the microphone, give us your full name, address and then make your statement.

Seeing no one. Each statement made at this hearing and each written statement received on or before Friday, July 10th, 2015 will be carefully analyzed in writing in the Summary and Analysis. Where appropriate, changes would be incorporated in the project design and the analysis will be attached to an environmental technical report or discussed in the environmental assessment.

In addition, property owners near an area where the proposed project may be altered would be contacted and coordinated with concerning any proposed changes. After review of the transcript of these proceedings and addressing all of the concerns and concepts contained in the statements, environmental approval is anticipated.

Once approval is received, construction could begin. On behalf of TxDOT, again, let me thank
you for participating in this public hearing. It's now about 8:37 and the public hearing for the Interstate Highway 30 is officially adjourned. If you want to stay and look at the displays, please feel free to do so. Thank you for being here.

(Hearing adjourned at 8:38 p.m.)
STATE OF TEXAS  
COUNTY OF DALLAS  

I, Carmel Martinez, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the facts as stated in the caption hereto are true and that the foregoing 52 pages are a full, true, and correct and complete transcript of the proceedings had on the date and at the place set forth.

GIVEN UNDER MY HAND AND SEAL of office on this the 10th day of July, 2015.

Carmel Martinez  
CSR No. 8128  Expiration: 12/31/16  
Steven H. Gentry & Associates, Inc.  
Firm Registration No. 195  
5115 North Galloway, Suite 202  
Mesquite, Texas 75150  
214-321-5333
Appendix B: Copy of Written Comments

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
Boettcher, Doug

IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
Public Hearing
June 30, 2015

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

Frontage Roads from Great Southwest Parkway to 161

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: Doug Boettcher
Address: 1234 Preston Rd Suite 200
          Dallas, TX 75230
Phone:    214 692-1188
Email:

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 16, 2014, and executed by FHWA and TxDOT.
From: Curtis Hanan
Sent: Monday, June 15, 2015 4:26 PM
To: Jodi Hodges
Cc: Andy Kissig
Subject: Re: Citizen Inquiry

I will

I described impacts to property #311 to her.

Sent from my iPhone

On Jun 15, 2015, at 4:01 PM, "Jodi Hodges" <Jodi.Hodges@txdot.gov> wrote:

Curtis,

A woman named "Brett" from Prologics (972) 884-9217 called and left me a message with questions regarding I-30 and Great Southwest Parkway. They own property in the area.

Will you please give her a call?

Thanks,

Jodi

Jodi K. Hodges
Public Information Supervisor
Communications Division
TxDOT's Fort Worth District

817.370-6737 work
817.235.5335 mobile
Jodi.Hodges@txdot.gov
Brim, Cal

IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
Public Hearing
June 30, 2015

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

For ongoing development, two curb cuts removed on Copeland Road north west of Six Flags Dr. intersection were needed to be reinserted in the plan. These curb cuts are currently in use and would continue to be used in future development of this property. It will submit drawings of the the area at issue.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: Cal Brim
Address: P.O. Box 80191
Arlington, TX 76008
Phone: 817.530.16000
Email: cbrim@sixflags.com

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 16, 2014, and executed by FHWA and TxDOT.
Memorandum

TO: Texas Department of Transportation
FROM: City of Arlington
SUBJECT: Statement of Support for Public Hearing Record for the IH 30 from Cooper St to SH 161, including the IH-30/SH360 Interchange
DATE: June 30, 2015

The City of Arlington has received and reviewed the schematics and draft environmental assessment for the IH 30 (From Cooper Street to SH161) project which includes the IH-30/SH360 Interchange.

This project is extremely important to the City and will provide us with a highly valued asset. The main lane capacity improvements, managed lanes and direct connectors will provide Arlington citizens, local businesses and major event venues with greater access and improved mobility. Additional benefits will include enhanced safety, better traffic flow and improved air quality. These elements all contribute to improved economic development opportunities for our City. This project also directly supports the City Council’s priority of Enhancing Regional Mobility as the improvements will offer better access to and from Arlington and benefit the entire North Texas region.

The City supports full build out of the Build Alternative, including the design and construction of the IH 30 component, the SH 360 component and the IH 30/SH360 Interchange. Specifically, we believe that considerations for high speed rail should be taken into account during the design and construction of this project.

We appreciate the opportunity to partner with TxDOT on this monumental project. We are excited to see years of planning efforts come to fruition and we fully support the IH 30 (From Cooper Street to SH161) project with no reservations.
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

Why are you leaving a gap in the improvements on SH 360? Why end the improvements at Road to Six Flags? Why not fill in the gap between SH 180 and Rt. 8 to Six Flags?

You have already improved the railroad underpass on SH 360 and it doesn't make sense to leave a short section of unimproved SH 360 freeway between SH 180 and Rt. 8 to Six Flags.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: Theron Darr
Address: 5607 Buckeye St.
Arlington, TX 76017
Phone: 817-478-2740

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 16, 2014, and executed by FHWA and TxDOT.
Stuart,

Please see my responses below. I hope my explanations help. Please let me know if you need further clarification.

Thanks
De’Onna

Curtis:

I would like to bring De’Onna into the picture here. De’Onna, can you answer some of Curtis’ questions. Regarding the parcel itself, I can tell you that it was part of “Phase 6” of the Johnson Creek project.

Thanks

Stuart,

Thanks – this does help us, but we have a few more questions. Please let us know if you find anything else specific to this parcel or listing/identifying it within this overall program. Also, we have not identified that any recreational facilities—including trails and picnic have ever been constructed on the property – Please confirm if they or any other amenities have or have not been constructed on this parcel. No amenities were ever constructed on this site. Trail and other recreational facilities are certainly permissible, but this parcel is not contiguous to other property the City owns along Johnson Creek therefore it wasn’t conducive to those features. Also, please describe how the property actually functions as a park and if the land is available for public use or if the City ever informed the community or made them aware that it is available for public use. The park is and has always been open to the public for use. It doesn’t house any amenities, but serves as a natural area for citizens to utilize if they wish. It was never specifically advertised as a park, but has been on inventory as a park since it was acquired in 2002. Was this specific property identified in the acreage for Ecosystem Restoration? Yes it was part of the 155 acres acquired.

Thanks
From: Andy Kissig  
Sent: Monday, June 29, 2015 11:33 AM  
To: Val Lopez III  
Cc: Curtis Hanan; Nazrul Chowdhury; Lora Gunter; Weldon Swanger; Jessica Tijerina; Craig, Matt (MCraig@Halff.com)  
Subject: Melissa-Erin Hufstetler- Property 296  
Attachments: Area near 295-296 on PH.png

Val,

I believe that PIO or someone forwarded Mrs. Hufstetler to me. She goes by either Melissa or Erin (phone 979-324-4590; erinhufstetler@gmail.com).

She had questions about her property on 295 or 296 area (Ave. F / 111th St.). I pointed her to the Public Hearing link & specifically Roll 3 of 4 and informed her about the time/location of the PH. I also mentioned that fact that Alternates 1 & 2 for IH 30 Frontage Roads may be considered in the future but that is a separate issue outside of the Public Hearing & that it looks like 5'-10' may be needed for both Alternatives.... And that this alternative may be years down the road but the Great SW Industrial Association may sway this to be a higher priority project in the future.

Andy
Andrew V. Kissig, P.E., CFM  
Texas Department of Transportation (TxDOT)  
Fort Worth District – Central Design  
District Pavement Design Engineer/Project Manager  
2501 S.W. Loop 820  
Fort Worth, Texas 76133-3714  
Office: 817-370-6599  
Cell: 817-287-9324  
Andy.Kissig@txdot.gov
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

It appears you have addressed my access issues to #553.

I want to make sure we coordinate the construction with my permit application to build access to my property. I must have access during the entire project. Please give me a contact person to work with to make sure we work together.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Name: Rick Jensen
Address: 4305 Fairmont Dr
        Grand Prairie, TX 75052
Phone: 817-640-7555
Email: jensen@tamu.com

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 16, 2014, and executed by FHWA and TxDOT.
June 30, 2015

Texas Department of Transportation
Attn: Mr. Brian R. Barth, P.E., Fort Worth District Engineer
2501 Southwest Loop 820
Fort Worth, Texas 76133

RE: Letter of Support; IH 30

Dear Mr. Barth,

The City of Grand Prairie supports the proposed improvements to IH 30 from Cooper Street to SH 161, including the SH 360 interchange. This project is vital for regional mobility and the citizens of Grand Prairie and Arlington. It has been required for a long time and it is good to see TxDOT moving forward.

TxDOT has diligently worked with the many stakeholders for this project including the cities of Grand Prairie and Arlington and NCTCOG. It is through this partnership that this project as well as future projects goes from a conceptual plan to concrete roadways.

We look forward to continue working with you as this project is constructed. We are confident that the project will be completed in a timely manner and look forward to driving the new direct connections from SH 360 to IH 30. If you have any questions or need additional information, please contact Walter Shumac III, P.E. at wshumac@gptx.org or 972-237-8132.

Sincerely,

[Signature]

Ron Jensen
Mayor
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

- SEE ATTACHED LETTER

---

Michael Stevens Interests, Inc.

Acredited Management Organization®

Thomas M. Kennedy
Vice President

8582 Katy Freeway, Suite 201, Houston, Texas 77024
281.496.4141 • Call 713.851.8742
e-mail: tkennedy@michaelstevensinterests.com

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(Per Texas Transportation Code,
§201.811(a)(5)): check each of the following boxes that apply to you:
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project
  or other item about which I am commenting

Name: Thumb Kennedy
Address: 8582 Katy Freeway, Suite 201, Houston, TX 77024
Phone: 281-833-1810
Email: TKennedy@msi-re.com

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 16, 2014, and executed by FHWA and TxDOT.
July 8, 2015

Mr. Brian R. Barth, P.E., District Engineer
Texas Department of Transportation
Fort Worth District
2501 SW Loop 820
Fort Worth, Texas  76133

RE: IH 30 and SH 360 Proposed Expansion and Improvements – Comments To Public Hearing

Gentlemen:

In response to the public hearing our representatives attended on Tuesday, June 30th, 2015 please accept the following comments on the proposed project as it impacts the Creek Of Brook Hollow apartment complex located at 1301 North Watson Road, Arlington, Texas 76006:

1. The expanded right of way will reduce the already small number of parking spaces in front of our leasing office by perhaps 50%. These spaces are used exclusively for tenant prospects and any reduction will negatively impact our marketing efforts and prospect traffic activity. The 3 parking spaces likely to be eliminated are the most used spaces for prospect parking.

2. The expansion will take away a very important portion of our front brick wall that includes signage for the property near the property entrance. This will have a negative impact on marketing and visibility for existing and prospective tenants.

3. We noted that the proposed, added deceleration lane with the raised median strip will serve as a right hooded turn into our project. Be aware that we would find this lane acceptable only if it would not result in the reduction of our parking spaces and removal of our front brick wall discussed above.

4. In general, the overall expansion and intrusion on the entrance to the property will result in more congestion and traffic constraints between our tenants entering the property and tenant prospects visiting the project. This situation will be a major safety concern and will negatively impact the project as well.

In summary we believe all of the above items will have a substantial negative impact on the property’s ability to attract and maintain tenants at this community as it has proven to do over the years. This will in turn have an adverse financial effect on the community’s operations and property value.

Respectfully submitted,

Thomas M. Kennedy
Vice President
281-833-1810
tkennedy@msi-re.com
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

Closing N.B. Ave K exit & no exit for Traffic for I-30 N.B. 360 before Carrier is bad for business in the GSU Industrial park. This area depends on good access to 63' semi trailers. Lack of off ramps will put large truck traffic onto smaller streets increasing local traffic and the likelihood of collisions.

Please retain Ave K N.B. on ramp & provide an off ramp for trucks exiting I-30 at least to Sunnyvale.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: Bill Kerr
Address: 1502 109th St
           Grand Prairie TX 75050
Phone: 972-647-1056
Email: bill@visionaire-inc.com

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 16, 2014, and executed by FHWA and TxDOT.
Krajewski, Kevin

Corporate citizens committed to the improvement of the Great Southwest Industrial Park by developing and encouraging growth at all levels of our business

BOARD OF DIRECTORS

Arlington City Council
Honorable Jimmie Bennett

Arlington Economic Development
Bruce Payne

Arlington Police Department
Lt. Leland Strickland

Bradford Commercial Real Estate
Beth Marshall

Crow Holdings
Will Mundinger

E Smith Realty Partners
Jim Hazard

Grand Prairie City Council
Honorable Jorja Clemson

Grand Prairie
Economic Development
Terry Jones

Grand Prairie Police Department
Lt. Ronnie Morris

Interline Brands Inc.
David Shiford

Jorco Group
First Texas Insurance
Jeff Jordan

Link Staffing Services
Jessica Zambrano

Tarrant County College District
Dr. Jennifer Hawkins

TMAC
Deborah Wallace

Wells Fargo Financial Advisors, LLC
David Gore

Workforce Solutions For
Tarrant County
Amber Gossar

Worthington National Bank
Michael Jarrett

Visionaire
Frank Pechacek

To: Brian R Barth, P.E. District Engineer
Texas Department of Transportation
Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Brian R. Barth,

Please see the enclosed comment forms from two of our association's members and a written comment which is an approximate copy of the verbal comment I made on behalf of the association at the June 30, 2015 hearing.

Thank you very much for seriously considering our comments and advocacy.

Sincerely,

Kevin Krajewski
GSWIDA Membership Committee Chair
PO Box 535127
Grand Prairie, TX 75053
972-854-6049
Kevin@TransparentEQ.com
Verbal Comment given to TxDOT on behalf of the GSWIDA

at the June 30, 2015 Public Hearing

“My name is Kevin Krajewski. I am a director on the board of the Great Southwest Industrial District Association. The Great Southwest Industrial District is a local hub of commerce, provides thousands of jobs to the local community, and is a major tax contributor. The association exists to advocate on behalf of the local business owners and property owners of the district for the benefit of the business community.

The ‘Project Implementation’ slide of tonight’s presentation showed a lack of allocated funding in the amount of 39 million for phase 2. During the recess I found out from the officials here that it is not yet 100% certain that phase 2 will be funded and completed. It is likely, maybe 75%, but not 100%.

The GSWIDA would like to advocate for the Great Southwest Bridge over I-30 to be reconstructed. The current bridge is out of date, treacherous, and an eyesore. Reconstruction would facilitate safe travel by commercial vehicles, would facilitate needed additional accessibility to local industrial buildings, and thereby facilitate business growth. Please accept and record our advocacy on behalf of the Great Southwest Industrial District businesses and property owners for phase 2 to be funded and completed, and specifically to reconstruct the Great Southwest Parkway Bridge over I-30.

Thank you.”

Kevin Krajewski
GSWIDA Membership Committee Chair
PO Box 535222
Grand Prairie, TX 75053
972-854-6049
Kevin@TransparentEQ.com
IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
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The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

I am a property owner with warehouse buildings located on both sides of Interstate 30. I am advocating for phase 2 to be funded and completed, and specifically to reconstruct the Great Southwest Parkway Bridge over I-30 and the services roads extending to Highway 161. These improvements will greatly enhance the traffic/truck flow and efficiency of this area.

Thanks.

(Per Texas Transportation Code, §201.811(a)(S)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: Dan Lawson, Proterra Properties, Inc.
Address: 8214 Westchester Drive, Suite 730
Dallas, TX 75225
Phone: Office 214.365.9309
Email: dlawson@proterraproperties.com

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 16, 2014, and executed by FHWA and TxDOT.
IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
Public Hearing
June 30, 2015

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

Frontage Road from Great Sw Parkway
to Texas 161 needs to be added
to the Nt COG 2040 Plan

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: John Munson
Address: PO Box 97688
        Dallas, TX 75209
Phone: 972-825-5412
Email: 

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 16, 2014, and executed by FHWA and TxDOT.
Mr. Hanan: thank you so much for your response, I appreciate your help. I attending the previous meeting regarding this matter and submitted in writing my support for Alternative 2. I may not be able to attend the next meeting. If I cannot come is there anything else I can do regarding this matter? Access to North Great Southwest Parkway is very important to me and the property because Avenue G is a dead end street. Thank you again for your help and assistance regarding this matter.

With Best Regards:

David Petrick
David Petrick Company, Inc.
4131 Spicewood Springs Rd. Suite N-1
Austin, Texas 78759
Phone: 512-418-1900
Cell: 512-699-2927
e-mail: david@petrick.company

From: Curtis Hanan [mailto:Curtis.Hanan@txdot.gov]
Sent: Wednesday, June 10, 2015 10:07 AM
To: David Petrick; Andy Kissig; CGardiner@Halff.com; Craig, Matt (MCraig@Halff.com); Nazrul Chowdhury
Cc: Elisa Garcia
Subject: RE: SH 360-IH 30 Interchange information

Mr. Petrick,

Thank you for your comments. At this time we will consider your request as received during the formal public hearing period and respond in the Comment and Response Report and Summary and Analysis for all the comments to be received for the hearing. The response to comments will be addressed after the hearing to be held June 30th.

Thanks

Curtis
From: David Petrick [mailto:david@petrick.company]
Sent: Wednesday, June 10, 2015 8:32 AM
To: Andy Kissig; Curtis Hanan; CGardiner@Halff.com; Craig, Matt (MCraig@Halff.com); Nazrul Chowdhury
Cc: Elisa Garcia
Subject: RE: SH 360-IH 30 Interchange information

Please note the City of Arlington has approved access. Thank you for your help. Let me know what I can do to assist.

With best regards

David Petrick
David Petrick Company, Inc.
4131 Spicewood Springs Rd. Suite N-1
Austin, Texas 78759
Phone: 512-418-1900
Cell: 512-699-2927
Email: david@petrick.company

From: David Petrick [mailto:david@petrick.company]
Sent: Tuesday, June 09, 2015 3:23 PM
To: Andy Kissig
Subject: RE: SH 360-IH 30 Interchange information

Andy: Thank you again for the call. Attached is a survey of the property showing access to North Great SW Pkwy from the northeast corner of my property. I would like to formally request that access be granted to my property from North Great SW Pkwy. Please let me know what I need to do to make this request. Thank you.

With Best Regards:

David Petrick
David Petrick Company, Inc.
4131 Spicewood Springs Rd. Suite N-1
Austin, Texas 78759
Phone: 512-418-1900
Cell: 512-699-2927
e-mail: david@petrick.company
From: Andy Kissig [mailto:Andy.Kissig@txdot.gov]
Sent: Tuesday, June 09, 2015 1:53 PM
To: David Petrick
Cc: Jodi Hodges; Curtis Hanan
Subject: RE: SH 360-IH 30 Interchange information

David,

You are welcomed.

Sorry, I thought you were on the NW corner are of IH 30/Great SW Parkway. If you are on the NE corner then your business is not affected by my project (1068-02-076, etc - which lets for construction in October 2015).

The Schematic Rolls & Information for IH 30’s ultimate concept being presented at the Public Hearing in June is at: http://preview.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html

The “Roll 3 of 4” means it is the 3\textsuperscript{rd} Schematic Roll of 4 Total Schematic Rolls - it is attached for convenience (this came from the website above).-

Please note, when TxDOT conducted a IH 30 Public Meeting in Dec. 2014, a couple of alternatives for frontage roads along IH 30 were shown to the public open up some dialogue on. Alternate 1 would provide two IH 30 frontage roads from Six Flags Drive to Great SW Parkway. Alternate 2 would provide two IH 30 frontage roads from Six Flags Drive to SH 161. The Alternate 2 affects ROW in the NE corner of IH 30/Great SW Parkway. These 2 Alternates may be considered at a later date. There may be some adjustments to those 2 future alternatives to which I don’t have the latest information on.

Andy
Andy: thank you for the call and email. You have been very helpful and I appreciate your assistance.

It seems that although my property is in the area you sent me it will be more affected by what happens east of North Great Southwest Parkway. Is there a way I can get that pdf and or the contact person that handles that area.

Correct me if I am wrong but it does not seem that my property will be affected by the project.

Per your email below you mention Roll 3 and 4. Is there someone else I should contact regarding Roll 3 and 4 and if so what is there contact information.

Not quite sure what Roll 3 and 3 means.

Thanks again for your help.

With Best Regards

David Petrick
David Petrick Company, Inc.
4131 Spicewood Springs Rd. Suite N-1
Austin, TX 78759
Office: 512-418-1900
Cell: 512-699-2927
Email: dpetrick@texas.net
From: Andy Kissig [mailto:Andy.Kissig@txdot.gov]
Sent: Friday, June 5, 2015 3:46 PM
To: dpetrick@texas.net
Cc: Jodi Hodges; Curtis Hanan
Subject: SH 360-IH 30 Interchange information

David Petrick,

In summarizing our phone discussion a few minutes ago & providing some information about the SH 360 – IH 30 Interchange project:

1068-02-076, etc (New CSJ) for the SH 360-IH 30 Interchange (AKA "Construction Packages A&B") lets for construction in October. 2015 (I forgot to mention that we have a 4 month utility delay).
- Construction will begin about Feb./March 2016.
- Construction to last about 54 months based on our current estimate.
- ROW acquisition has started.
- The SH 360-IH 30 Interchange falls within the footprint of an overall IH 30 project which is under Public involvement - a Public Meeting was conducted in Dec. 2014 and a Public Hearing is coming up on June 30, 2015, 6pm - 8:30pm at the Arlington Hilton Hotel-Grand Ballroom. Here is the website you can view.  
  
  .... Your specific area of concern Ave. G at Great SW Parkway area falls in Roll 3 of 4.

Andy

Andrew V. Kissig, P.E., CFM
Texas Department of Transportation (TxDOT)
Fort Worth District – Central Design
District Pavement Design Engineer/Project Manager
2501 S.W. Loop 820
Fort Worth, Texas 76133-3714
Office: 817-370-6599
Cell: 817-287-9324
Andy.Kissig@txdot.gov
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

This is regarding 1135 Avenue G Property #504.
I would like to request access to North Great Southwest PKwy and Avenue G if and when this project begins as it is approved. And if Alternative 1 or 2 is approved.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Dave Petrick  
Name:  

9131 Spicewood Springs Rd  
Address:

# N-1  

(512) 841-1906  
Phone:

Petrick@texas.gov  
Email:

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 16, 2014, and executed by FHWA and TxDOT.
Mr. Schreibeis,

Thank you for your comments. At this time we will consider your request as received during the formal public hearing period and respond in the Comment and Response Report and Summary and Analysis for all the comments to be received from the hearing held June 30th.

For further information you may view the displays shown at the public hearing for the proposed project at the following web page:  http://txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html

The more detailed response to your comment may also be found in the Comment and Response Report and Summary and Analysis to be provided on this same web page after they are approved in approximately a month.

Thanks

Curtis

-----Original Message-----
From: Dennis Schreibeis [mailto:dschreibeis@crownenterprisesinc.com]
Sent: Friday, June 26, 2015 10:30 AM
To: Jodi Hodges; Donna Fowler
Subject: RE: TxDOT Internet E-Mail

Please see attached map

Dennis Schreibeis
Crown Enterprises, Inc. | Commercial Real Estate Services
12225 Stephens Road | Warren, MI 48089
DIRECT: (586) 467-1707 | CELL: (614) 774-9487
FAX: (586) 819-0875 | EMAIL: dschreibeis@crownenterprisesinc.com
www.crownenterprisesinc.com
Comment: We recently became aware of the following project:

CSJ: 1068-02-127,903,076 & 104
IH 30 FROM COOPER STREET TO SH 161
INCLUDING SH 360 INTERCHANGE

Crown Enterprises owns parcel No. 316. Please provide a map of current plans and state's intentions (with respect to this parcel) -- specifically does the state anticipate a taking?
From: Nazrul Chowdhury  
Sent: Monday, June 15, 2015 1:41 PM  
To: Gardiner, Chad; Eric Seebock  
Cc: Craig, Matt; Curtis Hanan  
Subject: RE: IH 30 Corridor Study website - Arlington City Monument Placement

Chad,
On eastbound IH 30, City of Arlington have one monument signing plan developed which is going to be built this year. About on westbound IH 30, I have not seen any plan so far. Thanks.

Nazrul

From: Gardiner, Chad  
Sent: Monday, June 15, 2015 11:53 AM  
To: eric.seebock@arlingtontx.gov  
Cc: Craig, Matt; Nazrul Chowdhury; Curtis Hanan  
Subject: IH 30 Corridor Study website

Eric,
The link below is to the IH 30 public hearing exhibits. After clicking on the link, scroll down the page to Public Hearing Displays (rolls 1-4). These exhibits show the proposed improvements to IH 30 and SH 360. As we discussed, these exhibits will be shown at the IH 30 Public Hearing scheduled for June 30th.

If you have any questions, please let me know.

http://txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html

Thanks

Chad Gardiner, PE
Project Manager
O: (214) 346-6239
HALFF ASSOCIATES, INC.
1201 N Bowser Rd
Richardson, TX 75081-2275
www.halff.com
Eric is with City of Arlington parks department. He said the city is developing a plan to add city line monument signing at all major thoroughfares entering Arlington. Shrickel Rollins is developing the plan, and the city wants them to look at the future improvements to IH 30 to make sure what they’re proposing will work with in the ultimate improvements.

Chad

From: Gardiner, Chad
Sent: Monday, June 15, 2015 11:53 AM
To: 'eric.seebock@arlingtontx.gov'
Cc: Craig, Matt; Nazrul Chowdhury (Nazrul.Chowdhury@txdot.gov); Curtis Hanan (Curtis.Hanan@txdot.gov)
Subject: IH 30 Corridor Study website

Eric,

The link below is to the IH 30 public hearing exhibits. After clicking on the link, scroll down the page to Public Hearing Displays (rolls 1-4). These exhibits show the proposed improvements to IH 30 and SH 360. As we discussed, these exhibits will be shown at the IH 30 Public Hearing scheduled for June 30th.

If you have any questions, please let me know.

http://txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/063015.html

Thanks

Chad Gardiner, PE
Project Manager
O: (214) 346-6239
HALFF ASSOCIATES, INC.
1201 N Bowser Rd
Richardson, TX 75081-2275
www.halff.com
Ms. Elizabeth,
In response to your email, please check the attached pdf showing your property in google map and in the coming TxDOT public hearing display roll 4 of 4. In the plan, a proposed corner clip ROW to be taken, and the north side driveway to be removed have been shown. To see all PH display, please go the following website link:


Please let me know, if you have any other questions. Thanks.

Nazrul Chowdhury, P.E.
TxDOT Fort Worth District
817.370.6944 work

-----Original Message-----
From: Shahan Elizabeth 445 [mailto:elizabeth.shahan@crackerbarrel.com]
Sent: Tuesday, June 23, 2015 5:02 PM
To: Nazrul Chowdhury
Subject: FW: Cracker Barrel, Arlington, TX #242 TxDOT Project #106802127 IH30 from Cooper St to SH161, Tarrant County

Nazrul,

Per our conversation of today, please send me a drawing depicting the proposed improvements to Texas 360 and or N. Watson Road adjoining our property located at 1251 North Watson Road in Arlington, Tarrant County, Texas. The attached indicates our north entrance/exit will be reduced to entrance only through the adjacent property.

Thank you for your assistance.

Elizabeth Shahan
Property Management Coordinator
Cracker Barrel Old Country Store, Inc.
307 Hartmann Drive
Lebanon, TN 37087
(615) 443-9191
(615) 235-4054 fax
Statement of Support
Interstate Highway 30
From Cooper Street to SH 181

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area.

Interstate Highway (IH) 30 is a regionally significant transportation corridor that sustains the local, regional, and state economy; it serves as the primary east-west link between the Fort Worth and Dallas central business districts and beyond. This location also includes the State Highway (SH) 360/IH 30 interchange, connecting east/west traffic to and from Dallas Fort Worth International Airport. In addition, this corridor also serves as a principal route for local commuters and provides access to several key highways and transportation facilities. The improvements to IH 30, which will include adding direct connecting ramps between IH 30 and SH 360, are vital for the management of congestion in this corridor and the continued enhancement to the quality of life enjoyed by area residents. Currently, vehicles traveling between SH 360 and IH 30 are required to use Six Flags Drive or other local streets and must travel through one to three traffic signals to connect to the other freeway. After overwhelming voter support last November for Proposition 1, the Regional Transportation Council selected this project to be the first project in the region to be funded with this new funding source. The recommended improvements for this section of IH 30 are consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment, and the North Central Texas Council of Governments is willing to provide any assistance in the planning and project development phases of the proposed improvements to the IH 30 and SH 360 interchange.

Contact:
Amanda Wilson, AICP
Communications Supervisor
(817) 695-9284
awilson@nctcog.org

Samuel Simmons
Transportation Planner III
(817) 704-2523
ssimmons@nctcog.org

About the Regional Transportation Council
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region’s transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC’s 43 members include local elected or appointed officials from the metropolitan area and representatives from each of the area’s transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG’s purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.
Mr. Siu,

I am writing to try to explain the difference between the formal public hearing process and the process for Open Records request. The public hearing was held for the project June 30th and written comments or questions are being received through July 10th. As Nazrul described below, your questions and comments received through email, until this Friday, will be considered through the formal public hearing process and recorded and responded to in the Comment and Response, and Summary and Analysis. He did not understand all of the rules and regulations regarding this process when he told you he could email you the approximate measurements.

You are still welcome to meet with Nazrul at our office and scale the dimensions for yourself, if you would like, but the layouts he referenced you to in the webpage below are also drawn to the same scale. Also, we can provide hard copies or electronic files to you if you submit a written Open Records request. A disclaimer would need to be completed to receive the electronic files, after the request is submitted, as the design is not approved until after all the public hearing documents are completed. Email is not considered valid for an Open Records request. You may submit a written Open Records request through the three following methods:

1) Mailed to 2501 Southwest Loop 820, Fort Worth, TX 76133; or
2) Faxed to 817-370-6759; or
3) Entered on our website using this link http://www.txdot.gov/contact_us/form/?id=openrecords

We are very sorry for the confusion. The two processes are considered separate and there are many rules and regulations regarding them we have to abide to. If you have further questions, you may email or telephone me at 817 370-6535 or speak with Nazrul again.

Curtis Hanan
Advance Project Development Director

From: Nazrul Chowdhury
Sent: Tuesday, July 07, 2015 9:30 AM
To: Curtis Hanan
Subject: FW: parcel measurements
Importance: High

From: W Siu [mailto:w.siu@live.com]
Sent: Monday, July 06, 2015 5:48 PM
To: Nazrul Chowdhury
Subject: parcel measurements
Importance: High

Dear Mr. Chowdhury,
I am at a loss as to what the answer is.

If you are too busy to look up that information, may be you can refer me to someone who can provide us with the information.

The information sought should be readily available from anyone who has a CAD drawing of the project. If you provide me with the CAD file of the area of interest, we will be happy to look it up for ourselves. Or if you have a scaled drawing, I can go to that location and measure it for ourselves as well.

When I spoke with you on the phone, I had asked whether you wanted me to come to your office or you can just provide the approximate measurements over email. You told me you would provide the information over email if I tell you which parcel we were interested in.

There is a period of time this summer when I will not be here. I was just trying to start the process on our side and save everybody their time. This process does not have to be adversarial.

Anyways, it sure looks like you are too busy for my request. Perhaps you can refer me to someone who can look up that information or tell me where the scaled drawing is.

Thanks,

William Siu, Manager
RANDOL ASSET MANAGEMENT
(O) (817) 860-0309
(F) (817) 860-2299

From: Nazrul Chowdhury [mailto:Nazrul.Chowdhury@txdot.gov]
Sent: Monday, July 06, 2015 4:09 PM
To: W Siu; Curtis Hanan; Craig, Matt; Gardiner, Chad
Cc: Jessica Tijerina; Donna Fowler
Subject: RE: parcel measurements

Mr. W Siu,

Thank you for your inquiry. At this time, we will consider your request as received during the formal public hearing period and respond in the Comment and Response, and Summary and Analysis for all the comments to be received from the hearing held June 30th, 2015.

For further information, you may view the displays shown at the public hearing for the proposed project at the following web page:

The more detailed response to your comment may also be found in the Comment and Response Report, and Summary and Analysis to be provided on this same web page after they are approved in approximately a month.

Thank you again.

Nazrul Chowdhury, P.E.
TxDOT Fort Worth District
Dear Mr. Chowdhury,

Thank you for your call this morning.

We represent the owners of parcel 277.

As discussed, based on your CAD drawing of the affected areas, please provide us with your estimate of:

1) Total land area of parcel 277;
2) Total land area of ROW affecting parcel 277
3) Total land area of TXDOT Parcel located to the immediate East of parcel 277 (attached above)

Thank you in advance for your efforts.

Sincerely,

William Siu, Manager
RANDOL ASSET MANAGEMENT
(O) (817) 860-0309
(F) (817) 860-2299
Brad,

The one obtained from the TxDOT website <your snapshot labeled as “Color plat.pdf”> is the newer and less intrusive plan being shown at the Public Hearing; however, TxDOT is currently following up with a comment made by a North Central Texas Council of Government (NCTCOG) representative regarding school bus access for pickup/dropoff at this apartment complex. We are looking at the potential option as shown in the attached "TR-CITY-BUS-29130.pdf" where the raised median would be slightly modified to facilitated safer bus turning movements.

Andy

From: Swearer, Brad S. [mailto:BSwareer@MichaelStevensInterests.com]
Sent: Friday, June 19, 2015 9:41 AM
To: Andy Kissig
Subject: RE: Creek at Brookhollow Apartments - combined driveway with cracker Barrel

Andy,

Attached is the preliminary schematic that you sent to me back on April 28th, 2015. Also attached is a PDF of a schematic that was obtained from the TxDOT website yesterday. Can you please let me know which of these two schematics is the current correct version? The one sent in April was very intrusive with a shared drive, while the one obtained from the TxDOT website is less intrusive with only a turn lane into our property (Creek at Brookhollow Apartments).

Please advise.

Sincerely,

Brad Swearer
Vice President
Michael Stevens Interests, Inc.
8582 Katy Freeway, STE 201
Houston, TX 77024
Phone: 281-496-4141
bswareer@msi-re.com

From: Andy Kissig [mailto:Andy.Kissig@txdot.gov]
Sent: Tuesday, April 28, 2015 9:11 AM
To: Swearer, Brad S.
Brad Swearer (713-819-4288),

This is a screen snapshot from our Roll 4 of 8 on 90% Schematics (attached). Your apartment complex is denoted as “412” (Creek at Brookhollow <occupant>; Metro Joint Venture <property owner>) on this map right next to the Cracker Barrel restaurant “415”. This is a combined driveway. The TxDOT ROW folks will contact your office once all they have collected all the data they need.

Andy
Andrew V. Kissig, P.E., CFM
Texas Department of Transportation (TxDOT)
Fort Worth District – Central Design
District Pavement Design Engineer/Project Manager
2501 S.W. Loop 820
Fort Worth, Texas 76133-3714
Office: 817-370-6599
Cell: 817-287-9324
Andy.Kissig@txdot.gov
Taylor, Michael

IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
Public Hearing
June 30, 2015

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

- Some concerns with the removal of one entrance/exit.
- The access to restaurant from 360 northbound.
- Additional concerns with only one entrance/exit to restaurant along with some difficulties with deliveries for large trucks. Trucks will not be able to access restaurant from the proposed entrance/exit.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Name: ________________________________
Address: 1251 North Watson
          Arlington, TX
Phone: 817-235-3689
Email: michael.taylor@crackerbarrel.com

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 16, 2014, and executed by FHWA and TxDOT.
The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

7-8-2015

I am a local business and property owner advocating for Phase 2 to be funded and completed, and specifically to reconstruct the Great Southwest Parkway Bridge over I-30 and the service roads extending to Highway 161.

Thank you

Vecchio

CEO

[Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting]

Name: Jon Vecchio
Address: 901 E Ave K
City: GRAND PRAIRIE, TX 75050
Phone: 972-647-2607
Email: jvecchio@uncaging.com

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 16, 2014, and executed by FHWA and TxDOT.
From: Daniel B. Webb
22 Willow Lake Road
Cabot AR 72023
501-843-8498 (HM)
dbwebb@centurytel.net
Owner address of concern: 508 C East Ave. J
Grand Prairie TX 75050

To: Brian R. Barth, P.E. District Engineer
Texas Department of Transportation
Fort Worth District
2501 Southwest Loop 820
Fort Worth TX 76133

Subject: IH 30 & SH360 Noise Concern

I attended the 30 June Public Hearing and was impressed the proposed project will be a done deal. My concern is for the livability of the west side of the Castillian Condo’s. With a major highway running 24/7 with heavy trucks only 10-15 feet from 32 condo’s will no doubt drop the value of the condo’s adjacent to SH360, but the value throughout the Castillian Complex will be effected.

Noise and vibration of heavy trucks will have a terrible effect on folks trying to get a nap, much less a night’s sleep. I have attached a study done concerning traffic noise and heart disease by the British, interesting.

Of note, I developed lanes for aircraft departing and arriving airports while in the USAF. Noise was always a factor concerning the folks along the air lanes and day/night concerns. We had to make huge changes to flight schedules and approach heights, use of power on a departure, etc. etc. So, I have a real good idea of what is about to happen to the Castillian Complex.

I believe you guys in DOT mean well, but the environmental effect will be devastating on the west side of the Castillian Complex. Either declare eminent domain or make sure the owners do not lose money. A 14’ buffer wall might work for little cars, but a full size 18 Wheeler has an exhaust 13’ high and weighs about 80,000 pounds. A big truck like that can easily penetrate a buffer wall?

I really believe you guys need to take a hard look at Castillian and the environmental effects along with the resulting drop in property values within our Castillian Complex.

Thank you for listening,

Daniel B. Webb
Constant exposure to traffic noise may increase the risk for cardiovascular disease, British researchers report.

Scientists used data on road traffic noise and hospital admissions for cardiovascular disease in London from 2003 to 2010, tracking all-cause and cardiovascular death rates for neighborhoods with varying noise levels. Over the period, there were 400,494 hospital admissions for cardiovascular causes.

Compared with average noise levels below 55 decibels, levels above 60 decibels were associated with higher rates of hospital admissions for stroke — 5 percent higher among people 25 to 74 and about 9 percent higher among those over 75. All-cause mortality was 4 percent higher for people in noisy neighborhoods. The study, published last week in The European Heart Journal, adjusted for age, sex, socioeconomic factors, ethnicity, smoking and air pollution.

Sixty decibels is not especially loud, comparable to the sound in a crowded restaurant. But the researchers suggest that the cumulative effect of constant noise over years could be significant.

The lead author, Jaana I. Halonen, a research fellow at the London School of Hygiene and Tropical Medicine, said the increase in risk was small compared with conventional risk factors like physical inactivity and hypertension.

“This was a 4 percent increase,” she said. “Smoking might double the risk.” Still, she added, “This is preliminary epidemiological evidence of a relationship between traffic noise and morbidity and mortality.”
Andrew V. Kissig, P.E., CFM
Texas Department of Transportation (TxDOT)
Fort Worth District – Central Design
District Pavement Design Engineer/Project Manager
2501 S.W. Loop 820
Fort Worth, Texas 76133-3714

July 9, 2015

RE: IH-30/SH360 Interchange Project, Landscaping & Pedestrian Elements

Mr. Kissig,

The City of Arlington is requesting landscape enhancements be installed during the IH-30/SH360 interchange project that consist of native/adaptive plants and trees, boulders and possibly some rock features integrated within the designs.

The areas identified lend themselves to landscapes that can include more informal plantings including trees, grasses and wildflowers in the larger areas and then transfer to more formal plantings such as the ‘Three Bridges Project’ on IH-30 in the smaller locations. These landscapes should include tree bubblers and drip irrigation in all the plantings and compliment the IH-30 landscape to keep a consistent feel and continuity throughout the corridor. In addition, plantings should be located back off the highway to avoid vehicular damage in and along the edges of the landscape as currently experiencing on IH-30.

Four locations have been identified in priority levels from 1-4 to identify sections that are most important to the City depending on funding availability.

Location and priority levels:

1. Six Flags Drive (both side of 360 to the entrance to Six Flags Amusement Park & N. IH-30)
2. Ballpark Way (exit ramps and adjacent areas)
3. Division Street Interchange
4. Park Row and 303 Corridor

Top priority locations are Six Flags Drive and Ballpark Way. If funding is not fully exhausted on the first two locations, the City would like to enhance Division and the Park Row/303 area with the remaining financial resources. If the city is not able to landscape all four locations, the City would like to add sleeves to the areas to prepare for future irrigation and electrical improvements.
Parks and Recreation staff is willing to meet with the landscape architects during any and all phases of the design process to discuss in detail what the vision is for in these landscapes to make the process as seamless and productive as possible.

Priority Section 1.

Six Flags Drive
Proposed landscape areas include medians, parkways and other right of way/open space areas remaining after the road is completed.
Priority Section 2.

Ballpark Way

Proposed landscape areas include all large open spaces in and around all the circular areas and the smaller spaces near the road.
The City of Arlington is also requesting that a protected pedestrian pathway be created and maintained along the Ballpark Way corridor to facilitate a more pedestrian friendly environment for citizens walking to and from major venue events. There is a high volume of pedestrians that use Ballpark Way during major venue events.

Please contact me at the phone number and email address below or contact Keith E. Brooks, P.E. at (817) 459-6535, keith.brooks@arlingtontx.gov if you have any questions regarding this request.

Sincerely,

David G. Wynn, P.E.
Assistant Director/City Engineer
Public Works and Transportation
City of Arlington
817-459-6560
david.wynn@arlingtontx.gov

cc: Gary Packan (Assistant Director – Enterprise Programs, Parks & Recreation Department)
Heather Dowell (Urban Forestry & Land Manager, Parks & Recreation Department)
From: Curtis Hanan [mailto:Curtis.Hanan@txdot.gov]
Sent: Friday, July 10, 2015 2:32 PM
To: Stuart Young; Andy Kissig
Cc: Keith Brooks; Elisa Garcia; Nazrul Chowdhury; 'Michael Hale'; Weldon Swanger; Jaynes, Rich (rJaynes@Halff.com); Jamye Sawey
Subject: RE: Park paperwork - SH 360-IH 30 Interchange area

Stuart,

Thanks – this does help us, but we have a few more questions. Please let us know if you find anything else specific to this parcel or listing/identifying it within this overall program. Also, we have not identified that any recreational facilities-including trails and picnic have ever been constructed on the property – Please confirm if they or any other amenities have or have not been constructed on this parcel. Also, please describe how the property actually functions as a park and if the land is available for public use or if the City ever informed the community or made them aware that it is available for public use. Was this specific property identified in the acreage for Ecosystem Restoration?

Thanks

From: Stuart Young [mailto:Stuart.Young@arlingtontx.gov]
Sent: Friday, July 10, 2015 2:11 PM
To: Curtis Hanan; Andy Kissig
Cc: Keith Brooks; Elisa Garcia; Nazrul Chowdhury; 'Michael Hale'; Weldon Swanger; Jaynes, Rich (rJaynes@Halff.com); Jamye Sawey
Subject: RE: Park paperwork - SH 360-IH 30 Interchange area

I have attached an original staff report that went to City Council. Under the project detail portion it mentions recreational facilities-including trails and picnic. Hope that helps.

Thanks

From: Curtis Hanan [mailto:Curtis.Hanan@txdot.gov]
Sent: Friday, July 10, 2015 1:18 PM
To: Stuart Young; Andy Kissig
Cc: Keith Brooks; Elisa Garcia; Nazrul Chowdhury; 'Michael Hale'; Weldon Swanger; Jaynes, Rich (rJaynes@Halff.com); Jamye Sawey
Subject: RE: Park paperwork - SH 360-IH 30 Interchange area

Stuart,

Thank you for the letter. Do you have any other documentation from now back to 2002 from the city, Corps or TPWD that shows the property was brought into the park system or the intended use of the property.

Thanks
INTRODUCTION

The purpose of this report is to update the City Council on the status of flood control efforts on Johnson Creek in light of the sales tax election.

DISCUSSION

Since the Johnson Creek sales tax election, staff has continued to work with the U.S. Army Corps of Engineers (USACE) to ensure that the top priority is providing 25-year flood protection between Pioneer Parkway and Collins Street.

Project Overview

Congress authorized the Johnson Creek project in August of 1999 and the appropriation of federal funding is expected in the fall of this year. Federal participation in the project has been estimated at $11,657,600 and the minimum required city match is $6,677,600. Early buyout expenses and the fair market value of ecosystem restoration land can be used toward the city’s match for the project. Based on the estimated amount of early buyout and ecosystem restoration, it is projected that the city’s current match requirement will be met by the time the fall appropriation is received. Detailed project design is currently underway and is being performed by Albert Halff and Associates on behalf of the USACE. The plans and specifications are scheduled for completion by December 2000, with acquisition beginning in the winter of 2001. Acquisition is expected to require up to two years to complete. A construction contract for recreational facilities is currently anticipated in the winter of 2003.

Project Detail

This joint City and USACE project consists of three components.

- **Flood Damage Reduction:** Provides for the acquisition, or “buyout”, and removal of 140 residential structures within the 25-year floodplain.
- **Recreation Facilities:** Consists of improving the buyout areas with trails and picnic facilities.
- **Ecosystem Restoration:** Involves the acquisition and protection of wildlife habitat within and/or adjacent to the Johnson Creek floodplain. The USACE estimates that approximately 155 acres will be required.

Most of the project’s costs will be concentrated on flood damage reduction between Park Row and Collins Street, where the creek flows in a northeasterly direction. Approximately 35 acres of restoration land has already been purchased. In some cases, trees and other vegetation will be planted and maintained to improve the quality of wildlife habitat on restoration land. The city is required to pay for 35% of flood damage reduction and ecosystem restoration costs and 50% of recreational improvement costs.
Buyout Status

The USACE previously authorized Arlington to advance purchase up to 64 structures in an “early buyout program”. To date, the city has expended $4,965,322.48 for the purchase of 53 structures. Additional demolition expenses will be incurred for some of these structures. Additional funding, in the amount of $1,399,544.10, is currently available for the acquisition of approximately 11 more structures under the early buy-out program.

Project Notes of Interest

The flood protection offered with this project is limited to a narrowly defined portion of Johnson Creek. The protection involves physically removing structures from the floodplain and will not lower flood elevations. Therefore, homes and businesses that remain in the 25-year floodplain, as well as those that lie between the 25 and 100-year floodplain, will still be in jeopardy of flooding. Streets and bridges that currently flood will continue to flood. Upon project completion, there will be approximately 150 structures remaining in the 100-year floodplain, with 61 of these located within the 25-year floodplain.

The actual cost of this project might exceed current estimates and the city will be responsible for its percentage share of any costs that exceed the USACE projections.

CONCLUSION

Staff will continue work with the U.S. Army Corps of Engineers to implement the Federally authorized Johnson Creek, Arlington, Project and will bring periodic updates to the Council.

Jim Spengler
Director of Parks and Recreation
459-6140
From: Stuart Young [mailto:Stuart.Young@arlingontx.gov]
Sent: Friday, July 10, 2015 12:24 PM
To: Andy Kissig
Cc: Keith Brooks; Elisa Garcia; Curtis Hanan; Nazrul Chowdhury; 'Michael Hale'; Weldon Swanger
Subject: RE: Park paperwork - SH 360-IH 30 Interchange area

Andy:

Please find attached letter. This will let you know what steps we have to take in order to get the Deed executed. Let me know if you have any questions.

Thanks again,
Stuart

From: Andy Kissig [mailto:Andy.Kissig@txdot.gov]
Sent: Friday, July 10, 2015 11:14 AM
To: Stuart Young
Cc: Keith Brooks; Elisa Garcia; Curtis Hanan; Nazrul Chowdhury
Subject: Park paperwork - SH 360-IH 30 Interchange area

Stuart,

Thanks for calling me a few minutes ago to give me a “heads up” on an email coming regarding the “park” issue there on Johnson Creek (Parcel 32). I hope all goes well on your end for a Aug. 25th Public Hearing on the topic.

I mentioned this park issue to our Advanced Project Development section - they want to make sure that your email shows an attachment of some type of document stating that it was designated as a park or a document stating to the public that it is being designated as a park. TxDOT’s funding has to meet all the Federal Guidelines and parks are of a critical nature in the environmental process.

Andy
Andrew V. Kissig, P.E., CFM
Texas Department of Transportation (TxDOT)
Fort Worth District – Central Design
District Pavement Design Engineer/Project Manager
2501 S.W. Loop 820
Fort Worth, Texas 76133-3714
Office: 817-370-6599
Cell: 817-287-9324
Andy.Kissig@txdot.gov
July 10, 2015

Andrew V. Kissig, P.E., CFM
Texas Department of Transportation
2501 S.W. Loop 820
Fort Worth, Texas 76133

RE: TXDOT 360 Project/Brown/Avenue K
Parcel 32-2525 E. Lamar Boulevard also known as -Trinity East Subarea Park, City of Arlington, Tarrant County, Texas

Mr. Kissig:

After further research and contact with the Army Corps of Engineers and the Texas Parks and Wildlife, we have determined that the parcel for which you request, 33,722 square feet of ROW, will need a Public Hearing in order to determine that there is no feasible alternative to the take and that every effort has been made to minimize any harm to the land. We (staff) believe that these conditions have been met after we have contacted and discussed the acquisition with the appropriate federal and state agencies.

Therefore, the City of Arlington will conduct a public hearing for the take, at which time City Council will vote for the approval of the acquisition to TXDOT. The City Council Meeting and the Public Hearing Date are scheduled for August 25, 2015. According to Chapter 26 of the Texas Parks and Wildlife, we must advertise the public hearing for 3 weeks. Once this passes City Council, we can coordinate executing the necessary documents for the project. Also, if you have a chance to attend the public hearing on the 25th, we would greatly appreciate it. Just in case there are any technical questions. Should you have any questions please contact me at 817-459-6581.

On a different note, please use this letter as confirmation that when the City took possession of the property, 2525 E. Lamar Boulevard, it was taken into the Arlington park system. The acquisition date was December 2002. Thank you for your patience in this matter.

Sincerely,

Stuart Young
Real Estate Manager
Stuart.young@arlingontx.gov
CC: Michael Hale-sent via email
     Weldon L. Swanger-sent via email
Appendix C:
Copy of Attendance Sheets

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
PUBLIC HEARING REGISTRATION - CITY, COUNTY, & ELECTED OFFICIALS

Interstate Highway 30 from Cooper Street to State Highway 161
and
SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
In Tarrant and Dallas Counties

June 30, 2015

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<td>Walter Shumac</td>
<td>City of Grand Prairie</td>
<td>206 W. Church St</td>
<td><a href="mailto:wshumac@gptx.org">wshumac@gptx.org</a></td>
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<td>Jim Sparks</td>
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<td>Keith Brooks</td>
<td>City of Arlington</td>
<td>101 W. Abram St. 76012</td>
<td><a href="mailto:keith.brooks@arlingtontx.gov">keith.brooks@arlingtontx.gov</a></td>
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<td>Kathryn Wilkerson</td>
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<td><a href="mailto:briley@tarrantcount.com">briley@tarrantcount.com</a></td>
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<tr>
<td>David Wynn</td>
<td>City of Arlington</td>
<td>101 W. Abram ARL 76010</td>
<td><a href="mailto:david.wynn@arlingtontx.gov">david.wynn@arlingtontx.gov</a></td>
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<tr>
<td>Don Stephens</td>
<td>Grand Prairie</td>
<td>206 W. Church</td>
<td>dstephen@grandprairie</td>
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<td>Charlie Parker</td>
<td>CDA</td>
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<td>817-691-8582</td>
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- Charles Parker (signature)
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<td>Ray Wells</td>
<td>214-763-3024</td>
<td>1511 Oake Road, Plano, TX 75025</td>
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<tr>
<td>Steve Farmer</td>
<td>214-763-3024</td>
<td>1511 Oake Road, Plano, TX 75025</td>
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<tr>
<td>Kevin Jenkins</td>
<td>817-394-5400</td>
<td>800 Ave H, Fort Worth, TX 76101</td>
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<tr>
<td>Stacey Shidde</td>
<td>817-394-5400</td>
<td>8201 Airport Freeway, Arlington, TX 75218</td>
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<td>Equinox Hospital</td>
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<td>3301 Airport Freeway, Buffalo, NY 14216</td>
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<tr>
<td>Helen Hall</td>
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<td>1029 Street, SF, TX 75201</td>
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<td>Michelle Hale</td>
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<td>Jennifer Balle</td>
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<td>Bawman Landner</td>
<td>Castillian Home Owner</td>
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<td>Bill Chase</td>
<td>(Cracker Barrel) OCS.</td>
<td>1251 N Watson</td>
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<td>Mike Wood</td>
<td>Anchor Wester</td>
<td>114 Greenway Irving</td>
<td><a href="mailto:Mwood@welshgroup.com">Mwood@welshgroup.com</a></td>
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<tr>
<td>Stanford Lynch</td>
<td>Arlington Chamber</td>
<td>4055 International Plaza</td>
<td><a href="mailto:Swl@freese.com">Swl@freese.com</a></td>
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<td>Robert Duran</td>
<td>CGB, Fendley &amp; Assoc</td>
<td>3301 Alva St 267k</td>
<td><a href="mailto:Duran@cgfbfamily.com">Duran@cgfbfamily.com</a></td>
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<td>Mike Michael</td>
<td>Pickering Cozby Ann</td>
<td>18582 Katy Hwy</td>
<td><a href="mailto:msiem@kathleenpackagingco.com">msiem@kathleenpackagingco.com</a></td>
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<tr>
<td>Brad Sweareng</td>
<td>Michael Stevens Int.</td>
<td>8512 Hwy 301</td>
<td><a href="mailto:bswearreg@msi-re.com">bswearreg@msi-re.com</a></td>
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<td>Orri Wong</td>
<td>2390 L&amp;M RealToll</td>
<td>All the Same</td>
<td>817-807-845</td>
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<td>Mickey Marlow</td>
<td>3008 Hideaway Dr</td>
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<td>940.781.8503</td>
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<td>Ralph Browne</td>
<td>CP+4</td>
<td>3352 Pecan Hollow CT, G1, TX 76051</td>
<td>817-918-8222, <a href="mailto:rbroune@cpj.com">rbroune@cpj.com</a></td>
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<td>640 W Southlake Blvd Ste 102</td>
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## PUBLIC HEARING REGISTRATION

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June 30, 2015

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<td>Steve Martindale</td>
<td>Six Flags</td>
<td>PO Box 191 Arlington</td>
<td>817-640-8903</td>
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<td>Harinder Hundal</td>
<td>Six Flags</td>
<td>840 N Watson Arlington</td>
<td>817-487-8597</td>
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<td>Saeri Capehart</td>
<td>Arlington City Council</td>
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<td>817-459-6143</td>
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<tr>
<td>Jim Parram</td>
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<td>Lora Gunter</td>
<td>TXDOT-FTV</td>
<td>2501 SW Loop 820 FW TX 76132</td>
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<td>Roy Miliner</td>
<td>DAS 101 - TRANS</td>
<td>1416 Swiss St Arlington</td>
<td>817-230-4205</td>
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<tr>
<td>John Henry</td>
<td>Hilton Garden Inn</td>
<td>2110 Chisholm Blvd Arlington, TX 76010</td>
<td>817-807-4212</td>
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<tr>
<td>William Sim</td>
<td>Private</td>
<td>2100 Collins St Arlington, TX</td>
<td>817 860 0309</td>
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<tr>
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Please Print

CSJ 1068-02-127
# PUBLIC HEARING REGISTRATION

**Interstate Highway 30 from Cooper Street to State Highway 161**

and

**SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags**

**In Tarrant and Dallas Counties**

**June 30, 2015**

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<td><a href="mailto:meghan@civilassoc.com">meghan@civilassoc.com</a></td>
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<td>Jason Diamond</td>
<td>Halff</td>
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<td>Halff</td>
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<td>Bob Matwick</td>
<td>Texas Rangers</td>
<td>1000 Ballpark Way Suite 409</td>
<td><a href="mailto:cmatwick@texasrangers.com">cmatwick@texasrangers.com</a></td>
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<td><a href="mailto:rskiminer@tarrantcounty.com">rskiminer@tarrantcounty.com</a></td>
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<td>Sylvia Allender</td>
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<td>1305 Windsor Dr. 76012</td>
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<td>Phillip Jones</td>
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<tr>
<td>Karen Jarrett</td>
<td></td>
<td>1610 N. SH 161 business suite 75050</td>
<td>214-560-1578 DFW MDPD 911</td>
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<td>Paul Vanzant</td>
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<td>6200 Airport Rd. 76017</td>
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<td>Arturo Benitez</td>
<td>Halff</td>
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<td>Michael K.</td>
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<td>Taylor Pirovane</td>
<td>Halff</td>
<td>&quot;</td>
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<td>Brooke Watkins</td>
<td>HA97 Grand Prairie/ Arlington</td>
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<td>Jeffrey Cerchione</td>
<td>Cerco Realty</td>
<td>365 W Fork #2231 Irving, TX 75039</td>
<td><a href="mailto:jcesshin@kwcommercial.com">jcesshin@kwcommercial.com</a></td>
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<tr>
<td>John Watson</td>
<td>HUNDAL</td>
<td>330 E. 245 COINAJ #1024 Irving, TX</td>
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<td>Kevin Krajewski</td>
<td>Great South Industrial District Association</td>
<td>PO Box 535222, Grand Prairie, TX 75053</td>
<td>469 438 1772, <a href="mailto:Kevin@TranspEQ.com">Kevin@TranspEQ.com</a></td>
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<tr>
<td>Walter Press</td>
<td>Cawcha Bandy</td>
<td>1533 NE Arbor Glen, The Woodlands, TX</td>
<td>[email: email.com]</td>
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<td>Dale Anderson</td>
<td>EPCS Environmental</td>
<td>2000 E. Hamme Blvd, Suite 200, Arlington, TX 76006</td>
<td><a href="mailto:danderson5578@yahoo.com">danderson5578@yahoo.com</a></td>
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<td>Rich Sasser</td>
<td>Lamar</td>
<td>1502 109th St</td>
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<td>Bill Kerk</td>
<td>Visionaire Inc</td>
<td>901 P.O. Box 203055, 1st St.</td>
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<td>Jeta Farmer</td>
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<td>Robert Pitt</td>
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<td>Brian Bingham</td>
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<td>Loyl Russell</td>
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<td>Sandi Foreman</td>
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<td>David R. Harry</td>
<td>Harry Company</td>
<td>2580 Greenbrier Dr. Mansfield, TX 76063</td>
<td><a href="mailto:david@harryco.biz">david@harryco.biz</a></td>
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<td>Lisa Harry</td>
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<td>Sean O'Donnell</td>
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<td>Janie L. Sawyer</td>
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<td>Michele M Martinez</td>
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<td>2500 Muse St. Fort Worth, TX 76102</td>
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<td>Kunkel &amp; Assoc.</td>
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<td>Troy Chicago</td>
<td>WEBS LLC</td>
<td>1100 107th</td>
<td><a href="mailto:tchicago@websllc.com">tchicago@websllc.com</a></td>
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<td>Arlington 76011</td>
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<td>Sunil Patel</td>
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<tr>
<td>Mary Jean Moloney</td>
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<td>Sam Suleman</td>
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<td>Donna Fowler</td>
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Interstate Highway 30 from Cooper Street to State Highway 161  
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SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags  
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214-346-6375  
jdiamond@halff.com | 214-346-6375  
jdiamond@halff.com |  
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palisades 25280  
972-822-5413 | 972-822-5413 |  
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paulgrama@att.net |
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<td>Connie McCammon</td>
<td></td>
<td>2702 Kingswood Ct</td>
<td>817-665-8224</td>
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<td>Arlington, TX 76001</td>
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<tr>
<td>Cary Hebb</td>
<td>DIRECTOR OF TRANSPORT</td>
<td>107 Chapel Ln</td>
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<td>Michael Morris</td>
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Appendix D: Copy of Presentation Slides

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
**Project Partners**

- Federal Highway Administration (FHWA)
- North Central Texas Council of Governments (NCTCOG)
- City of Arlington
- City of Grand Prairie
- Tarrant County
- Dallas County
- Texas Transportation Institute
- Arlington Independent School District
- Arlington Chamber of Commerce
- Southeast Tarrant Transportation Partnership
- Great Southwest Industrial District
- Representatives from major recreation venues in the Arlington Entertainment District

**Public Hearing Agenda**

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**Public Hearing Purpose**

- Provide a project update to the public.
- Inform the public of project design.
- Provide public the Environmental Assessment (EA).
- Give the public an opportunity to provide input.
- Develop a record of public engagement and collect formal statements.

**Public Comments**

- **Verbal comments:**
  - Fill out a form at the registration desk.
  - Comment period after 20-minute recess.
  - Remarks are limited to 3 minutes.

- **Written statements:**
  - Must be received or postmarked by Friday, July 10, 2015.
  - and can be submitted by:
    - Place comment forms in a comments box near registration tables.
    - Mail to the address on the comment form.
    - You may include charts, graphs and other exhibits (must be in hard copy format).
Corridor History

• The IH 30 corridor was originally constructed in the mid-1950s as a toll road.

• The SH 360 corridor was originally constructed in the mid-1970s.

• The existing IH 30 and SH 360 facilities have design deficiencies that are below the minimum guidelines in the TxDOT Roadway Design Manual.

Project Purpose and Need

• Goals of the proposed project:
  ✓ Construct an interchange at IH 30/SH 360 to provide full directional connectivity between these two major highways.
  ✓ Manage local traffic congestion to meet current and projected travel demands and improve regional mobility.
  ✓ Improve traffic operations and safety by addressing operational and design deficiencies of existing facilities.

Prior Public Involvement

• Open house/public meeting – December 2, 2014.
  – Displays of project design plans.
  – All attendees received comment forms.
  – Comments were received from 30 people.
  – Feedback from attendees was generally supportive of project.

• TxDOT informal meetings with property owners have occurred from October 2014 through June 2015.

• Project Coordination Work Group Meetings with Project Partners were held in October 2014 and May 2015.

• Numerous public involvement activities for Metropolitan Transportation Plan.

IH 30 – Project Location

Project Description – Existing IH 30

• Three general purpose main lanes each direction.
• Two concurrent HOV lanes from Center Street to SH 161.
• Discontinuous 2 to 3 lane frontage roads each direction.
Project Description – Existing SH 360

• Three general purpose main lanes plus auxiliary lanes each direction.
• Continuous, two to three-lane one-way frontage roads each direction.
• No direct connection between SH 360 and IH 30.
  – Traffic required to utilize outdated interchange constructed for IH 30 toll road and Six Flags Drive.

Project Description – Proposed IH 30

• Up to five general purpose main lanes in each direction.
• Two reversible managed lanes from Center Street to SH 161 with tolling aspects implemented in accordance with Regional Transportation Council Tolled Managed Lane Policies.
• Reconstruct portions of Copeland Road, Six Flags Drive, Avenue F, Avenue G, Great Southwest Parkway, and the UPRR Bridge.
• Maintain the existing frontage roads between Cooper Street and Ballpark Way.
• Proposed one-way collector-distributor roadways between Ballpark Way and Six Flags Drive.

Project Description – Proposed SH 360

• North of IH 30, three general purpose main lanes plus auxiliary lanes in each direction.
• South of IH 30, four general purpose main lanes plus auxiliary lanes in each direction.
• Reconstruct portions of Avenue J, Lamar Boulevard/Avenue H, and Six Flags Drive.
• Reconstruct SH 360 frontage roads to provide three to four lanes in each direction.
Project Description – 3D Visualization

Project Implementation

- Approximately $267 million funded by state, federal, and local sources has been identified for the interchange project.
- Interchange construction estimated at $236 million.
- Interchange engineering estimated at $14 million.
- The estimate for the remainder of the proposed project, extending along IH 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 is $56 million for construction and engineering.

Project Implementation

- Construction Phasing
  - First phase of the project is anticipated to let in October 2015, with construction starting spring 2016.
  - First phase of the proposed project would include the following improvements:
    - Ultimate IH 30/SH 360 direct-connecting interchange.
    - IH 30 improvements from Ballpark Way to west of Great Southwest Parkway with interim transitions.
    - SH 360 improvements from Brown Boulevard/Avenue K to Road to Six Flags Street and interim transitions at southern limit.

Project Implementation

- Construction Phasing
  - After completion of first phase of the proposed project:
    - Managed lanes on IH 30 would continue to operate as an interim, two-lane concurrent facility.
    - Conversion to the ultimate, two-lane reversible facility would not occur until the IH 30 improvements from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 are funded and constructed in later phases.

National Environmental Policy Act (NEPA) Process

- Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act, or NEPA.
- EA identifies social, economic, and environmental effects of the proposed project.
- Includes an evaluation of the following:
  - Displacements/relocations
  - Managed lanes/tolling
  - Vegetation and wildlife
  - Hazardous materials
  - Land use
  - Traffic noise
  - Air quality
  - Water resources
  - Cultural resources
  - Indirect effects
  - Water quality
  - Cumulative effects

Previous NEPA Studies

- In February 2007, FHWA issued a Finding of No Significant Impact (FONSI) for SH 360 from Brown Boulevard/Avenue K to Green Oaks.
- In April 2007, FHWA issued a FONSI for IH 30 from Oakland Boulevard to SH 161.
- In 2009, a Re-evaluation of the SH 360 EA was initiated to update the design of managed lanes along IH 30 in the interchange area.
- Work on the SH 360 EA Re-evaluation was discontinued in 2012.
### NEPA: Right of Way and Easements

- Follows existing highway alignments, no new locations.
- 97 percent of the 465 acres of construction footprint is within existing transportation right of way.
- Requires a total of 14.4 acres of new right of way and easements:
  - 14.1 acres of new right of way
  - 0.1 acre of drainage easements
  - 0.2 acre for temporary construction easements

### NEPA: Land Use Change and Control of Access

- The acquisition of new right of way (14.1 acres) would result in a permanent change in property ownership for the parcels affected.
  - 4.0 acres would affect undeveloped property
  - 10.1 acres would affect commercial, retail, or industrial properties.
  - No impacts to residential property.
- Control of access:
  - IH 30: existing conditions retained.
  - SH 360: new control of access would be required near relocated access ramps between Brown Boulevard/Avenue K to Avenue J.

### NEPA: Vegetation and Wildlife

- Permanent habitat impacts of the proposed project:
  - 9.5 acres of riparian forest habitat along Johnson Creek and its tributaries.
  - 0.6 acre of upland woodland habitat.
  - Perennial streams (less than 0.1 acre).
  - Remainder is existing roadway pavement and other urban landscape within the IH 30 and SH 360 highway corridors.
- Expected disturbance to habitat of timber rattlesnake, Texas garter snake, plains spotted skunk, and mussels.
- Proposed project is not expected to result in harm to any threatened or endangered species.

### NEPA: Water Resources

- Proposed project crosses the 100-year floodplains of Johnson Creek and Arbor Creek, but base flood elevations would not be increased to a level that would violate applicable floodplain regulations.
- Permanent impacts due to construction are expected to occur to three of the eight stream channels crossed by the project.
- Waters include Johnson Creek and two of its tributaries.
- Estimated permanent impacts to crossings of less than 0.1 acre.
- More than 5 acres of earth disturbance would be necessary, therefore, a Storm Water Pollution Prevention Plan (SW3P) would be implemented.

### NEPA: Cultural Resources

- Archeology: Reviews of cultural databases documenting previous archeological surveys indicated no need for further field investigations.
- Historic Properties: Database review and Historic Resources Survey indicated two historic resources in the project area –
  - P.A. Watson Cemetery: no project impacts.
  - Former Chance Vought Electronics building (E, Avenue E):
    - Unusual thin-shell hyperbolic paraboloid canopies at two entrances;
    - No adverse effects from right of way acquisition;
    - Mitigation will be implemented to avoid potential vibration impacts during construction;
    - Texas Historical Commission coordination completed.

### NEPA: Traffic Noise

- Traffic noise analysis modeled traffic noise levels at 26 receiver locations for 2015 and 2035 based on traffic volumes, types of vehicles and speeds, as well as roadway and terrain features.
- Receivers represented exterior areas of frequent human activity at apartments, hotels/motels, restaurants, and recreation areas.
- Results: 13 receivers would have noise impacts.
- Noise barrier would be feasible and reasonable to abate traffic noise for the Castillian Condominiums adjacent to SH 360 and is proposed for incorporation into the project.
- Noise barriers: not proposed for other receivers because they would exceed reasonable cost-effectiveness criterion or not achieve minimum required reductions.
## NEPA: Air Quality and Hazardous Materials

**Air Quality:**
- Adverse effects to air quality are not anticipated and mobile source air toxics are expected to decrease in future years.
- The project conforms to the Metropolitan Transportation Plan.
- Amendments to the State Transportation Improvement Program (STIP) are pending approval; the proposed project will not be approved until it is part of a STIP that conforms with the Clean Air Act.

**Hazardous Materials:**
- 14 regulated hazardous materials sites of concern were identified within the proposed project limits. Right of way is required from four of the sites and four other sites would be potentially displaced.
- Acquisition of sites with known or potential contamination would be addressed during the right of way negotiation/acquisition process.

## NEPA: EA Summary

- Based on studies thus far, the environmental investigations indicate the proposed project would have no significant impact on the quality of the human environment.
- Revisions may be made to the EA to update it or to address the needs of the state and federal agencies.
- Revisions may also be made to the EA as a result of public comments received tonight or during the comment period.
- After all necessary EA revisions are made, a Finding of No Significant Impact (FONSI) is anticipated for this project.

## Proposed Right of Way

- Approximately 14.1 acres of right of way and 0.3 acres of easements required from 63 parcels.
- Estimated cost of right of way is $51 million.
- Estimated cost of utility adjustments is $35 million.
- Proposed right of way would directly result in displacement of 7 commercial buildings and one advertising billboard.
- One driveway would be removed due to new denial of access along SH 360.

## Equal Treatment Policy

- Uniform Relocation Assistance and Real Property Acquisition Act of 1970
  - Law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly.
  - The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.
  - It is the policy of the Texas Department of Transportation that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin.

## Right of Way Acquisition Process

- Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.
- Acquisition of access control, when no land is being acquired from the property owner, may only occur if an appraisal determines the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property.
- If the access control line does not materially impair direct access and/or does not affect the market value of the tract, access control will remain under the Department’s police or permit power.

- A written offer to the property owner would be made based on the value determined in the appraisal.
- Property owner would be given a minimum of 30 days to consider the offer.
Right of Way Acquisition Process

- **Right of Way Brochures:**
  - Brochures are available by contacting our office.
  - We have a limited supply tonight!

Public Inquiries

The draft EA and preliminary designs can be viewed here tonight or at the following locations:

- **TxDOT Fort Worth District Office**
  - 2501 SW Loop 820
  - Fort Worth, TX 76133
  - (817) 370-6944
  - (Mr. Nazrul Chowdhury, P.E.)

- **City of Arlington**
  - 101 W. Abram Street
  - Arlington, TX 76010
  - (817) 455-6535
  - (Mr. Keith Brooks, P.E., CFM)

- **City of Grand Prairie**
  - 206 W. Church Street
  - Grand Prairie, TX 75053
  - (972) 237-8319
  - (Mr. Daon Stephens)

These materials are also available on TxDOT’s Website: [txdot.gov/inside-txdot/projects/studies/fort-worth/i-30.html](http://txdot.gov/inside-txdot/projects/studies/fort-worth/i-30.html)

Recess

- 20-Minute Recess.
- Please register your attendance and sign up to speak at one of the registration tables.
- Public comment period will begin following the recess.

Public Comments

- The public comment section of tonight’s program allows attendees to officially register their comments on the proposed project.
- Public comments made will not receive a response during this section of the program.
- Please state your full name and address for the record.
- Please limit your comments to 3 MINUTES.

Public Comments

- Written comments must be postmarked by: Friday, July 10, 2015

- Please mail written comments to:
  
  **Mr. Brian R. Barth, P.E.**
  
  District Engineer
  
  TxDOT Fort Worth District
  
  2501 SW Loop 820
  
  Fort Worth, Texas 76133

Adjournment

Thank You for Attending
Appendix E:  
Public Hearing Photographs

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
Photograph 1: Public hearing signs in the entry way to auditorium.

Photograph 2: Public hearing written comment station.

Appendix E
Public Hearing Photographs
IH 30
From Cooper Street
To SH 161
CSJs: 1068-02-076, -104, -127; 1068-04-903
Sheet 1 of 6
Photograph 3: Public hearing aerial photo station.

Photograph 4: Public hearing environmental information station.

Appendix E
Public Hearing Photographs
IH 30
From Cooper Street
To SH 161
CSJs: 1068-02-076, -104, -127; 1068-04-903
Sheet 2 of 6
Photograph 5: Public hearing design schematic information station.

Photograph 6: Right of way and displacement information table.
Photograph 7: Public hearing design schematic information station.

Photograph 8: Public hearing verbal commenter.

Appendix E
Public Hearing Photographs
IH 30
From Cooper Street
To SH 161
CSJs: 1068-02-076, -104, -127; 1068-04-903
Sheet 4 of 6
Appendix E
Public Hearing Photographs
IH 30
From Cooper Street
To SH 161
CSJs: 1068-02-076, -104, -127; 1068-04-903
Sheet 5 of 6
Photograph 11: Public hearing presentation to the public.

Photograph 12: Public hearing attendees.
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Appendix F: Newspaper Notifications

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
THE STATE OF TEXAS
County of Tarrant

Before me, a Notary Public in and for said County and State, this day personally appeared Deborah Baylor, Bid and Legal Coordinator for the Star-Telegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates: BIDS & LEGAL DEPT. STAR TELEGRAM (817) 390-7039

Signed [Signature]

SUBSCRIBED AND SWORN TO BEFORE ME, THIS Monday, June 01, 2015.

Notary Public [Signature]
Se Solicitan Escaladores de Arboles Con Experiencia.

Debe tener experiencia con la cuerda, la silla y la poda. El solicitante debe tener la seguridad siempre en mente.

Concéntrate y capaz de trabajar en equipo.

Licencia de conducir válida del estado de Texas.

Con buen rendimiento de manejo. Excelente salario.

Los candidatos calificados favor de llamar al 817-991-8733.
THE STATE OF TEXAS
County of Tarrant

Before me, a Notary Public in and for said County and State, this day personally appeared Deborah Baylor, Bid and Legal Coordinator for the StarTelegram, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates: BIDS & LEGAL DEPT. STAR TELEGRAM
(817) 390-7039

Signed

SUBSCRIBED AND SWORN TO BEFORE ME, THIS Tuesday, June 16, 2015.

Notary Public

[Signature]
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Appendix G: Mail Out Notification/Website Notification

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
TxDOT NOTICE OF PUBLIC HEARING
 Interstate Highway 30 from Cooper Street to State Highway 161
 and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
 in Tarrant and Dallas Counties

The Texas Department of Transportation (TxDOT) Fort Worth District will conduct a public hearing to present proposed improvements to approximately 5.0 miles of Interstate Highway (IH) 30 extending from Cooper Street to State Highway (SH) 161, including the SH 360 interchange area extending from Brown Boulevard/Avenue K to Road to Six Flags (1.6 miles), in Tarrant and Dallas counties.

The purpose of the public hearing is to present the preliminary design of the proposed project and the anticipated social, economic and environmental effects. The hearing is scheduled for Tuesday, June 30, 2015 beginning 7:00 PM at the Hilton Arlington Hotel, 2401 E. Lamar Boulevard, Arlington, Texas 76006. Prior to the public hearing, an open house will be held from 6:00 PM to 7:00 PM to allow for questions and review of project exhibits. TxDOT staff will be available to answer questions during the open house. The formal public hearing presentation will begin at 7:00 PM followed by a public comment period.

The proposed project is needed to address current and projected traffic demands, safety, and existing facility design and operational deficiencies. The project would provide up to ten general-purpose lanes and auxiliary lanes on IH 30 from Cooper Street to SH 161. The capacity of IH 30 would also be improved by converting the existing two concurrent high-occupancy vehicle (HOV) lanes to a reversible two-lane managed toll/HOV facility from Center Street to SH 161. The limits and general configuration of the existing IH 30 frontage roads would not be altered, except that one-way collector-distributor roadways between Ballpark Way and Six Flags Drive would be constructed to facilitate local access.

The proposed improvements would provide from six to eight general-purpose lanes along SH 360 from Brown Boulevard/Avenue K to Road to Six Flags and a fully-directional interchange to improve connectivity between IH 30 and SH 360. The proposed interchange would require reconstructing the SH 360 main lanes, local access ramps and frontage roads. The project design also includes plans for constructing sidewalks and shared-use bicycle accommodations.

Proposed projects along IH 30 and SH 360 were previously environmentally approved in 2007 to provide the improved interchange between IH 30 and SH 360 and include a one-lane reversible managed toll/HOV facility along IH 30. This project is being developed to update the previous design. The ROW width for IH 30 varies widely, but generally ranges from 350 feet to over 1,500 feet. The proposed project would require approximately 15 acres of new right-of-way (ROW) and easements, and is expected to result in the displacement of seven commercial buildings. The project would not result in the displacement of any residential buildings. Existing control of access along the IH 30 corridor would be retained and new control of access would be required along SH 360 near relocated local access ramps between Brown Boulevard/Avenue K to Avenue J.

Anticipated impacts to stream channels that are waters of the U.S. would be less than 0.1 acre per crossing. No impacts to wetlands are anticipated. The impacts are anticipated to be authorized by the United States Army Corps of Engineers (USACE) under Nationwide Permit 14 for Linear Transportation Projects without a Preconstruction Notification. Portions of the proposed project would encroach or cross within the 100-year floodplains adjacent to Arbor Creek and Johnson Creek and its tributaries. Potential fill within the floodplains would be determined during final design and coordinated with the appropriate local floodplain administrators. The proposed project would not raise the base flood elevation to a level that would violate applicable floodplain regulations or ordinances.

The additional ROW needed would include approximately 1.8 acres of an approximately 16.1-acre property at 2905/2910/2920 East Avenue F in Arlington, a property determined eligible for the National Register of Historic Places (NRHP). TxDOT is considering a de minimis Section 4(f) determination for impacts to this historic property. A Section 4(f) de minimis impact finding means that implementation of this proposed project would have no adverse effect on the historic property.

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. Code Section 327 and a Memorandum of Understanding executed by the Federal Highway Administration and TxDOT, dated December 16, 2014.
The proposed project's environmental document and preliminary design layouts will be presented at the public hearing. For project information or to view the documents, please contact Mr. Nazrul Chowdhury, P.E. at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 SW Loop 820, Fort Worth, Texas 76133. The documents will also be available for viewing through local officials by contacting Mr. Keith Brooks, P.E., CFM of the City of Arlington, 101 W. Abram Street, Arlington, Texas, 76010 at (817) 459-6535 or Mr. Daon Stephens of the City of Grand Prairie, 206 W. Church Street, Grand Prairie, Texas 75053 at (972) 237-8319. Materials that will be presented at the public hearing will also be available for viewing and downloading online: http://txdot.gov/inside-txdot/projects/studies/fort-worth/i-30.html.

Written and verbal comments regarding the proposed project may be presented at the public hearing. Written comments submitted after the public hearing must be hand-delivered or postmarked on or before July 10, 2015 and will become part of the project documentation. Written comments may be submitted to Mr. Brian R. Barth, P.E., District Engineer, TxDOT Fort Worth District, 2501 SW Loop 820, Fort Worth, Texas 76133.

All interested persons are invited to attend the public hearing. Persons interested in attending the public hearing who have special accommodation needs are encouraged to contact Ms. Tanya Fitzgerald at (817) 370-6610 at least three (3) work days prior to the public hearing. Since the hearing will be conducted in English, requests for language interpreters or other special communication needs should also be made at least three (3) work days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.
AVISO DE AUDIENCIA PÚBLICA DE TxDOT
La carretera interestatal 30, desde Cooper Street hasta la carretera estatal 161, y la carretera estatal 360, desde Brown Boulevard/Avenue K en dirección sur hacia Road to Six Flags, en los condados de Tarrant y Dallas

El distrito de Fort Worth del Departamento de Transporte de Texas (TxDOT) llevará a cabo una audiencia pública para presentar las mejoras propuestas a aproximadamente 5 millas de la carretera interestatal (IH) 30 que se extiende desde Cooper Street hasta la carretera estatal (SH) 161, incluida el área de intercambio con la SH 360, desde Brown Boulevard/Avenue K hasta Road to Six Flags (1.6 millas), en los condados de Tarrant y Dallas.

El objetivo de la audiencia pública es presentar el diseño preliminar del proyecto propuesto y los efectos sociales, económicos y medioambientales previstos. La audiencia está programada para el martes 30 de junio de 2015 a las 7:00 p. m. en el Hilton Arlington Hotel, ubicado en 2401 E. Lamar Boulevard, Arlington, Texas 76006. Antes de la audiencia pública, se llevará a cabo una sesión de “puertas abiertas” al público entre las 6:00 p. m. y las 7:00 p. m. para formular preguntas y realizar la revisión de los documentos del proyecto. El personal de TxDOT estará disponible para responder preguntas durante la sesión de puertas abiertas. La presentación formal de la audiencia pública comenzará a las 7:00 p. m. seguida de un período de comentarios públicos.

El proyecto propuesto es necesario para abordar las demandas de tráfico actuales y previstos, la seguridad y las deficiencias existentes en el diseño y el funcionamiento de las instalaciones. El proyecto aportará hasta diez carriles de uso general y carriles auxiliares a la IH 30, desde Cooper Street hasta la SH 161. La capacidad de la IH 30 también mejorará al convertir los dos carriles simultáneos para vehículos con dos pasajeros o más (HOV) existentes en una doble vía reversible de peaje/NOV de acceso controlado desde Center Street hasta la SH 161. Los límites y la configuración general de los caminos laterales existentes de la IH 30 no se verán alterados, a excepción de la construcción de calzadas colectoras-distribuidoras de dirección única entre Ballpark Way y Six Flags Drive para facilitar el acceso local.

Las mejoras propuestas proporcionarán entre seis y ocho carriles de uso general a lo largo de la SH 360, desde Brown Boulevard/Avenue K hasta Road to Six Flags, y un intercambio vial totalmente direccional para mejorar la conexión entre la IH 30 y la SH 360. La intercambio propuesta exigirá la reconstrucción de los carriles principales de la SH 360, las rampas de acceso local y los caminos laterales. El diseño del proyecto también incluye planes para la construcción de aceras y sitios para bicicletas de uso compartido.

Los proyectos propuestos a lo largo de la IH 30 y SH 360 ya fueron medioambientalmente aprobados en 2007 para facilitar el intercambio mejorado entre la IH 30 y la SH 360, e incluir una vía de sentido único reversible de peaje/NOV de acceso controlado a lo largo de la IH 30. El proyecto se encuentra en desarrollo para actualizar el diseño anterior. El ancho del derecho de vía en la IH 30 varía ampliamente pero, en general, oscila entre 350 pies y más de 1500 pies. El proyecto propuesto demandaría aproximadamente 15 acres de nuevos derechos de vía y servidumbres, y se espera que genere el desplazamiento de siete edificios comerciales. El proyecto no generará el desplazamiento de edificios residenciales. Se mantendrá el control existente de acceso a lo largo del corredor de la IH 30 y se requerirá un nuevo control de acceso a lo largo de la SH 360, próximo a las rampas de acceso local reubicadas, entre Brown Boulevard/Avenue K y Avenue J.

Los impactos previstos sobre los cauces pertenecientes a los Estados Unidos serán inferiores a 0.1 acres por cruce. No se prevén impactos sobre pantanos. Se prevé que los impactos sean autorizados por el Cuerpo de Ingenieros del Ejército de los Estados Unidos (USACE) en virtud del Permiso 14 con alcance nacional para los proyectos de transporte lineal, sin necesidad de una notificación de construcción previa. Partes del proyecto propuesto invadirán o atravesarán las zonas inundables con periodo de retorno de 100 años adyacentes a Arbor Creek, Johnson Creek y sus afluentes. El posible relleno dentro de las zonas inundables será determinado durante el diseño final y coordinado con los correspondientes administradores locales de las zonas inundables. El proyecto propuesto no elevará el nivel de inundación básico a un nivel que infrinja las regulaciones y ordenanzas aplicables a zonas inundables.

El derecho de vía adicional necesario incluiría aproximadamente 1.8 acres de una propiedad de alrededor de 16.1 acres en 2905/2910/2920 East Avenue F en Arlington, la cual resultó elegible según el
Registro Nacional de Lugares Históricos (NRHP). El TxDOT está considerando, en virtud del artículo 4(f), tomar una decisión de *de minimis* respecto de los impactos sobre la mencionada propiedad histórica. La determinación de un impacto de *de minimis* en virtud del artículo 4(f) significa que la implementación de este proyecto propuesto no tendría efecto adverso alguno sobre la propiedad histórica.

La revisión, consulta y otra acciones medioambientales exigidas por las leyes medioambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por TxDOT según el título 23, artículo 327 del Código Federal de los Estados Unidos y un memorándum de entendimiento firmado por la Administración Federal de Carreteras y el TxDOT el 16 de diciembre de 2014.


Se podrán presentar comentarios escritos y orales del proyecto propuesto en la audiencia pública. Para que formen parte de la documentación del proyecto, los comentarios escritos presentados después de la audiencia pública deberán entregarse en mano o despacharse por correo a más tardar el 10 de julio de 2015. Los comentarios escritos deben entregarse al Sr. Brian R. Barth, P.E., District Engineer, TxDOT Fort Worth District, 2501 SW Loop 820, Fort Worth, Texas, 76133.

Todos los interesados están invitados a participar de la audiencia pública. En caso de tener necesidades especiales de adaptación, póngase en contacto con la Srita. Tanya Fitzgerald al (817) 370-6610, al menos, tres (3) días laborales antes de la audiencia pública. La audiencia pública será en inglés; por ello, en caso de requerir intérpretes o de tener otras necesidades de comunicación, también póngase en contacto para informarlo, al menos, tres (3) días laborales antes de la audiencia. El TxDOT hará todo lo que esté a su alcance para satisfacer dichas necesidades.
Proposed Improvements to IH 30 from Cooper Street to SH 161, Including SH 360 Interchange

PUBLIC HEARING
June 30, 2015
Open House: 6:00 - 7:00 P.M.
Public Hearing: 7:00 - 8:30 P.M.

The Hilton Arlington Hotel*
2401 E. Lamar Boulevard
Arlington, TX 76006
* In the Grand Ballroom;
Guests are encouraged to park in the parking area north of the hotel for convenient access.

Directions:
From SOUTH: travel north on SH 360;
Exit at "Ave H/Lamar Blvd/Ave J";
Merge onto N Watson Rd heading north;
Travel 0.2 mile on Ave H/Lamar Blvd;
Hotel is on the right (north hotel parking lot is closest to the public meeting room).

From NORTH: travel south on SH 360;
Exit at "Ave H/Lamar Blvd/Six Flags Dr";
Merge onto N Watson Rd heading south;
Turn right onto Lamar Blvd;
Travel 0.2 mile on Lamar Blvd;
Hotel is on the right (please use north parking lot).

From WEST: travel east on IH 30;
Take Exit 30 "SH 360/Six Flags Dr";
Follow exit ramp that loops to the right;
Merge onto Six Flags Dr, heading west;
Turn right, traveling north on Watson Rd;
Turn left onto Ave H heading west;
Travel 0.2 mile on Ave H/Lamar Blvd;
Hotel is on the right (please use north parking lot).

From EAST: travel west on IH 30;
Take Exit 30 "SH 360/Six Flags Dr";
Follow exit ramp that loops to the right,
crossing over IH 30 and merging onto Six Flags Dr, heading west;
Turn right, traveling north on Watson Rd;
Turn left onto Ave H heading west;
Travel 0.2 mile on Ave H/Lamar Blvd;
Hotel is on the right (please use north parking lot).
Location Map for Proposed IH 30 Project

IH 30 from Cooper Street to SH 161, Including the IH 30/SH 360 Interchange
Tarrant and Dallas Counties, Texas
CSJs: 1068-02-076, -104, -127; 1068-04-903

Source/Year of Aerial Photograph: LandisCor/2014
Public Hearing - I-30 from Cooper Street to SH 161

Where: Hilton Arlington Hotel
2401 E. Lamar Blvd.
Arlington, TX 76006

When: Tuesday, June 30, 2015
Open House: 6 p.m. - 7 p.m.
Hearing: 7 p.m. - 8:30 p.m.

Purpose: The purpose of the public hearing is to present the preliminary design and anticipated social, economic and environmental effects of proposed project to improve Interstate 30 from Cooper Street to State Highway (SH) 161, including SH 360 interchange.

Prior to the hearing, TxDOT will hold an open house to allow for questions and review of project exhibits. TxDOT staff will be available to answer questions. The formal public hearing presentation will begin at 7 p.m. followed by a public comment period.

Description: The proposed 5-mile-long project will address current and projected traffic demands, safety, and existing facility design and operational deficiencies. The project would:

- Provide up to 10 general-purpose lanes and auxiliary lanes on I-30 from Cooper Street to SH 161. This includes converting two existing concurrent high-occupancy vehicle (HOV) lanes to a reversible two-lane managed toll/HOV facility from Center Street to SH 161.
- Construction of one-way collector-distributor roadways between Ballpark Way and Six Flags Drive.
- Provide six to eight general-purpose lanes along SH 360 from Brown Boulevard/Avenue K to Six Flags.
- Provide a fully directional interchange between I-30 and SH 360.
- Construct sidewalks and shared-use bicycle accommodations.
- Require approximately 15 acres of new right of way

Downloads

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<td>Map of Meeting Location</td>
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<td>Project Map</td>
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Public Hearing Displays

1 of 4
2 of 4
3 of 4
4 of 4

Contact: TxDOT Fort Worth District
(817) 370-6944
Email
Appendix H: Mailing List/Emailed Notifications

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903

COWBOYS STADIUM LP
1 LEGENDS WAY
ARLINGTON, TX  76011-6143

SUNSHINE BEVERAGE CO
1 VALERO WAY
SAN ANTONIO, TX  78249-1616

RANDY SKINNER
TRAFFIC PLANNER
TARRANT COUNTY
100 EAST WEATHERFORD STREET, SUITE 401
FORT WORTH, TX 76196

WILLIAM RILEY
TRANSPORTATION DIRECTOR
TARRANT COUNTY
100 EAST WEATHERFORD STREET, SUITE 401
FORT WORTH, TX 76196

GRAND PRAIRIE INVESTMENTS LLC
100 SOAPBERRY CIR
IRVING, TX  75063-3463

BALLPARK PARKING PARTNERS LLC
1000 BALLPARK WAY STE 400
ARLINGTON, TX  76011-5170

MATWICK, ROB
1000 BALLPARK WAY, SUITE 400
ARLINGTON, TX 76011

PACKAGING CORP OF AMERICA
1001 113TH ST
ARLINGTON, TX  76011
GRAMZA, PAUL  
1008 BYRON LANE  
ARLINGTON, TX 76012

HAMPTON JERRY  
1008 SHORTLEAF PINE DR  
ARLINGTON, TX 76012-2575

R W M LAMAR BUILDING CORP  
101 N ROBINSON AVE STE 800  
OKLAHOMA CITY, OK 73102-5504

METROPLEX NATIONAL BANK  
101 N TRYON ST # NC1-001-  
CHARLOTTE, NC 28246

STEVEN W. MARTCHENKE  
MANAGER - INDUSTRY AND PUBLIC PROJECTS  
UNION PACIFIC RAILROAD  
101 S. WATSON ROAD  
ARLINGTON, TX 76010

WYNN, DAVID  
101 W ABRAMS STREET  
ARLINGTON, TX 76010

ALICIA WINKELBLECH  
TRANSPORTATION PLANNING MANAGER  
CITY OF ARLINGTON  
101 W. ABRAM STREET  
ARLINGTON, TX 76010

BRUCE PAYNE  
ARLINGTON ECONOMIC DEVELOPMENT  
CITY OF ARLINGTON  
101 W. ABRAM STREET  
ARLINGTON, TX 76010

KEITH BROOKS  
ENGINEERING OPERATIONS MANAGER  
CITY OF ARLINGTON  
101 W. ABRAM STREET  
ARLINGTON, TX 76010

EGS REAL ESTATE LLC  
1012 N COMMERCE ST  
FORT WORTH, TX 76164-9293
A O BILLBOARD JV  
1017 S FM ROAD 5  
ALEDO, TX  76008-4558

P A WATSON CEMETERY  
1024 N WATSON RD  
ARLINGTON, TX  76011-3105

T M MIAN & ASSOCIATES INC  
1055 REGAL ROW  
DALLAS, TX  75247-4497

STEAK N SHAKE OPERATIONS INC  
107 S PENNSYLVANIA ST STE 400  
INDIANAPOLIS, IN  46204-3663

JASON CRAWFORD  
RESEARCH AND IMPLEMENTATION  
TEXAS A&M TRANSPORTATION INSTITUTE  
110 N. DAVIS, SUITE 101  
ARLINGTON, TX 76013

STEPHEN RANFT  
RESEARCH AND IMPLEMENTATION  
TEXAS A&M TRANSPORTATION INSTITUTE  
110 N. DAVIS, SUITE 101  
ARLINGTON, TX 76013

RBHI INC  
1100 107TH ST  
ARLINGTON, TX  76011

LANE CAPITAL PARTNERS LLC  
1101 G AVE  
ARLINGTON, TX  76011-7792

ZYL LP  
1102 N HWY 360  
GRAND PRAIRIE, TX  75050-2507

GALLAGHER, PATRICK  
1106 BUCK AVENUE  
FORT WORTH, TX  76110
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<td>WF TOWER DALLAS LLC</td>
<td>12600 NORTHBOROUGH DR STE 280</td>
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<td>GREG BAKA</td>
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<td>REAL ESTATE CONSULTANT</td>
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<td>CARMAX AUTO SUPERSTORES, INC.</td>
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<td>RICHMOND, VA 23238</td>
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<td>CHAD HENDERSON</td>
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<td>12801 N. CENTRAL EXPRESSWAY, SUITE 400</td>
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<td>BRIDGE PARKWAY ASSOC LLC</td>
<td>13000 N MERIDAN ST</td>
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<td>CARMEL, IN 46032</td>
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<td>WALLACE ROBERT W EST JR</td>
<td>1311 TROPHY CT W</td>
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<tr>
<td>CANDIDA REALTY TEXAS INC</td>
<td>1331 W EDGAR RD</td>
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<td>SMALDINO INVESTMENTS LLC</td>
<td>13601 WHITTIER BLVD STE 200</td>
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<td>WHITTIER, CA 90605</td>
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<td>PAPPAS PARTNERS LP</td>
<td>13939 HIGHWAY 290 FWY</td>
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<td>PAPPAS CHRISTOPHER J TR</td>
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TOWNSEND LARRY  
1513 LEGENDARY CT  
GRAND PRAIRIE, TX  75050-2850

MTJ-MONEY LLC  
15200 SKYVIEW LN  
FORNEY, TX  75126-7120

STETTHEIMER FAMILY INVESTMENTS  
15404 FM 1730  
LUBBOCK, TX  79424-6639

MLG PF WINDRIDGE LLC  
1551 N HWY # 161  
GRAND PRAIRIE, TX  75050-2435

ALLEN, DEVAN - OFFICE OF STATE REPRESENTATIVE  
CHRIS TURNER  
1600 E PIONEER PARKWAY, SUITE 515  
ARLINGTON, TX 76010

JSCP PARTNERS LP  
1601 ELM ST STE 300  
DALLAS, TX  75201-7277

FLYNN EARL J  
1605 HIGH RIDGE RD  
BENBROOK, TX  76126-2905

360 HOSPITALITY LLC  
1607 N WATSON RD  
ARLINGTON, TX  76006-5295

S2/PBC SHORES LLC  
16390 ADDISON RD  
ADDISON, TX  75001

RON INVESTMENTS LTD  
1701 RIVER RUN STE 504  
FORT WORTH, TX  76107-6548
PORRAS FRANCISCO
18383 PRESTON RD STE 150
DALLAS, TX 75252

STUBBS JAMES R
18765 COCKRIEL RD
EDGERTON, MO 64444-9056

RONNIE PRICE
PRESIDENT & CEO
ARLINGTON CONVENTION & VISITORS BUREAU
1905 EAST RANDOL MILL ROAD
ARLINGTON, TX 76011

PITT CAROLE AUSTIN
1908 MILL RUN DR
ARLINGTON, TX 76006-5754

VALENZUELA JOSE
1941 N SAN FERNANDO RD
LOS ANGELES, CA 90065-1228

BENNETT, CHARLIE
1950 N STEMMONS, #6000
DALLAS, TX 75207

MCDONNOLD, DAVID
1950 N STEMMONS, #6000
DALLAS, TX 75207

THOMAS, MARK
1950 N STEMMONS, #6000
DALLAS, TX 75207

KRISHNA PEAPULLY
VICE PRESIDENT/TRANSPORTATION MANAGER
URS CORPORATION
1950 N. STEMMONS FREEWAY, SUITE 600
DALLAS, TX 75207

MP HILLCREST LLC
1960 W TARRANT RD
GRAND PRAIRIE, TX 75050-7612
BURTON CLIFTON, P.E.
2008 CLIFFSIDE DRIVE
FORT WORTH, TX 76134

MENDOZA ANACLETO
2010 DOGWOOD CT
GRAND PRAIRIE, TX 75050-2204

FARMER BROTHERS COFFEE CO
20333 NORMANDIE AVE
TORRANCE, CA 90502-1215

BILL CROLLEY
DIRECTOR OF PLANNING AND DEVELOPMENT
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

DAON STEPHEN
TRANSPORTATION
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

JAMES HINDERAKER
CHIEF CITY PLANNER
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

KATHERINE HOUK
CHIEF COMPREHENSIVE PLANNER
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

PETER JOYCE
SR. TRAFFIC ENGINEER TECH.
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

WALTER SHUMAC
TRANSPORTATION DIRECTOR
CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053-4045

MCCLURE, STAN
2100 MCKINNEY AVE, #700
DALLAS, TX 75201
30 GP CORP
2401 DIPLOMACY DR
ARLINGTON, TX 76011-5172

POTTER, LOIS
2409 SIR GUY DR
GRAND PRAIRIE, TX 76034

EQUINOX HOTEL ARLINGTON LP
2422 LAKE ST
SAN FRANCISCO, CA 94121-1117

MCCAA JANET
2426 ANGLERS DR
GRAPEVINE, TX 76051-4526

NIKITOPOULOS, GUS
2426 ANGLERS DRIVE
GRAPEVINE, TX 76051

FIRST INDUSTRIAL TEXAS LP
2475 MERRITT DR
GARLAND, TX 75041-6146

FR MASSACHUSETTS 7 LLC
2475 MERRITT DR
GARLAND, TX 75041-6146

MARTINEZ, MICHELE
2500 MUSE STREET
FORT WORTH, TX 76112

WARAMAUG ARLINGTON LLC
2500 N MILITARY TR STE 275
BOCA RATON, FL 33431-6322
D R HORTON INC
301 COMMERCE ST STE 500
FORT WORTH, TX  76102-4178

COLORADO BOXED BEEF CO
302 PROGRESS RD
AUBURNDALE, FL  33823-2727

CLUDS BALL LTD
3100 MONTICELLO AVE STE 350
DALLAS, TX  75205-3470

AXE, NICK
3100 MONTICELLO AVENUE, #350
DALLAS, TX 75205

EZANALI, MICHAEL
3101 WILLOW CREEK WAY
BEDFORD, TX  76021-2961

OGAN HAZEL
3102 WESTWOOD DR
ARLINGTON, TX  76012-2755

ERRY JONES
ECONOMIC DEVELOPMENT MANAGER
CITY OF GRAND PRAIRIE
317 COLLEGE STREET
GRAND PRAIRIE, TX  75050

RAL, JACK
3217 E ABRAMS STREET
ARLINGTON, TX 76010

LOTBOOM, OSCAR
3220 SCOTCH CREEK ROAD, #301
DALLAS, TX 75019
DURON, ROBERT
3301 E AIRPORT FREEWAY, SUITE 320
BEDFORD, TX 76021

FEATHERSTONE, LISA
3301 E AIRPORT FREEWAY, SUITE 320
BEDFORD, TX 76021

KEATING, ROBYN
3301 E AIRPORT FREEWAY, SUITE 320
BEDFORD, TX 76021

EHLERT, STEVE
3301 E AVENUE E
ARLINGTON, TX 76011

CRISWELL PROPERTIES LLC
331 S WHITE CHAPEL BLVD
SOUTHLAKE, TX  76092

FLORIDA LAMAR LTD
3322 SHORECREST DR STE 235
DALLAS, TX  75235-2045

THOMPSON, JOSEPH
3322 SHORECREST DRIVE
DALLAS, TX 75235

360/TURNPIKE PLAZA PRTNRS LTD
340 RYL POINCIANA WAY STE 316
PALM BEACH, FL  33480-4096

KD9LIVES LLC
3417 WHISTLER AVE
MODESTO, CA  95355-9738

NATIONSTAR MTG LLC
350 HIGHLAND DR
LEWISVILLE, TX  75067-4177
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<td>REGIONAL MGR. FOR CROSSING AND SAFETY</td>
<td>Fort Worth, TX 76109-4820</td>
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<td>ANTINOETTE BACCHUS</td>
<td>ASSISTANT DIRECTOR OF PUBLIC WORKS</td>
<td>Dallas, TX 75202</td>
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<td>HAMID BAH A</td>
<td>4102 FORT BRANCH</td>
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SEHGAL JAY  
42 COPPER CRK  
IRVINE, CA 92603-0305

KOHN ASTRID  
4301 HIGHGATE RD  
FORT WORTH, TX 76244-5740

NRFC ARLINGTON HOLDINGS LLC  
433 LAS COLINAS BLVD E STE 100  
IRVING, TX 75039-5516

R V STORAGE INC  
436 HALTOM RD  
FORT WORTH, TX 76117-6413

THREE SIXTY DEVELOPMENT CO  
4381 W GREEN OAKS BLVD STE 100  
ARLINGTON, TX 76016-4468

CRAIG MERVINE  
VICE PRESIDENT BUSINESS DEVELOPMENT  
DARYL FLOOD  
WAREHOUSE & MOVERS, INC.  
450 AIRLINE DRIVE  
COPPELL, TX 75019

NATIONAL RETAIL PROPERTIES LP  
450 S ORANGE AVE STE 900  
ORLANDO, FL 32801-3339

HOF PARTNERS LLC  
4500 MANSFIELD HWY  
FOREST HILL, TX 76119-6914

NANCE ANESSA  
4518 WATER MEADOW DR  
SACHSE, TX 75048-4577

PROLOGIS  
4545 AIRPORT WAY  
DENVER, CO 80239-5716
MOORE ANDREW C
502 E J AVE APT C
GRAND PRAIRIE, TX  75050-2515

SANDERS BOBBIE R
502 E J AVE APT D
GRAND PRAIRIE, TX  75050-2515

ORTIZ DAVONNE
504 E J AVE APT A
GRAND PRAIRIE, TX  75050-2516

ALADE OLAYIMKA
504 E J AVE APT B
GRAND PRAIRIE, TX  75050-2516

SHEAROD C A
504 E J AVE APT C
GRAND PRAIRIE, TX  75050-2516

WES JUREY
PRESIDENT AND CEO
ARLINGTON CHAMBER OF COMMERCE
505 E. BORDER STREET
ARLINGTON, TX 76010

AUVIL HELANE
506 E J AVE APT A
GRAND PRAIRIE, TX  75050-2517

MACDONALD SCOTT D
506 E J AVE APT D
GRAND PRAIRIE, TX  75050-2517

O’DONNELL SEAN
508 E J AVE APT B
GRAND PRAIRIE, TX  75050-2518

YOUSSEFZADEH BIJAN
508 GILTIN DR
ARLINGTON, TX 76006
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<td>FINLEY DAVID</td>
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<td>DANBURY PARTNERS LTD</td>
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<td>AUSTIN, TX 78703-4516</td>
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BILLINGSLEY, ANESSA NANCE
518 E AVENUE J, UNIT A
GRAND PRAIRIE, TX 75050

ROBERTSON LARRY
518 E J AVE APT B
GRAND PRAIRIE, TX 75050-2522

ANDERSON STEVEN REED
518 E J AVE APT D
GRAND PRAIRIE, TX 75050-2522

MCCLUNG CATHY L
520 E J AVE APT A
GRAND PRAIRIE, TX 75050-2523

COVINGTON CATHERINE A
520 E J AVE APT B
GRAND PRAIRIE, TX 75050-2523

HUSTED PRESTON K
522 E J AVE APT A
GRAND PRAIRIE, TX 75050-2524

BELL LARRY A
522 E J AVE APT B
GRAND PRAIRIE, TX 75050-2524

BRINKLEY SHARON M
522 E J AVE APT D
GRAND PRAIRIE, TX 75050-2524

STIDHMANN ANGELA
524 E J AVE APT A
GRAND PRAIRIE, TX 75050-2525

BUCKSPAN LOUISE
524 E J AVE APT B
GRAND PRAIRIE, TX 75050-2525
<table>
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<td>Norton Todd</td>
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<td>Escue Kathy Smith</td>
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<td>Temple Joe Jr</td>
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<td>552 E J Ave Apt D</td>
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JANOWSKI WILLIAM W
554 E J AVE APT A
GRAND PRAIRIE, TX  75050-2540

PENNER AL JEFFERY
554 E J AVE APT B
GRAND PRAIRIE, TX  75050-2540

ADAMS LAVEDA
554 E J AVE APT C
GRAND PRAIRIE, TX  75050-2540

BROWN ANGELA
556 E J AVE # B
GRAND PRAIRIE, TX  75050

MCCLELLAND NEIL A EST
556 E J AVE APT A
GRAND PRAIRIE, TX  75050-2541

PITTS ROBERT F
558 E J AVE APT B
GRAND PRAIRIE, TX  75050-2542

THERON DARR
5607 BUCKEYE COURT
ARLINGTON, TX 76017

JAY RUSTY D
562 E J AVE # A
GRAND PRAIRIE, TX  75050-2544

NICHOLS CYNTHIA ANN
562 E J AVE APT B
GRAND PRAIRIE, TX  75050-2544

AMOS PHILIP
562 E J AVE APT D
GRAND PRAIRIE, TX  75050-2544
MAVVAJI KAREN K  
5705 HONDO DR  
GRANBURY, TX  76049-5210

BEASLEY GEORGIA L  
572 E J AVE  
GRAND PRAIRIE, TX  75050-2510

WOODS BRIAN M  
572 E J AVE APT D  
GRAND PRAIRIE, TX  75050-2510

MACDONALD BARBARA  
574 E J AVE APT A  
GRAND PRAIRIE, TX  75050-2548

MEADE MARGARET ANN  
574 E J AVE APT B  
GRAND PRAIRIE, TX  75050-2548

BROWN SUZANNE E  
576 E J AVE APT A  
GRAND PRAIRIE, TX  75050-2549

WELLS ROGER  
576 E J AVE APT B  
GRAND PRAIRIE, TX  75050-2549

BLOWERS THOMAS  
578 E J AVE A  
GRAND PRAIRIE, TX  75050

DOLLAR JAMES  
578 E J AVE APT B  
GRAND PRAIRIE, TX  75050-2550

BASLER WILLIAM H  
580 E J AVE APT A  
GRAND PRAIRIE, TX  75050-2551
TEXAS HEALTH RESOURCES  
611 RYAN PLAZA DR STE 1400  
ARLINGTON, TX  76011-4010

CORLEY, ANGELA  
612 E. LAMAR BOULEVARD, SUITE 200  
ARLINGTON, TX 76011-4131

FILM EXCHANGE ROW LLC  
615 N CLASSEN BLVD  
OKLAHOMA CITY, OK  73106-7440

ARLINGTON LAND ASSOCIATES LTD  
6220 GASTON AVE STE 401  
DALLAS, TX  75214-4370

CHANCELLOR MEDIA WHITECO  
625 109TH ST  
ARLINGTON, TX  76011-7601

JENSEN, RICK  
625 109TH STREET  
ARLINGTON, TX 76011

TX GRAND PRAIRIE HOTEL LLC  
625 LIBERTY AVE STE 3110  
PITTSBURGH, PA  15222-3115

MP HILLCREST LLC  
625 MARQUETTE 11TH FL AVE  
MINNEAPOLIS, MN  55402

POTTER, CAMERON  
6304 BETTINGER DRIVE  
COLLEYVILLE, TX 76034

RIDDLE MARTHA  
6400 INCA RD  
FORT WORTH, TX  76116-1968
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<td>RUTH, CAROLYNN</td>
<td>701 WESTERN AVENUE</td>
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<td>91201-2349</td>
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<td>ENVIROPHASE INC</td>
<td>703 MCKINNEY AVE STE 332</td>
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<td>OWNBY, CRAIG</td>
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<td>PNYX LIMITED PARTNERSHIP</td>
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<td>7203 JOHN CARPENTER FREEWAY</td>
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<tr>
<td>MANTAS, THANASI</td>
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<td>DALLAS, TX</td>
<td>75247</td>
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<td>G C REALTY LLC</td>
<td>721 RYAN PLAZA DR</td>
<td>ARLINGTON, TX</td>
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June 2, 2015

IH 30, From Cooper Street to SH 161
Tarrant and Dallas Counties
CSJ: 1068-02-127

The Honorable Joe Barton
United States House of Representatives
6001 West Ronald Reagan Memorial Highway, Suite 200
Arlington, Texas 76017

Dear Congressman Barton:

The Texas Department of Transportation (TxDOT) Fort Worth District will conduct a public hearing on Tuesday, June 30, 2015 at the Hilton Arlington Hotel, 2401 East Lamar Boulevard, Arlington, Texas 76006.

The purpose of the public hearing is to present the preliminary design of the proposed project and the anticipated social, economic and environmental effects. Prior to the public hearing, an open house will be held from 6:00 p.m. to 7:00 p.m. to allow for questions and review of project exhibits. TxDOT staff will be available to answer questions during the open house. The formal public hearing presentation will begin at 7:00 p.m. followed by a public comment period.

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 16, 2014, and executed by the Federal Highway Authority and TxDOT.

Notice of the public hearing will be published in local newspapers and sent to adjacent property owners. For your convenience, a copy of the notice, directions to the public hearing and a project location map are attached.

You and your staff are cordially invited to attend this hearing. If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Sincerely,

Brian R. Barth, P.E.
Fort Worth District Engineer

Attachments
CC: Nazrul I. Chowdhury, P.E., Transportation Engineer, TxDOT Fort Worth District

OUR GOALS
MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer
THE ATTACHED LETTER WAS SENT ADDRESSED TO EACH OF THE INDIVIDUALS LISTED BELOW ON 6/2/2015, WITH COPIES SENT AS SHOWN. IN ADDITION, BLIND COPIES WERE SENT AS FOLLOWS:

BC: ANDREA LOFYE, DIRECTOR, FEDERAL AFFAIRS SECTION
TRENT W. THOMAS, DIRECTOR, STATE LEGISLATIVE AFFAIRS
ELISA F. GARCIA, ENVIRONMENTAL SPECIALIST, FORT WORTH DISTRICT

THE HONORABLE JOE BARTON
UNITED STATES HOUSE OF REPRESENTATIVES
6001 WEST RONALD REAGAN MEMORIAL HIGHWAY,
SUITE 200
ARLINGTON, TX 76017

THE HONORABLE KELLY HANCOCK
STATE SENATOR, DISTRICT 9
9121 BELSHIRE DRIVE, SUITE 200
NORTH RICHLAND HILLS, TX 76182

CC: THE HONORABLE KELLY HANCOCK, STATE SENATOR,
DISTRICT 9, CAPITOL OFFICE
NAZRUL I. CHOWDHURY, P.E., TRANSPORTATION ENGINEER, TXDOT FORT WORTH DISTRICT

THE HONORABLE KONNI BURTON
STATE SENATOR, DISTRICT 10
933 WEST WEATHERFORD STREET, SUITE 203
FORT WORTH, TX 76102

THE HONORABLE MARC VEASEY
UNITED STATES HOUSE OF REPRESENTATIVES
OFFICE TOWER AT LA GRAN PLAZA
4200 SOUTH FREEWAY, SUITE 412
FORT WORTH, TX 76115

CC: THE HONORABLE MARC VEASEY, STATE REPRESENTATIVE,
DISTRICT 93, CAPITOL OFFICE
NAZRUL I. CHOWDHURY, P.E., TRANSPORTATION ENGINEER, TXDOT FORT WORTH DISTRICT

THE HONORABLE JONATHAN STICKLAND
STATE REPRESENTATIVE, DISTRICT 92
1600 AIRPORT FREEWAY, SUITE 334
BEDFORD, TX 76022

THE HONORABLE MATT KRAUSE
STATE REPRESENTATIVE, DISTRICT 93
6624 NORTH RIVERSIDE DRIVE, SUITE 330
FORT WORTH, TX 76137

CC: THE HONORABLE MATT KRAUSE, STATE REPRESENTATIVE,
DISTRICT 93, CAPITOL OFFICE
NAZRUL I. CHOWDHURY, P.E., TRANSPORTATION ENGINEER, TXDOT FORT WORTH DISTRICT

THE HONORABLE CHRIS TURNER
STATE REPRESENTATIVE, DISTRICT 101
1600 E. PIONEER PKWY., SUITE 515
ARLINGTON, TX 76010

THE HONORABLE ROBERTO ALONZO
STATE REPRESENTATIVE, DISTRICT 104
312 W. 12TH STREET, SUITE A
DALLAS, TX 75208

CC: THE HONORABLE ROBERTO ALONZO, STATE REPRESENTATIVE,
DISTRICT 104, CAPITOL OFFICE
NAZRUL I. CHOWDHURY, P.E., TRANSPORTATION ENGINEER, TXDOT FORT WORTH DISTRICT

CC: THE HONORABLE KONNI BURTON, STATE SENATOR,
DISTRICT 10, CAPITOL OFFICE
NAZRUL I. CHOWDHURY, P.E., TRANSPORTATION ENGINEER, TXDOT FORT WORTH DISTRICT
From: Tanya Fitzgerald  
Sent: Wednesday, June 03, 2015 6:13 PM  
To: cbrim@stfp.com  
Cc: Nazrul Chowdhury; Elisa Garcia  
Subject: Public Hearing Notice

To: Cal Brim, Six Flags, Arlington, TX

Mr. Brim,

I did not have a complete mailing address for you. Therefore, I am sending the attached Notice of Public Hearing to you via email to inform you of an upcoming public hearing.

If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Thank you.

Tanya L. Fitzgerald  
Planning assistant  
Texas Department of Transportation – Fort Worth District  
2501 S.W. Loop 820  
Fort Worth, TX 76133  
(817) 370-6610  
Tanya.Fitzgerald@txdot.gov
To: Jud Heflin, Cowboys

Mr. Heflin,

I did not have a complete mailing address for you. Therefore, I am sending the attached Notice of Public Hearing to you via email to inform you of an upcoming public hearing.

If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Thank you.

Tanya L. Fitzgerald
Planning assistant
Texas Department of Transportation – Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133
(817) 370-6610
Tanya.Fitzgerald@txdot.gov
Thanks, Tanya.

For your reference, my business address is listed below.

Rob Matwick  
Executive Vice President, Business Operations  
Texas Rangers  
1000 Ballpark Way, Suite 400  
Arlington, TX   76011

Office: (817) 622-7975

To:  Rob Matwick, Texas Rangers, Arlington, TX

Mr. Matwick,

I did not have a complete mailing address for you. Therefore, I am sending the attached Notice of Public Hearing to you via email to inform you of an upcoming public hearing.

If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Thank you.
Tanya L. Fitzgerald
Planning assistant
Texas Department of Transportation – Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133
(817) 370-6610
Tanya.Fitzgerald@txdot.gov

NOTICE: This e-mail communication and any attachments which accompany it are expressly intended to be sent to and used solely by the recipient identified in this communication and constitute confidential correspondence between the sender and the intended recipient. If you receive this e-mail in error or are not the intended recipient, please inform noc@texasrangers.com immediately and delete this e-mail and any attachments (as well as any copies) from your information systems. If you are not the intended recipient, you are hereby notified that you are prohibited from disclosing, using, disseminating, or reproducing all or any portion (or conveying to any other person the substance of any portion) of this communication or any attachments thereto. This e-mail is being transmitted by an individual who has been authorized to hold an e-mail account maintained by Rangers Baseball LLC (the “Rangers”), and as such, the Rangers reserve the right to monitor all communications to and from this e-mail account. The views or opinions contained in this e-mail and any attachments are those of the author and are not necessarily endorsed by the Rangers, and as such the Rangers are not responsible for its content or any misuse or unauthorized disclosure of its content.
To: Paula Newman, Lone Star Park

Ms. Newman,

I did not have a complete mailing address for you. Therefore, I am sending the attached Notice of Public Hearing to you via email to inform you of an upcoming public hearing.

If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Thank you.

Tanya L. Fitzgerald
Planning assistant
Texas Department of Transportation – Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133
(817) 370-6610
Tanya.Fitzgerald@txdot.gov
From: Tanya Fitzgerald  
Sent: Wednesday, June 03, 2015 6:17 PM  
To: Mark.Wisness@arlingtontx.gov  
Cc: Nazrul Chowdhury; Elisa Garcia  
Subject: Public Hearing Notice

To: Mark Wisness, Convention Center

Mr. Wisness,

I did not have a complete mailing address for you. Therefore, I am sending the attached Notice of Public Hearing to you via email to inform you of an upcoming public hearing.

If you would like additional information regarding the project, please contact Nazrul Chowdhury at (817) 370-6944 in the TxDOT Fort Worth District Office, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Thank you.

Tanya L. Fitzgerald  
Planning assistant  
Texas Department of Transportation – Fort Worth District  
2501 S.W. Loop 820  
Fort Worth, TX 76133  
(817) 370-6610  
Tanya.Fitzgerald@txdot.gov
Appendix I: Copy of Handout Packet

IH 30 Public Hearing Documentation

Dallas County and Tarrant County, Texas
CSJs: 1068-02-076, -104, -127; and 1068-04-903
IH 30 FROM COOPER STREET TO SH 161
AND
SH 360 FROM BROWN BOULEVARD/AVENUE K SOUTHWARD TO ROAD TO SIX FLAGS
IN TARRANT AND DALLAS COUNTIES

PUBLIC HEARING
June 30, 2015
7:00 P.M.

AGENDA

WELCOME & PUBLIC HEARING PURPOSE..................................................LOYL C. BUSSELL, P.E.
DESIGN OVERVIEW .............................................................................. MATT CRAIG, P.E.
ENVIRONMENTAL .................................................................................. JAMYE SAWEY
RIGHT-OF-WAY ..................................................................................... WELDON SWANGER
OPPORTUNITY FOR STATEMENTS...................................................... LOYL C. BUSSELL, P.E.
CLOSING ............................................................................................... LOYL C. BUSSELL, P.E.

TxDOT FORT WORTH DISTRICT

DISTRICT ENGINEER ........................................................................... BRIAN R. EARTH, P.E.
DEPUTY DISTRICT ENGINEER ............................................................... LOYL C. BUSSELL, P.E.
DIRECTOR OF TRANSPORTATION,
PLANNING & DEVELOPMENT (TP&D) ............................................... JOHN F. CORDARY, P.E.
DISTRICT RIGHT-OF-WAY LIASON .................................................... JESSICA TUERINA
ADVANCE PROJECT
DEVELOPMENT DIRECTOR ................................................................. CURTIS W. HANAN, P.E.

PROJECT DEVELOPMENT

DESIGN PROJECT MANAGER ............................................................... NAZRUL CHOWDHURY, P.E.
ENVIRONMENTAL PROJECT MANAGER .............................................. ELISA GARCIA
PUBLIC HEARING INFORMATION

HIGHWAY/LIMITS: IH 30 FROM COOPER STREET TO SH 161 AND SH 360 FROM BROWN BOULEVARD/AVENUE K SOUTHWARD TO ROAD TO SIX FLAGS

LENGTH: APPROXIMATELY 5.03 MILES ALONG IH 30, 1.59 MILES ALONG SH 360

DESCRIPTION: PROPOSED IMPROVEMENTS INCLUDE A FULLY DIRECTIONAL INTERCHANGE BETWEEN IH 30/SH 360 INLCUDING UP TO TEN GENERAL PURPOSE LANES AND AUXILIARY LANES ALONG IH 30 FROM COOPER STREET TO SH 161. TWO REVERSIBLE MANAGED LANES WOULD BE PROVIDED ALONG IH 30 TO TIE TO THE EXISTING TWO-LANE REVERSIBLE MANAGED LANE SYSTEM IN DALLAS COUNTY. THE LIMITS OF SH 360 WOULD BE RECONSTRUCTED TO PROVIDE FOR THE NEW INTERCHANGE.

ESTIMATED START OF CONSTRUCTION: SPRING 2016

ESTIMATED DURATION OF CONSTRUCTION: 4.5 YEARS

RIGHT-OF-WAY: APPROXIMATELY 14.4 ACRES (INCLUDES EASEMENTS)

PROJECT CONSTRUCTION COST: $289 MILLION

RIGHT-OF-WAY INFORMATION

TEXAS DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY OFFICE
2501 SOUTHWEST LOOP 820
FORT WORTH, TX 76133
PHONE: (817) 370-6551

DESIGN INFORMATION ALSO AVAILABLE AT:

CITY OF ARLINGTON
101 W. ABRAM STREET
ARLINGTON, TX 76010
CONTACT:
KEITH BROOKS, P.E., CFM
PHONE: (817) 459-6535

OR

CITY OF GRAND PRAIRIE
206 W. CHURCH STREET
GRAND PRAIRIE, TX 75053
CONTACT:
DAON STEPHENS
PHONE: (972) 237-8319

WRITTEN COMMENTS ARE DUE BY JULY 10, 2015 AND MAY BE SUBMITTED TO:

BRIAN R. BARTH, P.E., DISTRICT ENGINEER
TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
2501 SOUTHWEST LOOP 820
FORT WORTH, TEXAS 76133

WRITTEN COMMENT FORMS ARE PROVIDED AT THE REGISTRATION TABLE
IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties
Public Hearing
June 30, 2015

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by July 10, 2015. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS (PLEASE PRINT):

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

Name: __________________________
Address: _______________________
Phone: _________________________
Email: _________________________

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 16, 2014, and executed by FHWA and TxDOT.
Instructions-

Fill out the reverse side of this form. You may leave the form at the public hearing or take it with you and mail it to the TxDOT office. To mail, simply fold this form in thirds so that the TxDOT address is on the outside. Tape closed where indicated.
REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

IH 30 from Cooper Street to SH 161
and SH 360 from Brown Boulevard/Avenue K southward to Road to Six Flags
Tarrant and Dallas Counties

June 30, 2015

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_______ I am a property owner in the near vicinity of the proposed project

_______ I have a general interest in the project.

_______ I am an elected public official, and my position is:

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

********************************************************************************

NAME: ____________________________________________

REPRESENTING: ____________________________________________

ADDRESS: ____________________________________________

PHONE: ____________________________________________

EMAIL: ____________________________________________

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 16, 2014, and executed by FHWA and TxDOT.
IH 30 Public Hearing

PUBLIC HEARING
INTERSTATE HIGHWAY 30

From Cooper Street to SH 161,
Including the IH 30/SH 360 Interchange
Tarrant and Dallas Counties

Tuesday, June 30, 2015

Project Partners
  – Federal Highway Administration (FHWA)
  – North Central Texas Council of Governments (NCTCOG)
  – City of Arlington
  – City of Grand Prairie
  – Tarrant County
  – Dallas County
  – Texas Transportation Institute
  – Arlington Independent School District
  – Arlington Chamber of Commerce
  – Southeast Tarrant Transportation Partnership
  – Great Southwest Industrial District
  – Representatives from major recreation venues in the Arlington Entertainment District

Public Hearing Agenda
  Welcome & Introductions
  Mr. Loyl Bussell, P.E.
  Public Hearing Purpose
  Mr. Loyl Bussell, P.E.
  Project Design
  Mr. Matt Craig, P.E.
  Environmental
  Ms. Jamye Sawey
  Right of Way
  Mr. Weldon Swanger
  20-minute Recess
  Opportunity for Statements
  Mr. Loyl Bussell, P.E.
  Adjournment
  Mr. Loyl Bussell, P.E.

Public Hearing Purpose

- Provide a project update to the public.
- Inform the public of project design.
- Provide public the Environmental Assessment (EA).
- Give the public an opportunity to provide input.
- Develop a record of public engagement and collect formal statements.

Public Comments

- **Verbal comments:**
  - Fill out a form at the registration desk.
  - Comment period after 20-minute recess.
  - Remarks are limited to 3 minutes.

- **Written statements:**
  - Must be received or postmarked by **Friday, July 10, 2015**.
  - Can be submitted by:
    - Place comment forms in a comments box near registration tables.
    - Mail to the address on the comment form.
    - You may include charts, graphs and other exhibits (must be in hard copy format).
Corridor History

- The IH 30 corridor was originally constructed in the mid-1950s as a toll road.
- The SH 360 corridor was originally constructed in the mid-1970s.
- The existing IH 30 and SH 360 facilities have design deficiencies that are below the minimum guidelines in the TxDOT Roadway Design Manual.

Project Purpose and Need

- Goals of the proposed project:
  ✓ Construct an interchange at IH 30/SH 360 to provide full directional connectivity between these two major highways.
  ✓ Manage local traffic congestion to meet current and projected travel demands and improve regional mobility.
  ✓ Improve traffic operations and safety by addressing operational and design deficiencies of existing facilities.

Prior Public Involvement

  - Displays of project design plans.
  - All attendees received comment forms.
  - Comments were received from 30 people.
  - Feedback from attendees was generally supportive of project.
- TxDOT informal meetings with property owners have occurred from October 2014 through June 2015.
- Project Coordination Work Group Meetings with Project Partners were held in October 2014 and May 2015.
- Numerous public involvement activities for Metropolitan Transportation Plan.

IH 30 – Project Location

- IH 30 West of SH 360 Looking East

Project Description – Existing IH 30

- Three general purpose main lanes each direction.
- Two concurrent HOV lanes from Center Street to SH 161.
- Discontinuous 2 to 3 lane frontage roads each direction.
Project Description – Existing SH 360

- Three general purpose main lanes plus auxiliary lanes each direction.
- Continuous, two to three-lane one-way frontage roads each direction.
- No direct connection between SH 360 and IH 30.
  - Traffic required to utilize outdated interchange constructed for IH 30 toll road and Six Flags Drive.

Project Description – Proposed IH 30

- Up to five general purpose main lanes in each direction.
- Two reversible managed lanes from Center Street to SH 161 with tolling aspects implemented in accordance with Regional Transportation Council Tolled Managed Lane Policies.
- Reconstruct portions of Copeland Road, Six Flags Drive, Avenue F, Avenue G, Great Southwest Parkway, and the UPRR Bridge.
- Maintain the existing frontage roads between Cooper Street and Ballpark Way.
- Proposed one-way collector-distributor roadways between Ballpark Way and Six Flags Drive.

Project Description – Proposed SH 360

- North of IH 30, three general purpose main lanes plus auxiliary lanes in each direction.
- South of IH 30, four general purpose main lanes plus auxiliary lanes in each direction.
- Reconstruct portions of Avenue J, Lamar Boulevard/Avenue H, and Six Flags Drive.
- Reconstruct SH 360 frontage roads to provide three to four lanes in each direction.
Project Description – 3D Visualization

Project Implementation

- Approximately $267 million funded by state, federal, and local sources has been identified for the interchange project.
- Interchange construction estimated at $236 million.
- Interchange engineering estimated at $14 million.
- The estimate for the remainder of the proposed project, extending along IH 30 from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 is $56 million for construction and engineering.

Construction Phasing

- First phase of the project is anticipated to let in October 2015, with construction starting spring 2016.
- First phase of the proposed project would include the following improvements:
  - Ultimate IH 30/SH 360 direct-connecting interchange.
  - IH 30 improvements from Ballpark Way to west of Great Southwest Parkway with interim transitions.
  - SH 360 improvements from Brown Boulevard/Avenue K to Road to Six Flags Street and interim transitions at southern limit.

Construction Phasing

- After completion of first phase of the proposed project:
  - Managed lanes on IH 30 would continue to operate as an interim, two-lane concurrent facility.
  - Conversion to the ultimate, two-lane reversible facility would not occur until the IH 30 improvements from Cooper Street to Ballpark Way and from west of Great Southwest Parkway to SH 161 are funded and constructed in later phases.

National Environmental Policy Act (NEPA) Process

- Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act, or NEPA.
- EA identifies social, economic, and environmental effects of the proposed project.
- Includes an evaluation of the following:
  - Displacements/relocations - Land use - Water resources
  - Managed lanes/tolling - Traffic noise - Cultural resources
  - Vegetation and wildlife - Air quality - Indirect effects
  - Hazardous materials - Water quality - Cumulative effects

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 16, 2014, and executed by FHWA and TxDOT.

Previous NEPA Studies

- In February 2007, FHWA issued a Finding of No Significant Impact (FONSI) for SH 360 from Brown Boulevard/Avenue K to Green Oaks.
- In April 2007, FHWA issued a FONSI for IH 30 from Oakland Boulevard to SH 161.
- In 2009, a Re-evaluation of the SH 360 EA was initiated to update the design of managed lanes along IH 30 in the interchange area.
- Work on the SH 360 EA Re-evaluation was discontinued in 2012.
## NEPA: Right of Way and Easements

- Follows existing highway alignments, no new locations.
- 97 percent of the 465 acres of construction footprint is within existing transportation right of way.
- Requires a total of 14.4 acres of new right of way and easements:
  - 14.1 acres of new right of way
  - 0.1 acre of drainage easements
  - 0.2 acre for temporary construction easements

## NEPA: Land Use Change and Control of Access

- The acquisition of new right of way (14.1 acres) would result in a permanent change in property ownership for the parcels affected.
  - 4.0 acres would affect undeveloped property
  - 10.1 acres would affect commercial, retail, or industrial properties.
  - No impacts to residential property.
- Control of access:
  - IH 30: existing conditions retained.
  - SH 360: new control of access would be required near relocated access ramps between Brown Boulevard/Avenue K to Avenue J.

## NEPA: Vegetation and Wildlife

- Permanent habitat impacts of the proposed project:
  - 9.5 acres of riparian forest habitat along Johnson Creek and its tributaries.
  - 0.6 acre of upland woodland habitat.
  - Perennial streams (less than 0.1 acre).
  - Remainder is existing roadway pavement and other urban landscape within the IH 30 and SH 360 highway corridors.
- Expected disturbance to habitat of timber rattlesnake, Texas garter snake, plains spotted skunk, and mussels.
- Proposed project is not expected to result in harm to any threatened or endangered species.

## NEPA: Water Resources

- Proposed project crosses the 100-year floodplains of Johnson Creek and Arbor Creek, but base flood elevations would not be increased to a level that would violate applicable floodplain regulations.
- Permanent impacts due to construction are expected to occur to three of the eight stream channels crossed by the project.
- Waters include Johnson Creek and two of its tributaries.
- Estimated permanent impacts to crossings of less than 0.1 acre.
- More than 5 acres of earth disturbance would be necessary; therefore, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented.

## NEPA: Cultural Resources

- Archeology: Reviews of cultural databases documenting previous archeological surveys indicated no need for further field investigations.
- Historic Properties: Database review and Historic Resources Survey indicated two historic resources in the project area –
  - P.A. Watson Cemetery: no project impacts.
  - Former Chance Vought Electronics building (E, Avenue E):
    - Unusual thin-shell hyperbolic paraboloid canopies at two entrances;
    - No adverse effects from right of way acquisition;
    - Mitigation will be implemented to avoid potential vibration impacts during construction;
    - Texas Historical Commission coordination completed.

## NEPA: Traffic Noise

- Traffic noise analysis modeled traffic noise levels at 26 receiver locations for 2015 and 2035 based on traffic volumes, types of vehicles and speeds, as well as roadway and terrain features.
- Receivers represented exterior areas of frequent human activity at apartments, hotels/motels, restaurants, and recreation areas.
- Results: 13 receivers would have noise impacts.
- Noise barrier would be feasible and reasonable to abate traffic noise for the Castillian Condominiums adjacent to SH 360 and is proposed for incorporation into the project.
- Noise barriers: not proposed for other receivers because they would exceed reasonable cost-effectiveness criterion or not achieve minimum required reductions.
**NEPA: Air Quality and Hazardous Materials**

- **Air Quality:**
  - Adverse effects to air quality are not anticipated and mobile source air toxics are expected to decrease in future years.
  - The project conforms to the Metropolitan Transportation Plan.
  - Amendments to the State Transportation Improvement Program (STIP) are pending approval; the proposed project will not be approved until it is part of a STIP that conforms with the Clean Air Act.

- **Hazardous Materials:**
  - 14 regulated hazardous materials sites of concern were identified within the proposed project limits. Right of way is required from four of the sites and four other sites would be potentially displaced.
  - Acquisition of sites with known or potential contamination would be addressed during the right of way negotiation/acquisition process.

**NEPA: EA Summary**

- Based on studies thus far, the environmental investigations indicate the proposed project would have no significant impact on the quality of the human environment.
- Revisions may be made to the EA to update it or to address the needs of the state and federal agencies.
- Revisions may also be made to the EA as a result of public comments received tonight or during the comment period.
- After all necessary EA revisions are made, a Finding of No Significant Impact (FONSI) is anticipated for this project.

**Proposed Right of Way**

- Approximately 14.1 acres of right of way and 0.3 acres of easements required from 63 parcels.
- Estimated cost of right of way is $51 million.
- Estimated cost of utility adjustments is $35 million.
- Proposed right of way would directly result in displacement of 7 commercial buildings and one advertising billboard.
- One driveway would be removed due to new denial of access along SH 360.

**Equal Treatment Policy**

- **Uniform Relocation Assistance and Real Property Acquisition Act of 1970**
  - Law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly.
  - The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.
  - It is the policy of the Texas Department of Transportation that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin.

**Right of Way Acquisition Process**

- Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.
- Acquisition of access control, when no land is being acquired from the property owner, may only occur if an appraisal determines the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property.
- If the access control line does not materially impair direct access and/or does not affect the market value of the tract, access control will remain under the Department’s police or permit power.

- A written offer to the property owner would be made based on the value determined in the appraisal.
- Property owner would be given a minimum of 30 days to consider the offer.
Right of Way Acquisition Process

- **Right of Way Brochures:**
  - Brochures are available by contacting our office.
  - We have a limited supply tonight!

Public Inquiries

The draft EA and preliminary designs can be viewed here tonight or at the following locations:

- TxDOT Fort Worth District Office
  - 2501 SW Loop 820
  - Fort Worth, TX 76133
  - (817) 370-6944
  - (Mr. Nazrul Chowdhury, P.E.)

- City of Arlington
  - 101 W. Abram Street
  - Arlington, TX 76010
  - (817) 459-4545
  - (Mr. Keith Brooks, P.E., CFM)

- City of Grand Prairie
  - 204 W. Church Street
  - Grand Prairie, TX 75053
  - (972) 237-8319
  - (Mr. Daon Stephens)

These materials are also available on TxDOT’s Website: http://txdot.gov/inside-txdot/projects/studies/fort-worth/i-30.html

Recess

- 20-Minute Recess.
- Please register your attendance and sign up to speak at one of the registration tables.
- Public comment period will begin following the recess.

Public Comments

- The public comment section of tonight’s program allows attendees to officially register their comments on the proposed project.
- Public comments made will not receive a response during this section of the program.
- Please state your full name and address for the record.
- Please limit your comments to 3 MINUTES.

Public Comments

- Written comments must be postmarked by: **Friday, July 10, 2015**
- Please mail written comments to:
  
  **Mr. Brian R. Barth, P.E.**
  **District Engineer**
  **TxDOT Fort Worth District**
  **2501 SW Loop 820**
  **Fort Worth, Texas 76133**

Adjournment

Thank You for Attending