



## I-30 East Texas Corridor Study

### Working Group Meeting Summary

**Date:** Aug. 4, 2016

**Facilitator:** Roger Beall (TxDOT)  
Susan Howard (TxDOT)  
Michael Sexton (Jacobs)

**Time:** 10 a.m. to 12 p.m.

**Notes:** Emily Riggs (K Strategies)

**Location:** Texarkana Convention Center (4610 Cowhorn Creek Rd. Texarkana, TX)

**Purpose:** The purpose of this meeting was to evaluate and prioritize the proposed improvements for the I-30 Corridor Study from FM 2642 to the Texas-Arkansas State Line.

**Attendees:** **Working Group Members:**

Judge Brian Lee – Group Chair (Titus County)  
Judge John Horn (Hunt County)  
Judge Robert Newsom (Hopkins County)  
Judge Scott Lee (Franklin County)  
Judge James Carlow (Bowie County)  
Mayor David Dreiling (Greenville)  
Mayor Bob Bruggeman (Texarkana)  
Mayor Margaret Sears (Mount Vernon)  
John Whitson (Texarkana)  
Marc Maxwell (Sulphur Springs)  
Mike Ahrens (Mt. Pleasant)  
Chris Brown (Ark-Tex COG/ NE Texas RPO)  
Rea Donna Jones (Texarkana MPO)  
Troy Sellers (Luminant)  
Colonel Jason Carrico (Red River Army Depot)  
Marshal L. McKellar (Red River Army Depot)  
Scott Norton (TexAmericas Center)  
E. Delbert Horton (Sulphur River RMA)  
Linda Ryan Thomas (NE Texas RMA)

**Working Group Members Not Present:**

Judge Clay Jenkins (Dallas County)  
Judge Lynda Munkres (Morris County)  
Judge David Sweet (Rockwall County)  
Mayor Paul Meriwether (Mt. Pleasant)  
Mayor Emily Glass (Sulphur Springs)  
Robert Murray (NE Texas RMA)  
Kevin Feldt (NCTCOG)

**TxDOT Austin:**

Roger Beall  
Steve Linhart  
Susan Howard

**TxDOT District Staff:**

Deanne Simmons (Atlanta District)  
Dennis Beckham (Atlanta District)  
John Nguyen (Dallas District)  
Kenneth Icenhower (Atlanta District)  
Glenn Green (Atlanta District)  
Paul Montgomery (Paris District)

**Project Staff:**

Michael Sexton (Jacobs)  
Nishant Kukadia (Jacobs)  
Nair Barrios (Jacobs)  
Adriana Torcat (Jacobs)  
Carine Choubassi (Jacobs)  
Aimee Vance (K Strategies)  
Emily Riggs (K Strategies)

- Agenda:**
1. Introduction
  2. Update on public outreach activities
  3. Explanation of I-30 expansion options
  4. Working Group discussion of expansion options
  5. Prioritization of local improvements exercise
  6. Next steps, future meetings and meeting wrap-up

- Attachments**
- Attachment A – Action Items
  - Attachment B – Meeting Summary
  - Attachment C - Sign-in Sheets
  - Attachment D - Presentation
  - Attachment E - Prioritization Improvement Maps

## Attachment A – Action Items

New Items since Previous Meeting

Key Deliverable/Public Meeting (Bold Text)

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
<b>Task 1. Project Management and Administration (Function Code 145)</b>				
8/4/16	1.Schedule next meeting – which will be held digitally	Roger Beall		Roger Beall will follow up with the Working Group regarding this date.

## Attachment B – Meeting Summary

### 1. Introduction

Roger Beall welcomed attendees to the third Working Group meeting for the corridor study. A safety briefing highlighting emergency evacuation routes and shelter was presented, as along with safety precautions during hot weather.

Judge Brian Lee (Titus County), group chair, welcomed the audience to Texarkana. Judge Lee then introduced Judge James Carlow (Bowie County) to supply some opening remarks to the Working Group members and audience.

Beall continued to ask that the Working Group be the conduit to the public and share the information as well as to continue to encourage the participation of the public.

### 2. Update on Public Outreach Activities

Susan Howard (TxDOT) introduced highlights from feedback garnered by the nine-question survey. Howard informed attendees that after three months, 939 surveys were submitted, from a total of 15 different counties. It was stated that more than half of the survey respondents use the corridor for personal reasons, while 30% of the respondents used the corridor for commuting. Only 2% of the respondents were from the freight industry. She explained that safety and mobility ranked among the most important concerns. When asked about specific actions to improve I-30, respondents preferred widening, improvement of access and exit points, and segregation of truck traffic, as well as improving connectivity and frontage road conditions.

Howard also informed the attendees that trucking outreach was performed since the last working group meeting to receive more focused feedback from the trucking community. Fliers were created and delivered to trucking areas throughout the corridor on July 28. Since flier distribution, 23 comments have been received. A detailed account of the comments received will be provided to Working Group members at a later date.

### 3. I-30 Expansion Options

Sexton started by reviewing the current I-30 cross section. He explained that I-30 provides two 12-foot general purpose lanes in each direction separated by a median that averages 40 feet wide, with some sections reaching nearly 100 feet wide. Sexton also stated that in some areas frontage roads are located on both sides of the general purpose lanes. Sexton then presented two different expansion options to attendees.

Sexton explained that by 2040, truck traffic is expected to triple reaching 50% of all traffic in the corridor. With this growth, conflict between truck and passenger vehicle traffic is also likely to increase. To get a better understanding of expected conditions Sexton presented possible future traffic conditions with headway scenarios. Today, I-30 can accommodate the needed three second headway for cars and the five second headway for trucks. However, if improvements are not made, unsafe conditions and inappropriate headways may result.

Option One would add an additional general purpose lane in each direction, possibly with restricted “no trucks” lane on the median lane. Sexton explained that this option would increase capacity and would

be the least costly. Wider inside shoulders would be needed to conform to Federal design standards. This option could be constructed for the most part within the current Right-of-Way (ROW). However, it could result in a “truck wall” effect in the middle and right lanes because trucks could block access and egress movements with their sheer volume, and because they generally travel at lower speeds than passenger vehicle traffic.

Option Two would also add an additional inside lane that could be dedicated for exclusive use by trucks. Trucks in this lane could be separated from the general purpose lanes by a four-foot painted buffer. This dedicated lane would reduce interaction between passenger vehicles and freight movements. The dedicated truck lane would provide a safe refuge for trucks while increasing I-30’s overall capacity. Enforcement of the dedicated lane, as well as driver expectations are a concern, but Sexton noted that adjustments could easily be made in the future to convert the truck lanes to general purpose uses by simply eliminating signing and marking associated with truck lanes if motorists did not find the strategy to be helpful.

#### **4. Working Group Discussion of Expansion Options**

Following Sexton’s review of the two possible expansion options, the Working Group members discussed the potential pros and cons of each. Marc Maxwell, Sulphur Springs City Manager, brought up the point that entering and exiting the highway is an extremely small portion of your trip as a whole, and questioned why the study would focus on entry and exit points, and stated that the study shouldn’t focus on which lane the trucks are in.

Chris Brown, Ark-Tex Council of Governments (ATCOG), questioned if the dedicated truck lane had been tested elsewhere. Sexton responded saying that this method has been implemented in New Jersey and California, with the possibility of it catching on elsewhere. He explained that in urban areas expansion is limited which makes Option Two unreasonable in some sections of the corridor. In urban areas, specially designed on and off ramps can be constructed for trucks, but are expensive.

During the discussion, Sexton mentioned that trucks are generally traveling longer distances than passenger traffic, which is why the median truck lanes could make sense along the I-30 corridor because these designated lanes minimize car and truck interaction. Lynda Ryan Thomas, North East Texas Regional Mobility Authority, responded to Sexton asking if the buffered truck lane was considered during the I-20 Corridor Study. Sexton informed her that due to the different nature of traffic patterns on I-20, this option was not considered along the I-20 corridor.

Beall reminded attendees that comments and concerns like these will help the planning process. Sexton added that the expansion options presented earlier could not be mix-matched, and that these scenarios would need to be implemented as a corridor wide strategy.

Mayor David Dreiling, Greenville, was concerned with trucks being in the inside lane, stating that this may increase crashes if drivers falling asleep cross lanes into oncoming traffic. Dreiling mentioned a truck-on-truck head-on collision occurred earlier in 2016 after a truck crossed a median protected by cable barriers. Sexton explained if Option 2 were selected concrete barriers would be mandatory in keeping with Federal design standards, which would prevent the potential for head-on collisions.

Continuing the discussion, Brown brought up that passenger traffic is using I-30 for short distance travel within the urban areas. He stated that a completed system with frontage roads would likely take many of those cars off the main lanes and onto the frontage roads giving them more options and flexibility.

Marshal McKellar, Red River Army Depot, explained to attendees that exit 203 at Spur 287 sees 88,000 trucks per year of traffic coming to the Depot. Stating that this is a lot of truck traffic entering and exiting I-30 at this point in the corridor. He questioned if the designated truck lane would make sense in this case since trucks will have to cross two lanes of traffic when entering and exiting, which could cause back-ups. Sexton responded by noting that if this type of truck traffic is seen throughout different points in the corridor, these expansion options may not make sense, but if this occurs at only one spot, the expansion options could still be viable if special entry and exit points were to be constructed for traffic in the median lanes. Staff is currently obtaining data to corroborate freight origins and destination along the corridor, which will assist in identifying these access needs.

As the discussion continued, many members of the Working Group agreed that they would prefer to keep a standard three-lane configuration with the left most lane used for passing, possibly by including a truck restriction.

Ruth Penney Bell, Mayor of Texarkana AR, thinks it is not a good idea to implement a cross section that the public is not used to. She claimed that a new design would confuse people and might create safety issues.

Dreiling brought up his concern for safely merging into traffic and switching lanes, stating that he was concerned about safe movement. Sexton responded saying that analysis show 60% of the crashes on I-30 were solely related to passenger vehicles, 10% is strictly crashes related to one or multiple trucks and the remaining 30% happened between passenger vehicles and trucks. He also stated that while a truck entering the highway next to fast-moving cars does add some complexity; truckers are usually highly trained, possibly with better maintenance on their vehicles resulting in fewer truck collisions.

Judge Brian Lee, Titus County, wrapped up the discussion by questioning how the designated truck lane would be enforced. Sexton agreed that this change would take some time for truckers to catch on to.

Beall thanked the members for their feedback, and Sexton introduced the group activity: Prioritization of Improvements.

## **5. Prioritization of Improvements Activity**

Following the discussion of the expansion options, Working Group members were invited to take a look at the maps located at the front of the room and to place an allotted number of dots on the segmental improvements they found to be most necessary.

For the first activity, the Working group members prioritized segments where they perceive the most immediate need for improvement. Results show the highest priority (26) in the Texarkana area extending west to US 82. Other places with high priority include segments from FM 2642 to SH 24 in Hunt County (14) as well as the Sulphur Springs (11), Mt. Vernon (8) and Mt. Pleasant (7) city limits.

For the second activity, the map was divided into the Paris and Atlanta Districts, and included a variety of proposed localized improvements. These improvements were classified as interchange redesigns,

bridge modification needs, frontage road additions and modifications, and places where access improvement is necessary. Working Group members were encouraged to think inside as well as outside of their community, prioritizing the proposed improvements. The Paris District showed interest in improving intersections with the redesign of SH 154 scoring the highest priority (9), followed by CR 423 (7), with members expressing their interest in extending the improvements to the entrance for the Lowe's distribution center east of it. Redesign for FM 1570 and SH 19 (4) were next. SH 37, FM 3451, BUS 67, College St, SH 34, SH 24, US 69, FM 1903, FM 36 and FM 1565 were also considered.

Members from the Atlanta District were more interested in frontage road development. The proposed frontage road from FM 1398 E to FM 3419 was ranked as the highest priority (7), followed by frontage road segments from FM 1001 to FM 1993 and from SH 8 to Spur 86 (6). Redesign of the US 271 interchange (6) and modification of the FM 1398 bridge (6) were ranked just as high. Improvements for US 67, FM 1402, SH 8, CR 2003, Spur 86, FM 3419, FM 559, SH 93 and frontage roads from SH 8 to Spur 86 were considered as well. Members also proposed addition of a rest area with truck parking facilities at US 259 and development of frontage road improvements west of Mt. Pleasant.

Please see Attachment E for both activity maps as well as member comments.

## **6. Study Schedule and Next Steps**

Beall once again thanked the Working Group members and appreciated that the group was aware of the needs of the corridor. He informed attendees that this was the last in-person meeting. The next step in the study will be the revision of the list of prioritized projects and to review the draft version of the study. He stated that these steps will be completed by the end of September or mid-October. Further Working Group meetings will be held via WebEx Conference, and dates will be discussed at a later time.

The meeting was then adjourned.

## Attachment C – Sign-in Sheets



## I-30 East Texas Corridor Study Working Group Meeting - Texarkana, TX Sign-in Sheet

Member Name	Representing	Email	Assistant/Scheduler	Assistant/Scheduler Email	Phone	Signature
Marshal L. McKellar	Red River Army Depot	<a href="mailto:marshal.l.mckellar.civ@mail.mil">marshal.l.mckellar.civ@mail.mil</a>			903-334-3111	<i>Marshal L. McKellar</i>
Judge John Horn	Hunt County	<a href="mailto:cojudge@huntcounty.net">cojudge@huntcounty.net</a>	Amanda Blankenship	<a href="mailto:amandab@huntcounty.net">amandab@huntcounty.net</a>	903-408-4146	<i>John Horn</i>
Judge Scott Lee	Franklin County	<a href="mailto:slee@co.franklin.tx.us">slee@co.franklin.tx.us</a>			903-537-4252x6	<i>Scott Lee</i>
Judge James Carlow	Bowie County	<a href="mailto:countyjudge@txkusa.org">countyjudge@txkusa.org</a>	Deborah Land		903-628-6718	<i>James Carlow</i>
Judge Lynda Munkres	Morris County	<a href="mailto:lynda.munkres@co.morris.tx.us">lynda.munkres@co.morris.tx.us</a>	Sherry Ray	<a href="mailto:lynda.munkres@co.morris.tx.us">lynda.munkres@co.morris.tx.us</a>	903-645-3691	
Judge Robert Newsom	Hopkins County	<a href="mailto:rnewsom@hopkinscountytexas.org">rnewsom@hopkinscountytexas.org</a>			903-438-4006	<i>Robert Newsom</i>
Judge Brian Lee	Titus County	<a href="mailto:titusjudge@gmail.com">titusjudge@gmail.com</a>	Carolyn Norman	<a href="mailto:cnorman@co.titus.tx.us">cnorman@co.titus.tx.us</a>	903-577-6791	<i>Brian Lee</i>
Judge Clay Jenkins	Dallas County	<a href="mailto:Clay.Jenkins@dallascounty.org">Clay.Jenkins@dallascounty.org</a>	Lauren Trimble (Mish)	<a href="mailto:Lauren.Trimble@dallascounty.org">Lauren.Trimble@dallascounty.org</a>	214-653-6591	
Judge David Sweet	Rockwall County	<a href="mailto:dsweet@rockwallcountytexas.com">dsweet@rockwallcountytexas.com</a>			972-204-6000	
David Dreiling, Mayor	City of Greenville	<a href="mailto:ddreiling@ci.greenville.tx.us">ddreiling@ci.greenville.tx.us</a>	Carol Kuykendall	<a href="mailto:ckuykendall@ci.greenville.tx.us">ckuykendall@ci.greenville.tx.us</a>	903-457-3116	<i>David Dreiling</i>
Bob Bruggeman, Mayor	City of Texarkana	<a href="mailto:rbruggeman@aol.com">rbruggeman@aol.com</a>	Jennifer Evans	<a href="mailto:j.evans@txkusa.org">j.evans@txkusa.org</a>	903-255-6312	<i>Bob Bruggeman</i>
John Whitson, City Manager	City of Texarkana	<a href="mailto:john.whitson@txkusa.org">john.whitson@txkusa.org</a>		<a href="mailto:vicky.coopwood@txkusa.org">vicky.coopwood@txkusa.org</a>	903-798-3930	<i>John Whitson</i>
Emily Glass, Mayor	City of Sulphur Springs		Gale Roberts	<a href="mailto:groberts@sulphurspringstx.org">groberts@sulphurspringstx.org</a>	903-885-7541	
Marc Maxwell, City Manager	City of Sulphur Springs	<a href="mailto:mmaxwell@sulphurspringstx.org">mmaxwell@sulphurspringstx.org</a>	Gale Roberts	<a href="mailto:groberts@sulphurspringstx.org">groberts@sulphurspringstx.org</a>	903-885-7541	<i>Marc Maxwell</i>
Dr. Paul Meriwether, Mayor	City of Mt. Pleasant	<a href="mailto:drpom@aol.com">drpom@aol.com</a>	Mike Ahrens	<a href="mailto:mahrens@mpcity.org">mahrens@mpcity.org</a>	903-575-4000	
Mike Ahrens, City Manager	City of Mt. Pleasant	<a href="mailto:mahrens@mpcity.org">mahrens@mpcity.org</a>			903-575-4000	<i>Mike Ahrens</i>
Margaret Sears, Mayor	City of Mt. Vernon	<a href="mailto:masears@suddenlink.net">masears@suddenlink.net</a>	Tina Rose	<a href="mailto:tarose@comvtx.com">tarose@comvtx.com</a>	903-537-4643	<i>Margaret Sears</i>
Rea Donna Jones	Texarkana MPO	<a href="mailto:readonna.jones@txkusa.org">readonna.jones@txkusa.org</a>			903-798-3927	<i>Rea Donna Jones</i>
Kevin Feldt	NCTCOG (DFW)	<a href="mailto:kfeldt@nctcog.org">kfeldt@nctcog.org</a>	Cile Grady	<a href="mailto:cgrady@nctcog.com">cgrady@nctcog.com</a>	817-704-2529	
Chris Brown	Ark-Tex COG/North East Texas RPO	<a href="mailto:cbrown@atcog.org">cbrown@atcog.org</a>	Amber Thurston	<a href="mailto:athurston@atcog.com">athurston@atcog.com</a>	903-832-8636x3541	<i>Chris Brown</i>



**I-30 East Texas Corridor Study  
Working Group Meeting - Texarkana, TX  
Sign-in Sheet**

E. Delbert Horton, Chair	Sulphur River Regional Mobility Authority	delberthorton3@gmail.com			214-808-9297	<i>[Signature]</i>
Linda Ryan Thomas, Chair	North East Texas Regional Mobility Authority	linda-t@att.net	K'Lin Noble	klin.noble@netrma.org	903-630-7447	Linda Ryan Thomas
Robert Murray, Member	North East Texas Regional Mobility Authority	rhurray@mtgengineers.com	K'Lin Noble	klin.noble@netrma.org	903-630-7447	
Troy Sellers	Luminant (Mining Engineering section)	troy.sellers@energyfutureholdings.com			903-572-5028	Troy Sellers
Scott Norton, Executive Director/CEO	TexAmericas Center	scott.norton@texamericascenter.com	Marla Byrd	marla.byrd@texamericascenter.com	903-223-9841	<i>[Signature]</i>

Jeremy Thomas      AHTD      Jeremy.Thomas@ahd.ar.gov      870-779-1957

Michael Henry      AHTD      Michael.Henry@ahd.ar.gov

JUSTON CARRICO      Red River Army Depot      jason.a.carrico.2.mil@mail.mil      903-334-3111



**I-30 East Texas Corridor Study**  
**Working Group Meeting - Texarkana, TX**  
 General Sign-In

Name	Representing	Email
MICHAEL SEXTON	JACOBS / TXDOT	
Glenn Green	TXDOT - Atlanta District	
Deanne Simmons	TXDOT - Atlanta District	
Stwe Linhart	TXDOT - Austin	Stwe.linhart@txdot.gov
Kenny Icenhower	TXDOT - Atlanta	Kenny.Icenhower@txdot.gov
Susan Howard	TXDOT - OPI	
ROSER BEALL	TXDOT - TPP	
Carine Choubassi	Jacobs / TXDOT	
Nair Barrios	Jacobs / TXDOT	
Aimee Vance	K Strategies <del>OP</del>	avance@kstrategies.com
Emily Riggs	K Strategies	eriggs@kstrategies.com
Demis Beckham	TXDOT - Atlanta	
Marcus Sandifer	TXDOT - Atlanta	
<del>Sue</del> Sue Farr	Titus County Resident	sue.farr.7@gmail.com
Roger Feagles	# SSHCEDC	roger@ss-edc.com



## Attachment D – Presentation



# I-30 EAST TEXAS CORRIDOR STUDY

Third Working Group Meeting

August 4, 2016

- 1 Safety Briefing
- 2 Public Outreach Activities Assessment
- 3 I-30 Expansion Options
- 3 Working Group Expansion Options Discussion
- 4 Prioritization of Local Improvements
- 5 Study Schedule
- 6 Next Steps

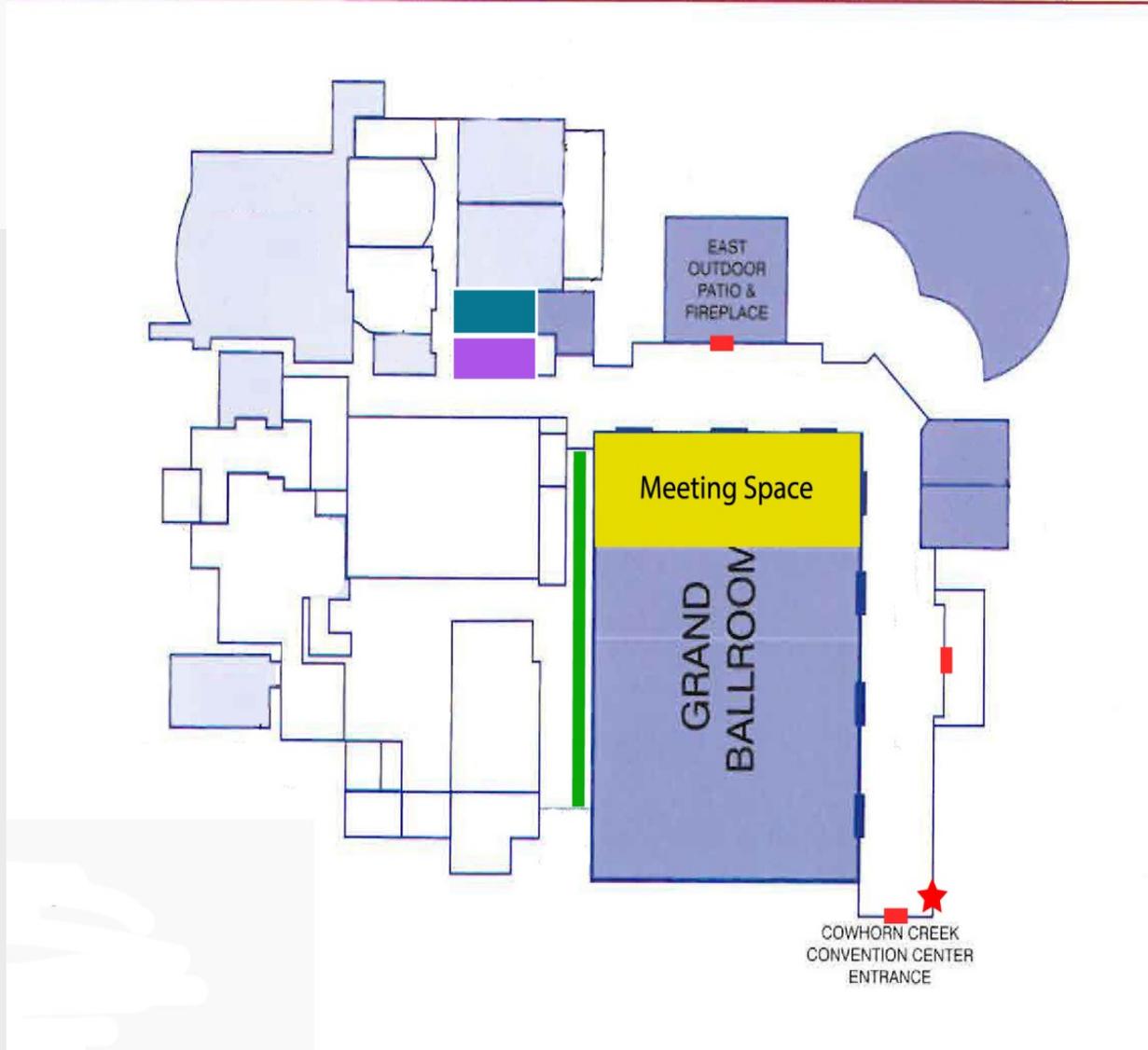
## Heat Wave

Follow these simple safety tips

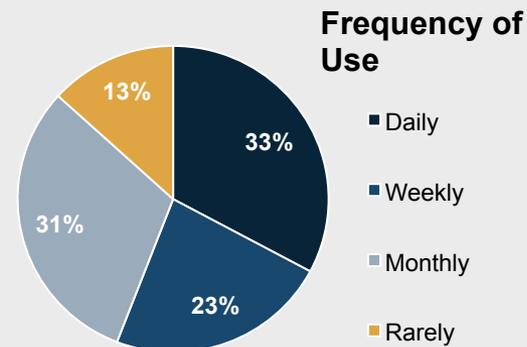
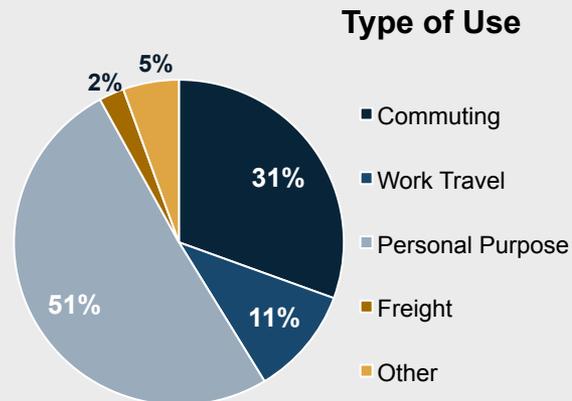
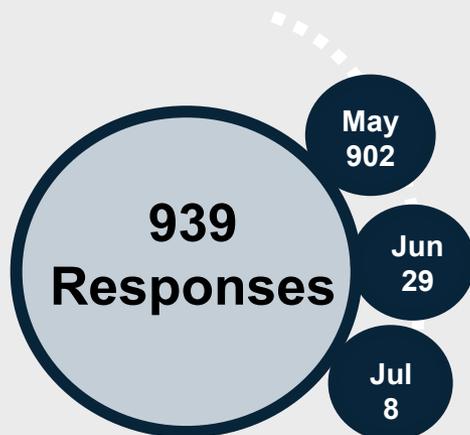
1. **Never leave** children or pets alone **in enclosed vehicles**.
2. **Stay hydrated**.
3. **Eat small and often**.
4. **Avoid extreme temperature changes**.
5. Wear **appropriate clothing**.
6. **Slow down**, stay indoors and avoid strenuous exercise during the hottest part of the day.
7. **Postpone outdoor** games and **activities**.
8. **Check on** family, friends, pets, neighbors and **those who are more likely to be affected by the heat**.



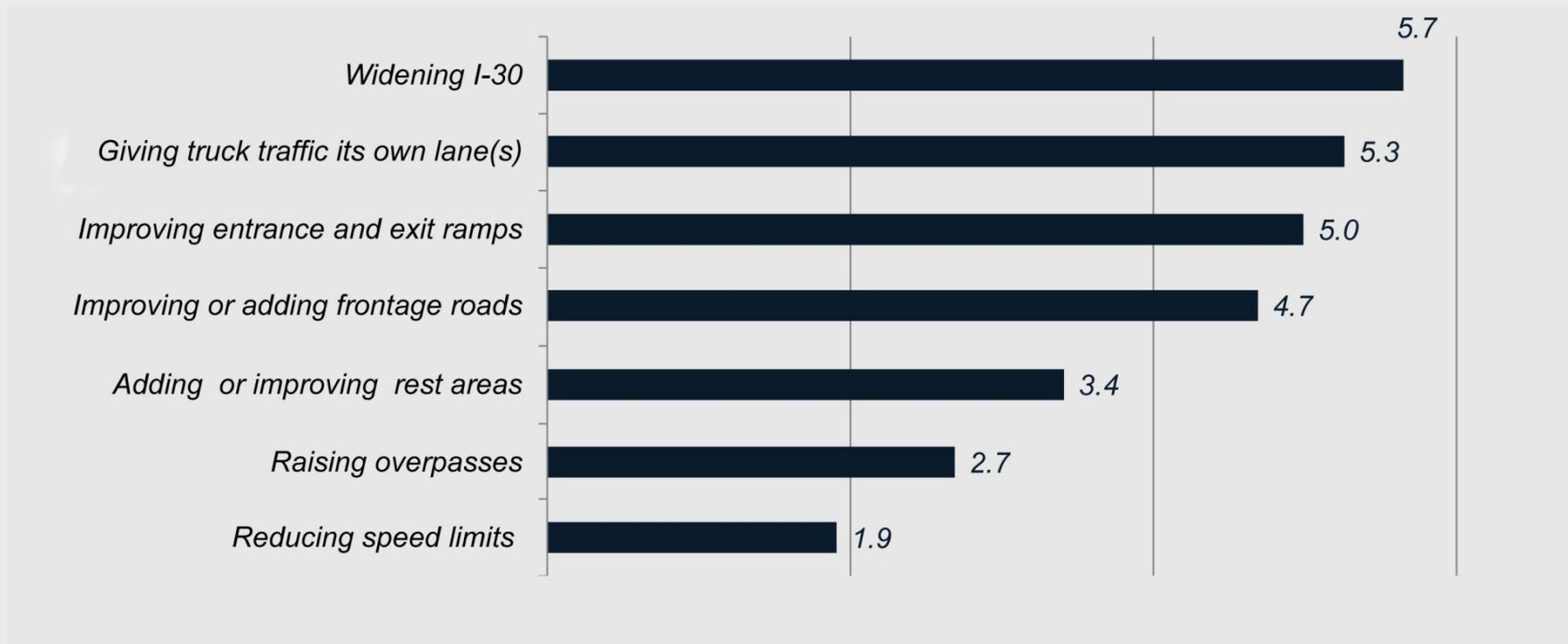
-   Restrooms
-  Exits
-  Hallway Shelter
-  Fire Panel



## Public Survey Closed on July 15 th



## Improvement Preferences



## I-30 East Texas Corridor Study PARIS AND ATLANTA DISTRICTS



### CORRIDOR OVERVIEW

I-30 provides an important east-west connection for trade, connecting many towns and cities to the Dallas/Fort Worth Metroplex. As the interstate system ages and population and trade increase in Texas, it is necessary to assess the current safety and capacity needs to plan for the future. A major concern for the thoroughfare is long-term freight traffic increase. Average daily freight traffic along the corridor is expected to almost double by the year 2040.

### Truck Movement and Parking



The map above displays the I-30 corridor stretching from FM 2642 east of Royse City to the Texas-Arkansas state border.



The above infographic depicts truck usage, trucks stop and parking spaces per county.

\*AADT = Annual Average Daily Traffic

## I-30 East Texas Corridor Study - Summer 2016

# Did You Know?

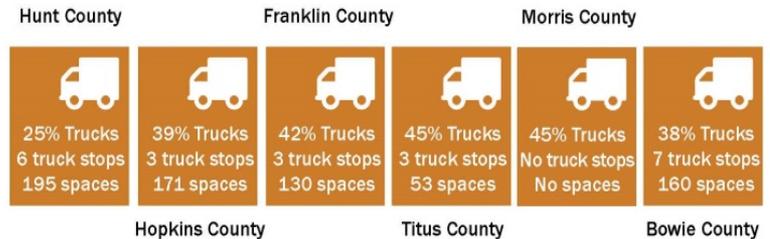
**1** out of **3** vehicles traveling on I-30 is a semi-trailer truck



- Do we need more truck stops?
- Improved safety measures?
- Restricted lanes?
- What other improvements along I-30 would you like to see?

We want to hear from you!  
TEXT or CALL us at 434-TRUCK30  
(434) 878-2530

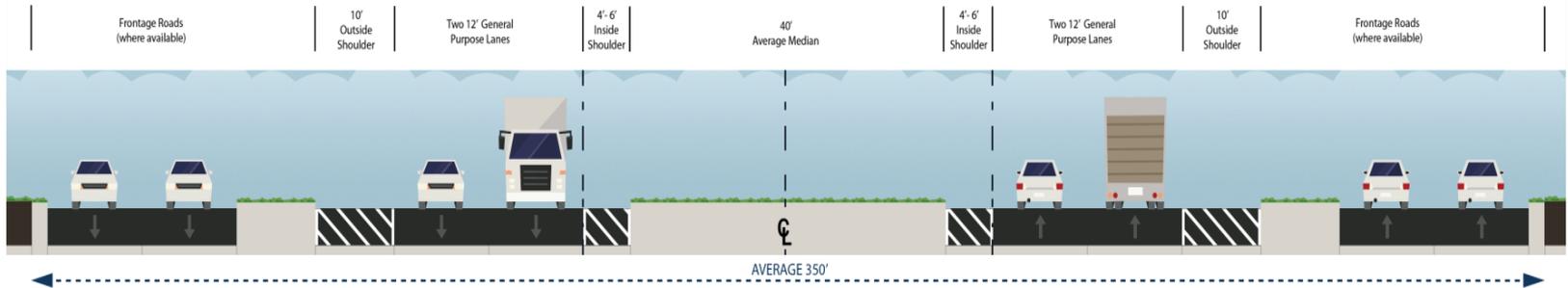
Below is the breakdown of truck percentages, trucks stops and parking spaces per county along I-30



## Current Cross Section

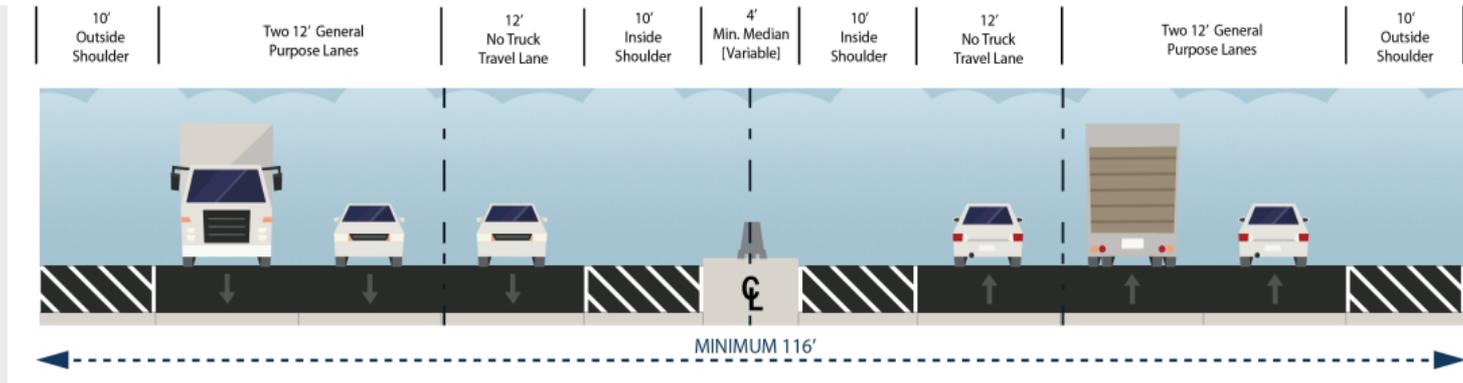
### 0. Current Average Cross Section

Two 12' general purpose lanes in each direction of travel.

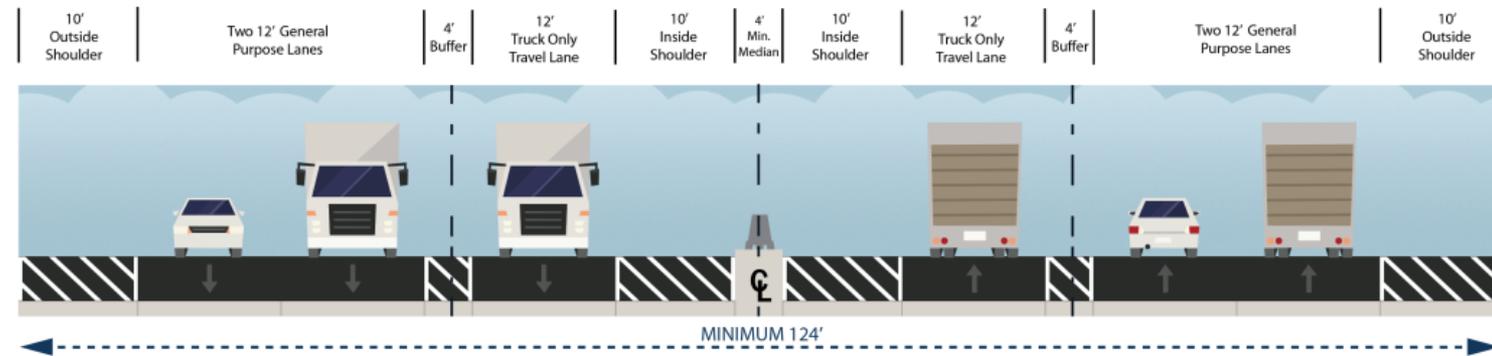


## Cross Section Options

### 1. Three General Purpose Lanes Cross Section

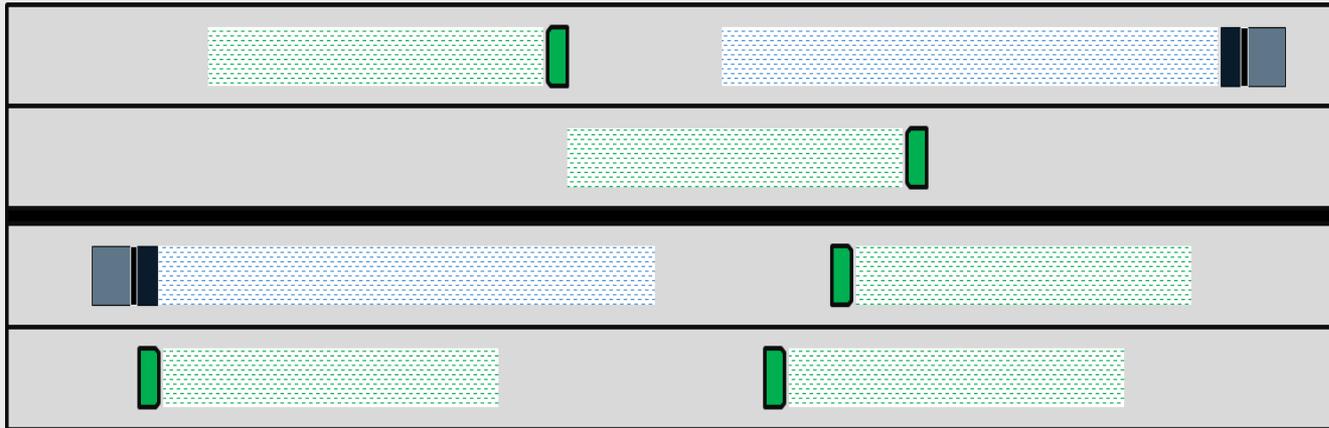


### 2. Truck Lane - Buffer Separated Cross Section - Flexible / Permissive



[DRAFT]  
Subject to Change

## Current



2014 Off Peak

1 Truck

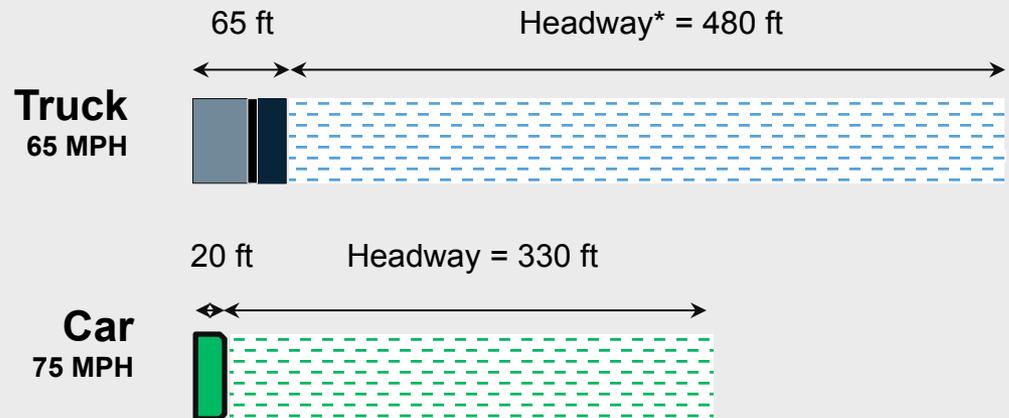
2 Cars

2014 Peak

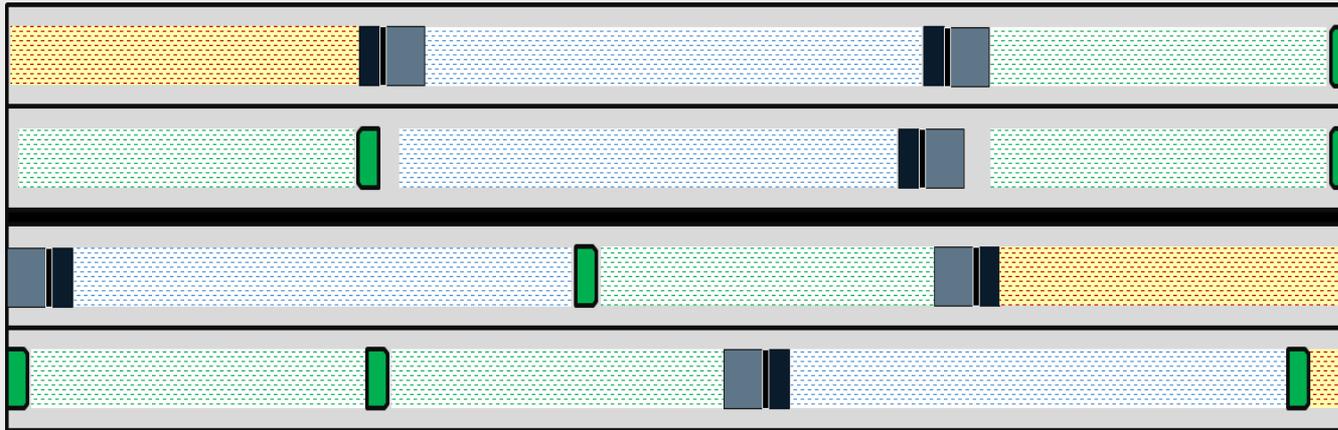
1 Truck

3 Cars

-  Median
-  Painted Buffer



## Do Nothing



2040 Off Peak

3 Truck

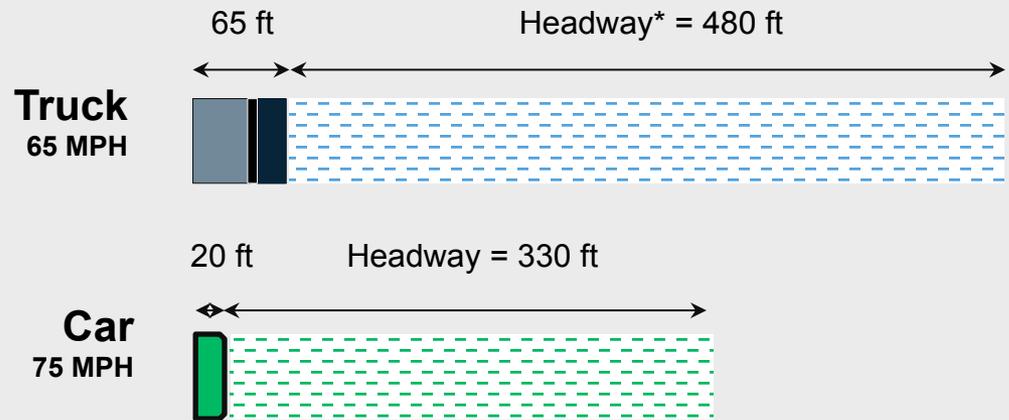
3 Cars

2040 Peak

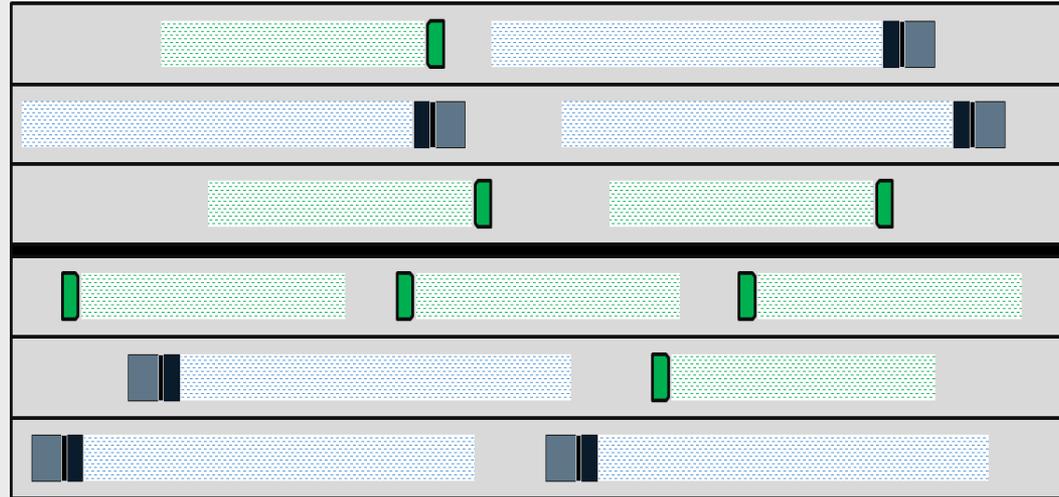
3 Truck

4 Cars

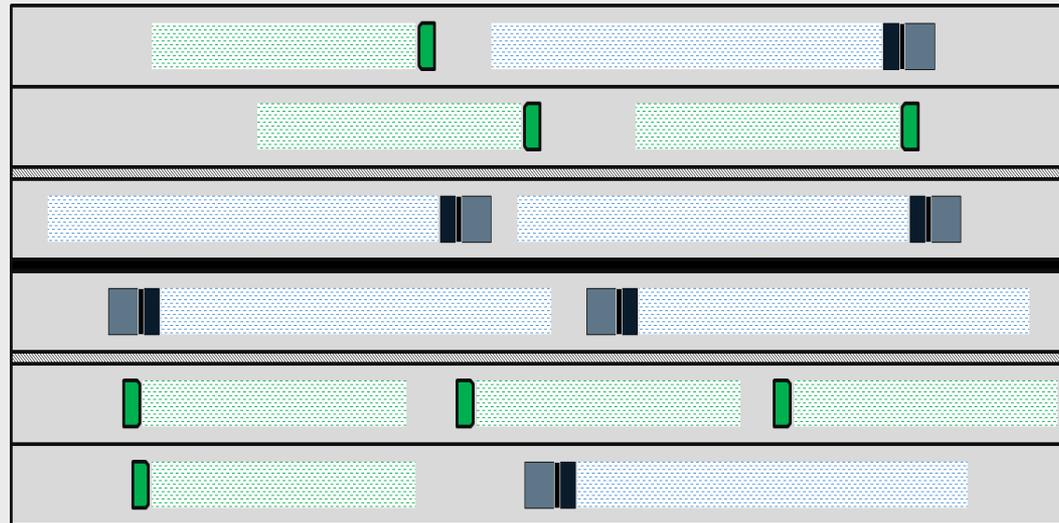
-  Median
-  Painted Buffer
-  Insufficient headway\*



## 1: Three General Purpose Lanes Cross Section



## 2: Truck Lane Buffer-Separated Cross Section Flexible / Permissive



Painted Buffer 

# Working Group Discussion

## I-30 cross sections

# Prioritization of Improvements

# I-30 Proposed Improvements



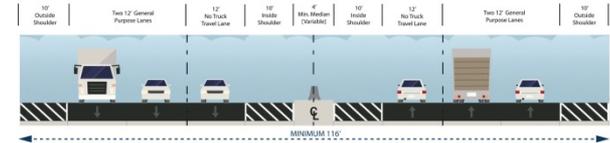
## I-30 East Texas Corridor Proposed Improvements



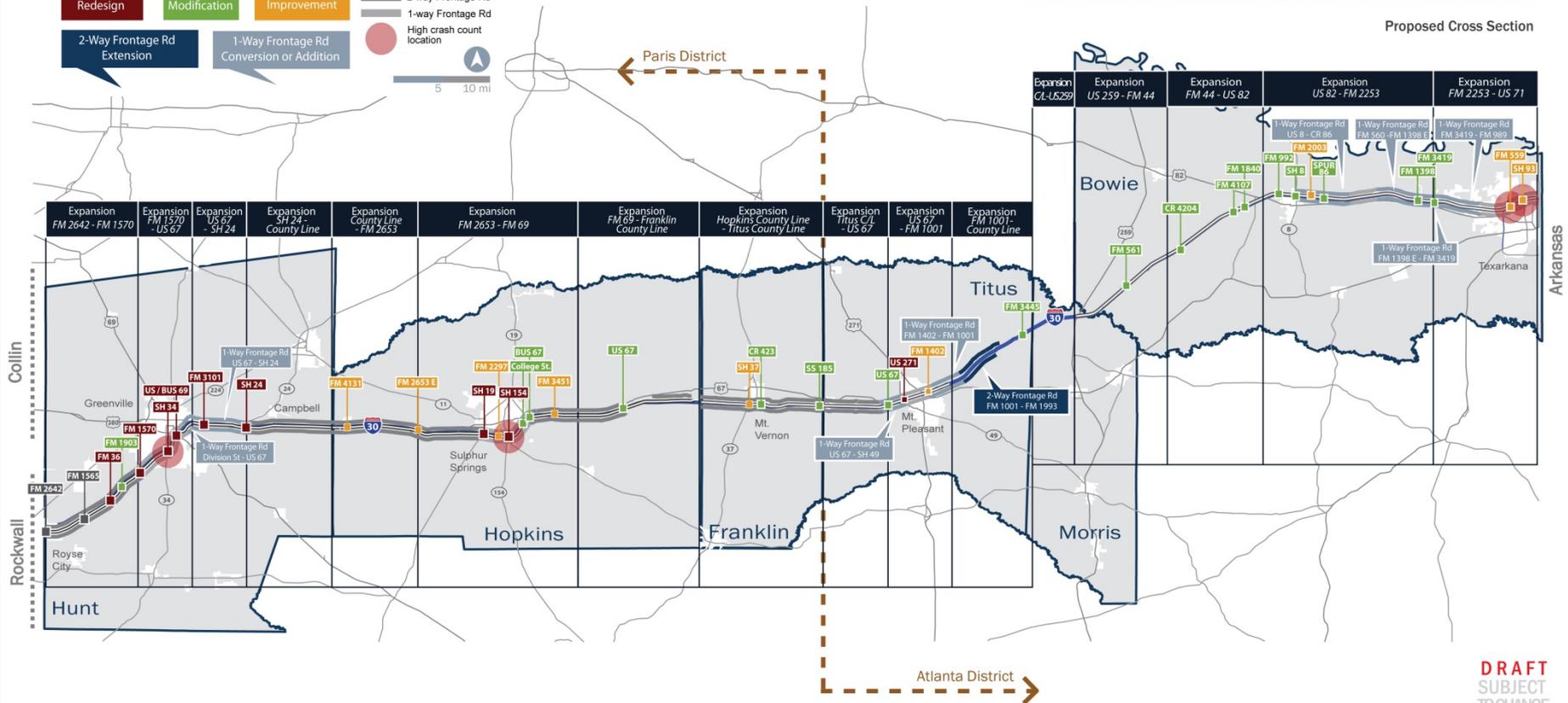
Updated: July 2016

### Improvement Type

Expansion Limits			Project Under development	
Interchange Redesign	Bridge Modification	Access Improvement	Interstate	2-way Frontage Rd
2-Way Frontage Rd Extension	1-Way Frontage Rd Conversion or Addition		1-way Frontage Rd	High crash count location



Proposed Cross Section



**DRAFT**  
SUBJECT  
TO CHANGE

# I-30 Expansion Segments



## I-30 East Texas Corridor Expansion Prioritization

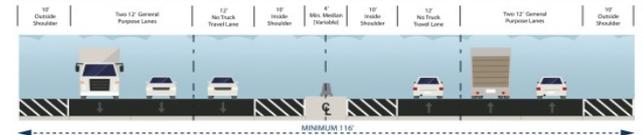


Updated: July 2016

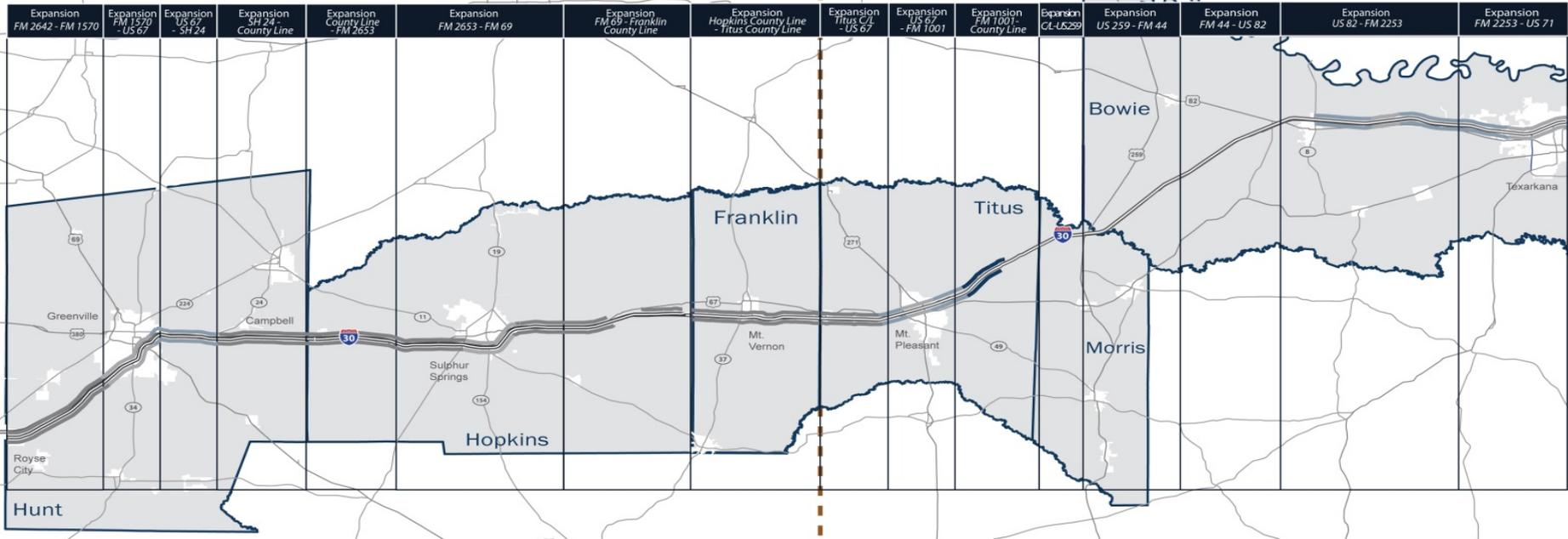
### Improvement Type



Paris District



Proposed Cross Section



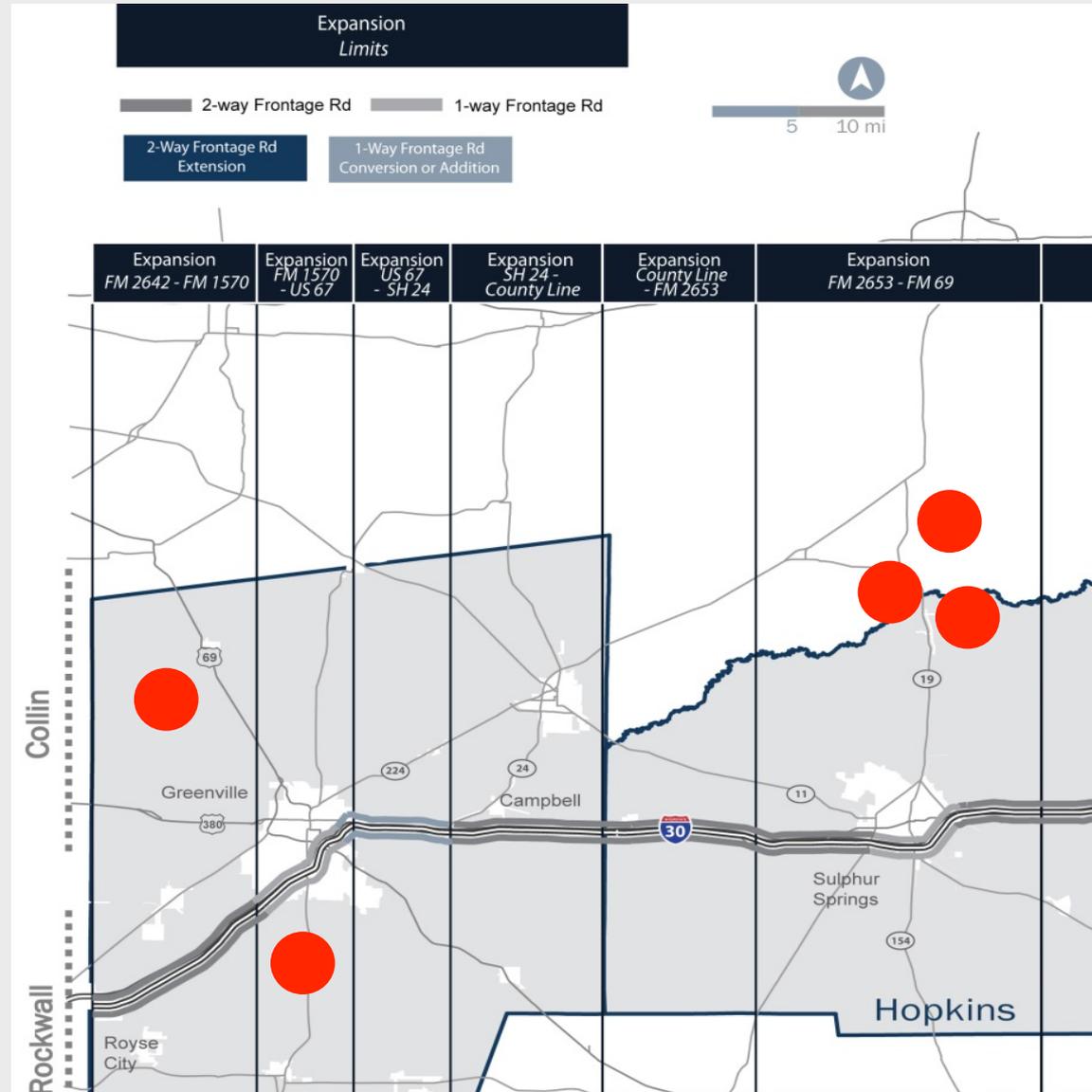
Atlanta District



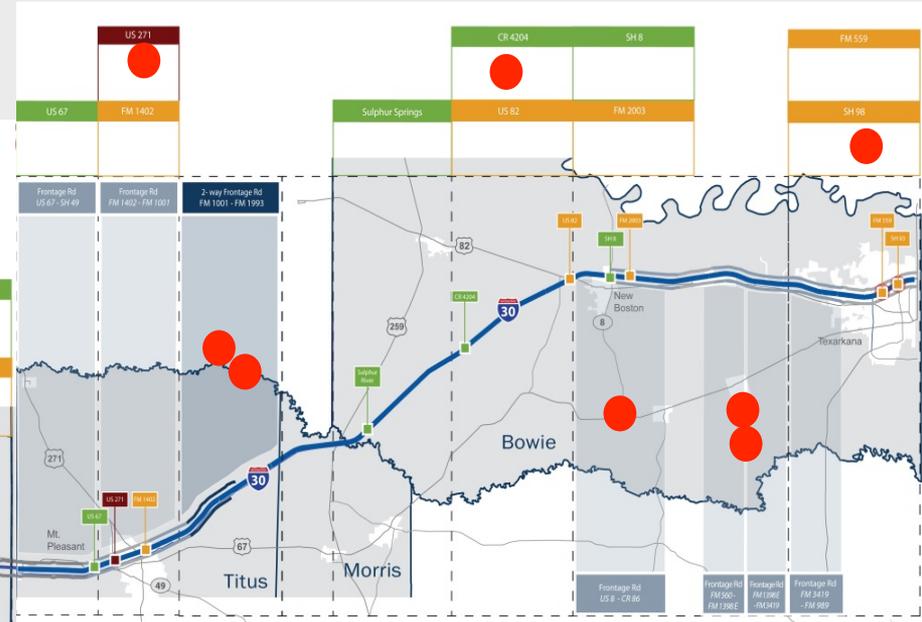
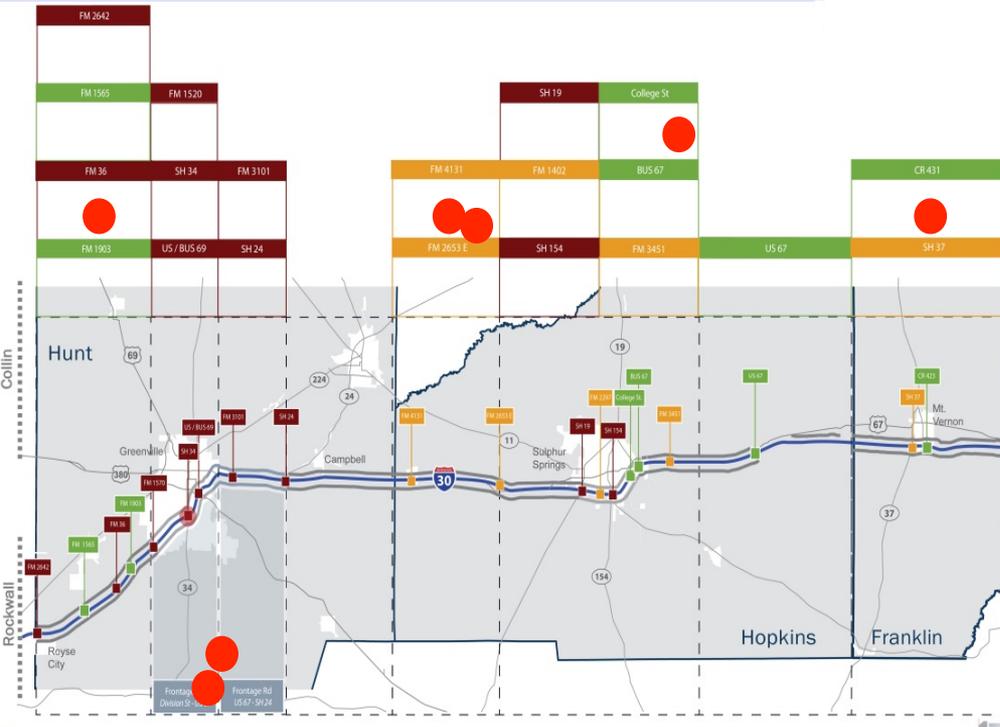
**DRAFT**  
SUBJECT TO CHANGE

## HOW TO:

With your allotted number of dots please indicate your preferred priority by placing the dots inside the box corresponding to the segment you would like to prioritize.



## Paris District



## Atlanta District

## I-30 EAST TEXAS CORRIDOR STUDY

### STUDY TIMELINE

	FALL 2015	1 - MAR 2016	2 - MAY 2016	3 - AUG 2016	4 - SEPT/OCT 2016	5 - FALL 2016
<b>TECHNICAL ANALYSIS</b>	<ul style="list-style-type: none"> <li>Data collection</li> <li>Coordination efforts</li> <li>Mapping and infographics development</li> </ul>	<b>INITIAL CORRIDOR REVIEW</b> <ul style="list-style-type: none"> <li>Discuss current characteristics and improvement plans</li> <li>Develop corridor goals and objectives</li> <li>Discuss Public Outreach</li> <li>Discuss future meetings/locations</li> <li>Preliminary traffic <i>Existing and Forecasted</i></li> <li>Crash investigations <i>Frequencies and Hotspots</i> <i>Crash Rates and Patterns</i></li> <li>Existing infrastructure</li> </ul>	<b>POTENTIAL IMPROVEMENTS</b> <ul style="list-style-type: none"> <li>Potential long range improvements <i>Upgrade/Expansion</i> <i>Structure Replacements</i></li> <li>Potential short range improvements <i>Safety</i> <i>Interchange Improvements</i></li> </ul>	<b>EVALUATION AND PRIORITIZATION</b> <ul style="list-style-type: none"> <li>Evaluate and prioritize proposed projects</li> <li>Funding Considerations</li> </ul>	<b>REVIEW DRAFT PLAN</b> <ul style="list-style-type: none"> <li>Review and refine draft corridor plan</li> </ul>	<b>I-30 FINAL CORRIDOR PLAN</b> <ul style="list-style-type: none"> <li>Final Corridor Plan presentation</li> </ul>
<b>WORKING GROUP ROLE</b>		Review Planned Improvements, Define Corridor Goals and Objectives, Identify Needs	Develop Potential Improvements	Evaluate and Prioritize Improvements	Review and Comments on Draft Plan	Final Corridor Plan Release
<b>MEETING LOCATION</b>		Mount Pleasant Civic Center	Texan Theater Greenville	Texarkana Convention Center	WebEx	WebEx
<b>MEETING TYPE</b>		In-Person	In-Person	In-Person	WebEx	WebEx
<b>KEY RESULT</b>	Briefing Data for Working Group	Working Group Membership, Corridor Goals and Objectives, Corridor Assessment	Long Range and Short Range Improvements	Prioritized List of Projects by District	Concurrence on priorities by District, Changes to Draft Plan	Final Corridor Plan and Presentation

## Questions..?

**Roger A. Beall, P.E.**

Corridor Planning Branch Manager  
Transportation Planning and Programming  
512/486-5154

[Roger.Beall@txdot.gov](mailto:Roger.Beall@txdot.gov)

**Attachment E – Prioritization of Improvements Activity**



# I-30 East Texas Corridor Expansion Prioritization



Updated: July 2016

## Improvement Type

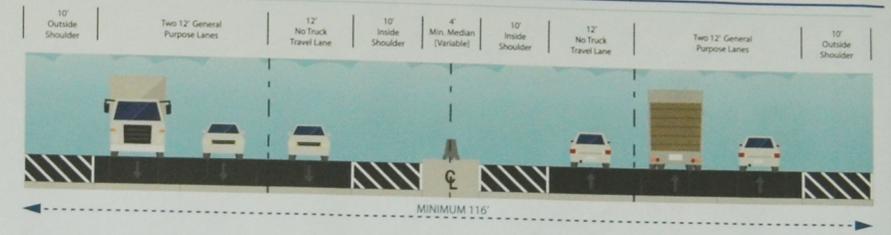
**Expansion Limits**

2-way Frontage Rd    1-way Frontage Rd

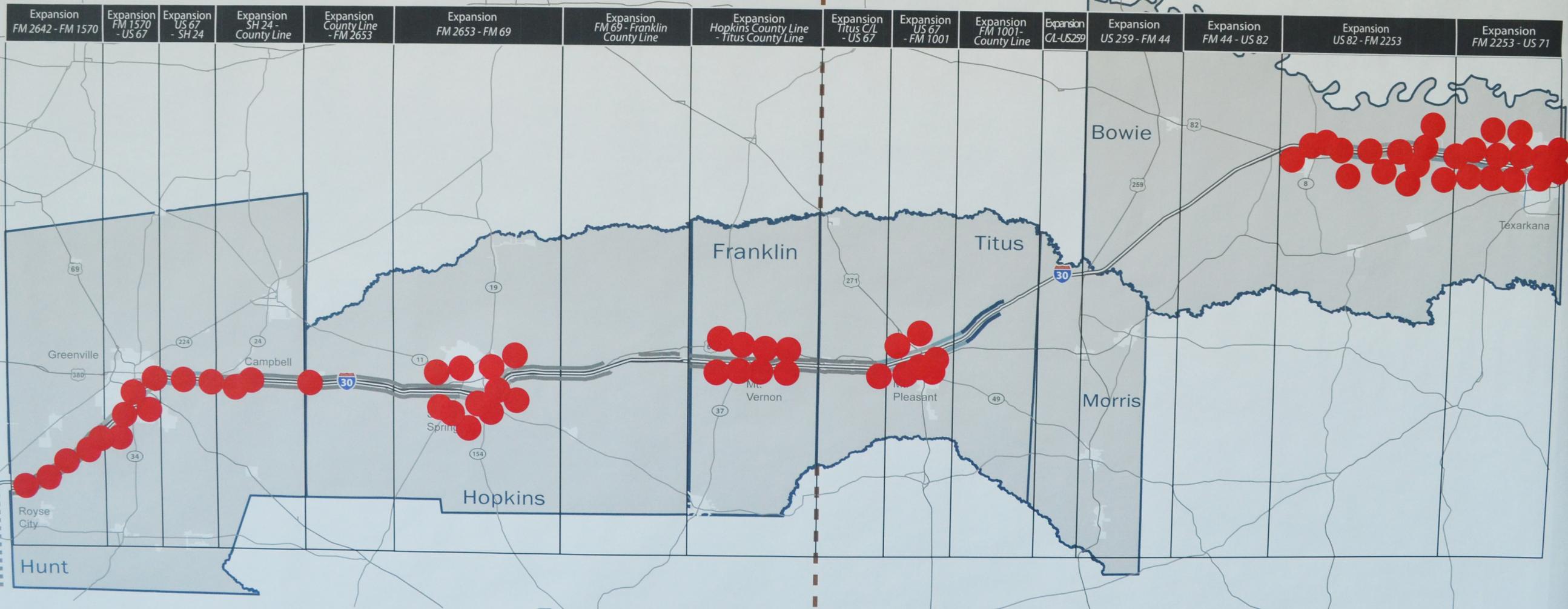
2-Way Frontage Rd Extension    1-Way Frontage Rd Conversion or Addition



Paris District ←



Proposed Cross Section



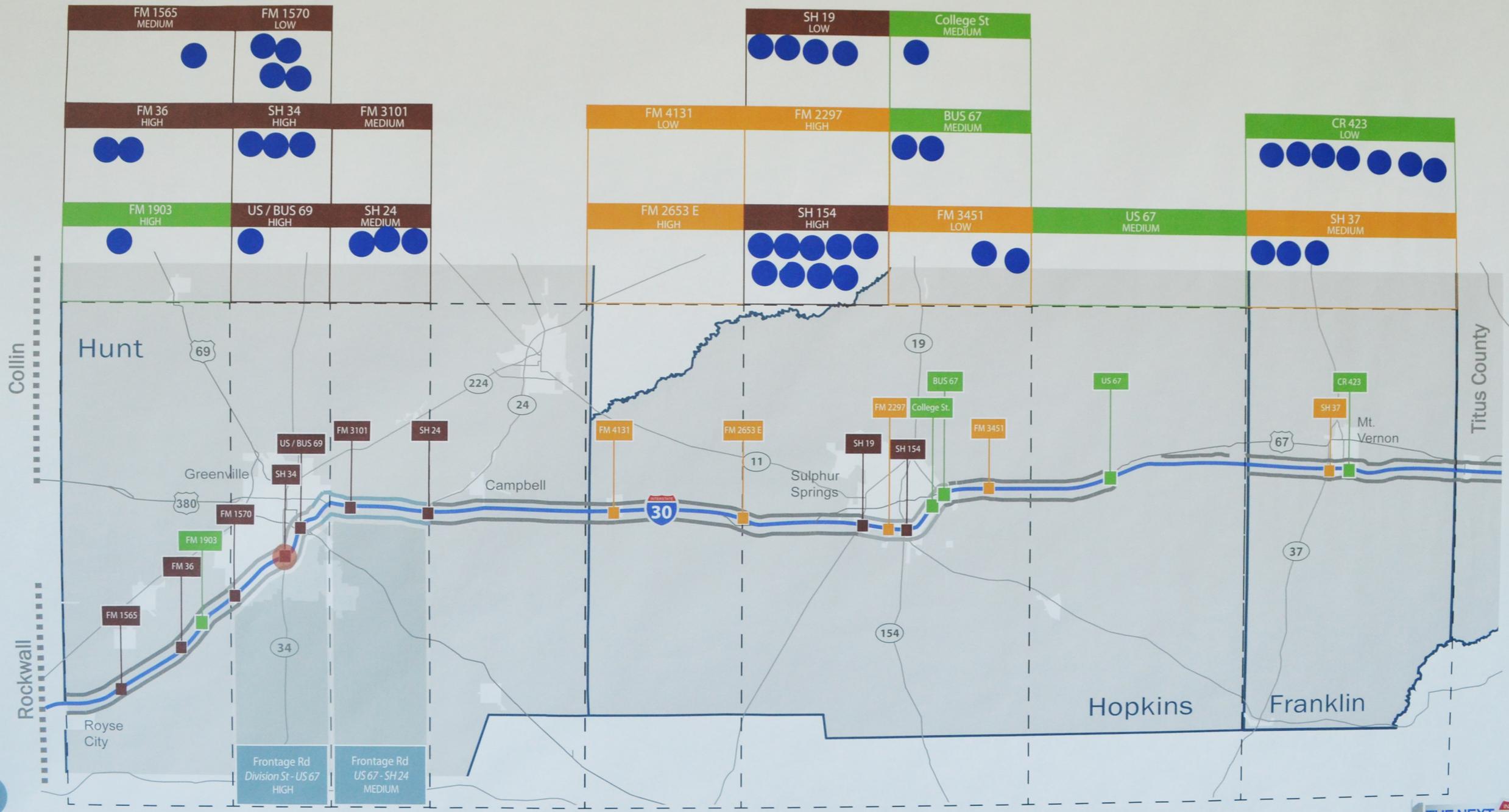
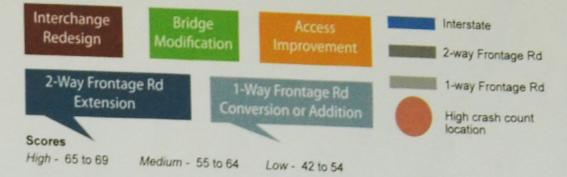
Atlanta District →

**DRAFT**  
SUBJECT TO CHANGE



Updated: July 2016

### Improvement Type



Bound 425 to Lowe's





# Improvement Prioritization - Atlanta District

**Improvement Type**

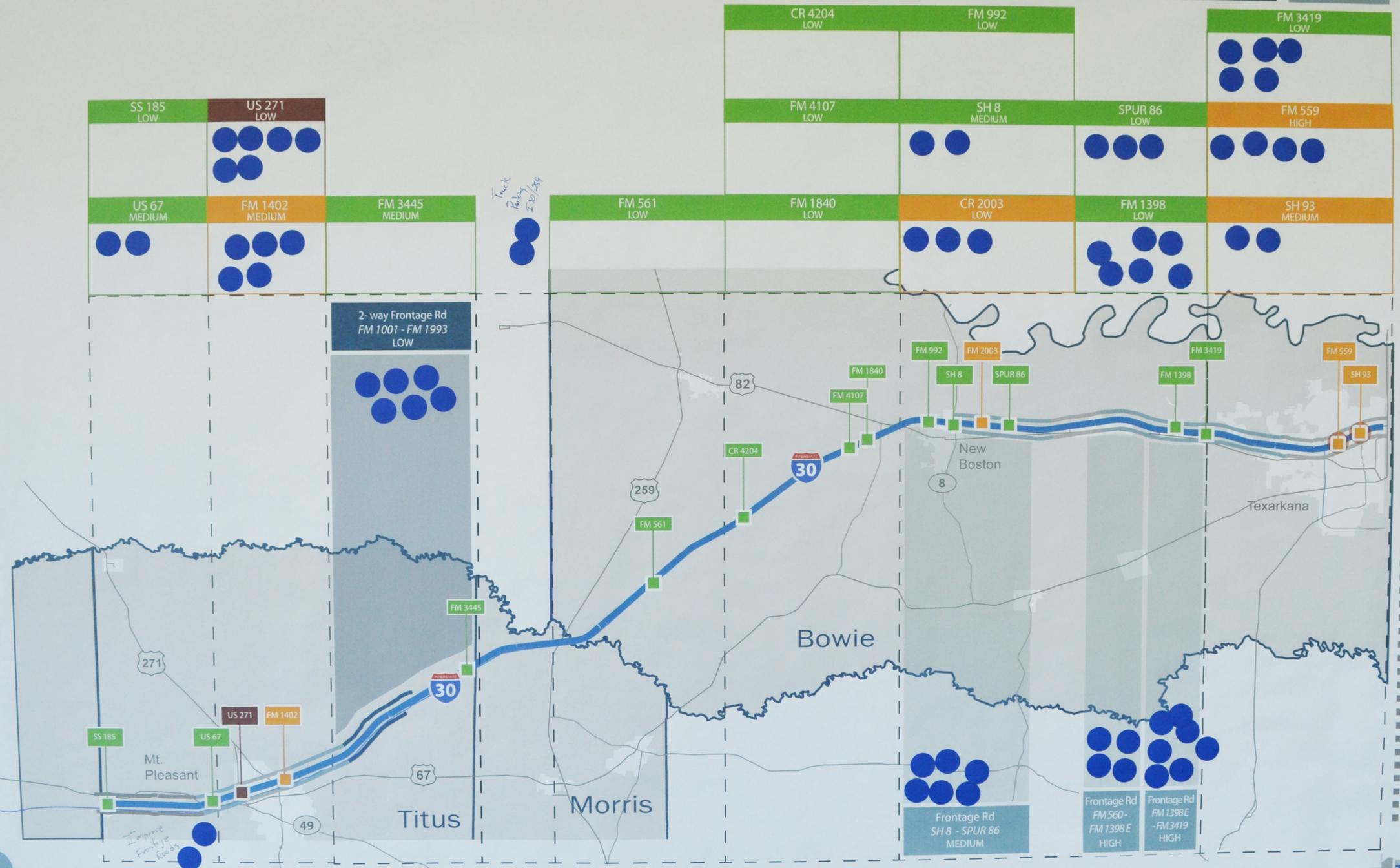
- Interchange Redesign
- Bridge Modification
- Access Improvement
- 2-Way Frontage Rd Extension
- 1-Way Frontage Rd Conversion or Addition

**Scores**

- High - 65 to 69
- Medium - 55 to 64
- Low - 42 to 54

**Legend**

- Interstate
- 2-way Frontage Rd
- 1-way Frontage Rd
- High crash count location



*Truck Parking EDO/259*

*Improve Frontage Roads  
Sig. not Assessed*



5 10 mi

