



## EXECUTIVE SUMMARY

# I-30 East Texas Corridor Study

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## Royse City to Texarkana

TxDOT, Transportation Planning and Programming Division

January 2017

# TITUS COUNTY

Titus County Courthouse



*Brian P. Lee*  
County Judge

Honorable Mr. Chairman and Commissioners:

The I-30 East Texas Corridor Working Group is pleased to present the following document which details the needs and opportunities we have discovered for this critical national corridor. Over the last year, since the Texas Transportation Commission appointed us to oversee this study, we have worked with TxDOT staff, engineers and concerned citizens to develop a master plan that will improve the region's safety and mobility. Investing in this corridor will reduce fatalities and injuries, as well as stimulate the local, regional and national economies.

Today, I-30 is a major freight route that connects trucking centers from Dallas/Fort Worth to Memphis, TN. It is the transportation backbone within our six-county region. I-30 plays a major role in the efficient movement of people and goods, but the high percentage of freight vehicles creates unique opportunities. Transportation is the economic engine in rural northeast Texas, and offers huge benefits for our economy and the quality of life of all Americans.

This study serves as a "check-up" for the 45-year old facility. The Interstate has been handling major traffic for decades and there are improvements that need to be made. Over the coming years, both freight and commuter traffic will continue to grow. In order to maintain safety and a robust quality of life, major investments are required. The recommendations in the following pages are the result of the Working Group's comprehensive process of citizen involvement. Through surveys, public forums, and frank discussions at all levels of our communities, we have created a road map on how to maintain and improve I-30 so that it can continue to provide excellent service for "The Next 30 Years".

I would like to thank all those who contributed their time and talents to this process by joining me in serving on the I-30 Working Group. We look forward to working with your staff over the coming years to turn these plans into reality.

Sincerely,

A handwritten signature in blue ink that reads "Brian P. Lee".

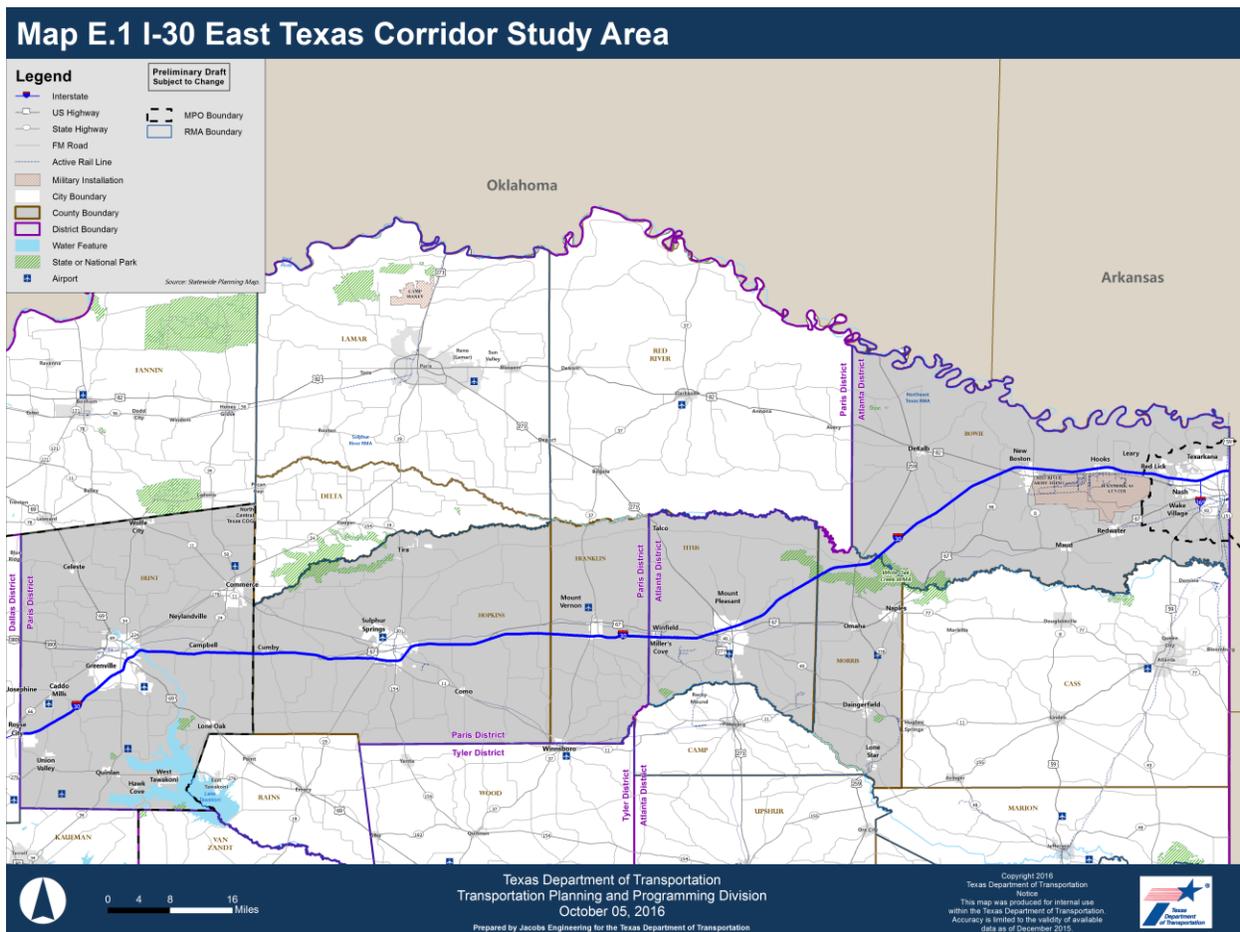
Brian P. Lee  
Titus County Judge  
Committee Chair, I-30 East Texas Working Group



## E1. Study Area

Interstate Highway 30 (I-30) is an east-west facility, spanning 367 miles through two states, and connecting Little Rock, Arkansas to Dallas-Fort Worth, Texas. Built in the 1960's, the final segment was completed in 1971 to connect a section previously served by United States Highway (US) 67, a concurrent facility to I-30, from the city of Mount Pleasant to Texarkana. The entire I-30 corridor is part of the Eisenhower Interstate System and the portion in Texas is included on the Texas Trunk System. Based on connections to major freight generators and gateways, I-30 was included in the Primary Freight Network in the 2015 Texas Freight Mobility Plan<sup>1</sup>.

The segment of I-30 studied encompasses 144 miles from Farm to Market (FM) 2642 in Hunt County to the Texas-Arkansas state line. The study area lies within the jurisdiction of six counties and two Texas Department of Transportation (TxDOT) districts. Several urbanized areas are located along the corridor. This corridor is recognized for its prominent use as a freight corridor. **Map E.1 I-30 East Texas Corridor Study Area** identifies the different districts, counties, cities, and intersecting highways in the study area.



<sup>1</sup> Texas Freight Mobility Plan. Texas Department of Transportation. 29 July 2015. <<http://ftp.dot.state.tx.us/pub/txdot-info/freight/plan/2015/mobility-plan.pdf>>.

## E2. Local Involvement

Commissioner Jeff Austin III instituted a Working Group to participate in the study and establish guiding goals. Working group members were charged with the following responsibilities: provide local insight on needs and preferences to the analytical process, communicate study directions and findings to their local constituents and disseminate findings to larger audiences through presentations to Commissioners Courts, City Councils, Chambers of Commerce and other interested groups.

### Study Working Group membership

Name	Entity
Judge Brian Lee (Chair)	Titus County
Judge Clay Jenkins	Dallas County
Judge David Sweet	Rockwall County
Judge John Horn	Hunt County
Judge Robert Newsom	Hopkins County
Judge Scott Lee	Franklin County
Judge Lynda Munkres	Morris County
Judge James Carlow	Bowie County
David Dreiling, Mayor	City of Greenville
Marc Maxwell	City of Sulphur Springs
Margaret Sears, Mayor	City of Mount Vernon
Mike Ahrens, City Manager	City of Mount Pleasant
Bob Bruggeman, Mayor	City of Texarkana
Kevin Feldt	NCTCOG (DFW MPO)
Rea Donna Jones	Texarkana MPO
Robert Murray	North East Texas Regional Mobility Authority
Chris Brown	Ark-Tex Council of Governments/North East Texas RPO
E. Delbert Horton	Sulphur River Regional Mobility Authority
Troy Sellers	Luminant (Mining Engineering Section)
Colonel Brandon Grubbs, Commander Jason Carrico, Commander	Red River Army Depot
Scott Norton, Executive Director/CEO	TexAmericas Center

The Working Group met four times since it was established in December 2015. Three meetings were held in person at different locations along the corridor and the last one was conducted through a WebEx conference.

### **E3. Goals and Objectives**

During the I-30 East Texas Corridor Study, members of the Working Group identified specific goals to guide the study.

**Goal 1:** Maintain a safe system

**Goal 2:** Improve mobility along I-30

**Goal 3:** Connect communities

**Goal 4:** Realize identified solutions

### **E4. Technical Analyses**

A variety of factors were analyzed in the development of this study such as existing and future traffic volumes, crash histories, physical characteristics, community needs, and environmental features. The TexAmericas Center, the Red River Army Depot and the White Oak Creek Wildlife Management Area (WMA), located along the corridor, were also considered.

The purpose of this report was to create a locally approved development strategy describing improvements needed in the near (2017- 2020), mid (2021-2030) and long term (2031-2040) in order to maintain and improve the current and future operation of the corridor.

### **E5. Corridor Development Strategy**

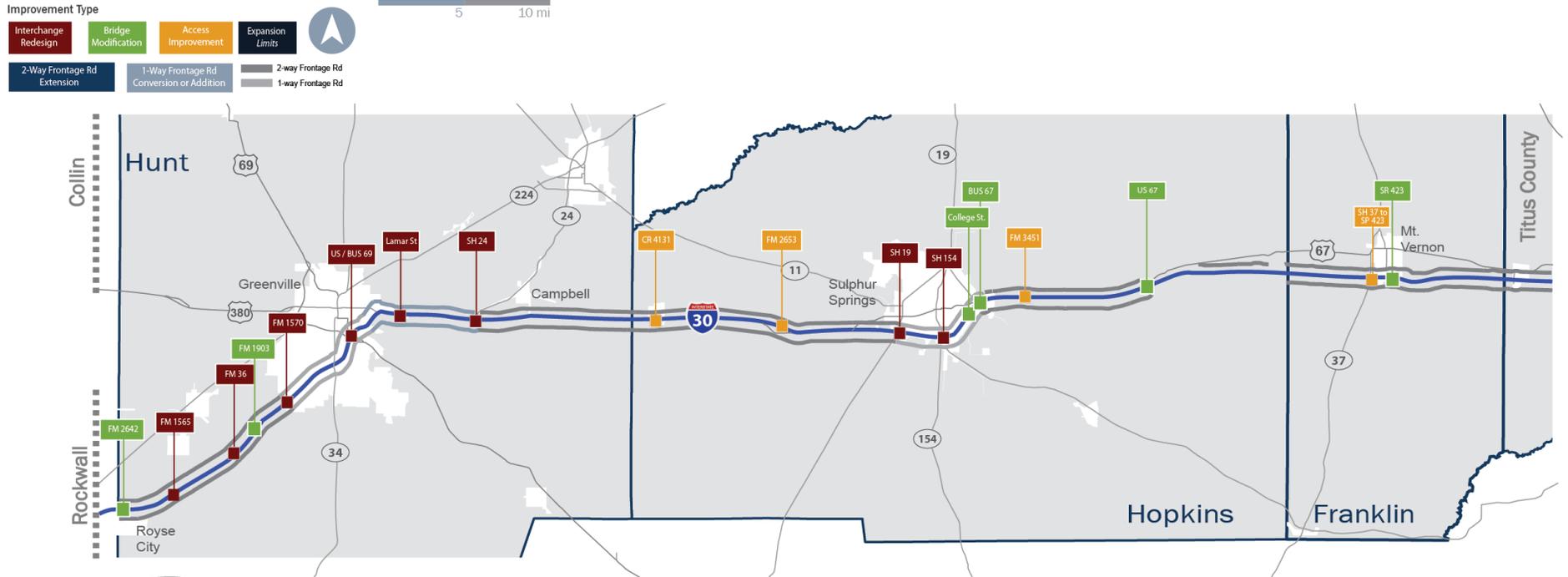
A list of proposed improvements was composed based on technical analysis and early input from the Working Group and the general public. Improvements were classified into six different categories; (1) expansion, (2) access improvement, (3) interchange redesign, (4) bridge modification, (5) frontage road addition, and (6) frontage road conversion, according to the nature of the improvement. The study identified 16 segments for expansion, six access improvement locations, nine interchanges in need of redesign and 17 bridges to be modified based on their vertical clearance or low structural rating. In addition to these, eight frontage roads segments were identified as candidates for one-way operation and two other locations for new frontage roads.

The two following **Figures E.1** and **E.2** describe the programmatic recommendations for localized improvements alongside previously described expansion recommendation arranged by timeframes. Projects classified as Near Term are recommended to be completed before 2020. They are considered either immediately implementable or are part of an approved transportation plan. Projects in the Mid Term category are considered for development in the 2021 to 2030 interval. Taking into account conceptual project scopes, environmental clearances and funding availability, Mid-term projects would not take an extended period of time to implement. Long term projects are recommended to be completed between 2031 and 2040. Projects considered for 2040 and beyond are included to be reassessed and programmed in 2040.

The development strategy included in this plan proposes a total of \$1.9 Billion dollars in improvements, including I-30 widening to a six-lane cross section and making all of the previously described localized improvements. The following costs are expressed in 2016 dollars, which could be higher due to inflation in future years.



# I-30 East Texas Corridor Study Development Strategy - Paris District



TIMEFRAME	Hunt	Hopkins	Franklin	TOTAL \$
2017 - 2020	FM 2642 \$19.6M FM 1565 \$7.9M FM 1903 \$9.0M Lamar St \$1.3M FM 36 \$23.3M FM 1570 \$2.4M Expansion FM 2642 - FM 1570 \$89.1M Frontage Rd Division St - SP 302 \$13.1M US / BUS 69 \$34.9M	CR 4131 \$1.4M FM 2653 \$1.8M SH 19 \$6.0M SH 154 \$3.2M CR 3451 \$2.7M College St \$1.4M BUS 67 \$1.2M US 67 \$7.6M	SH 37 to SP 423 \$11.0M SPUR 423 \$7.7M	\$107.5M
2021 - 2030	Expansion FM 1570 - US 69 \$75.0M Expansion US 69 - SH 24 \$95.5M			\$307.6M
2031 - 2040	SH 24 \$15.5M Frontage Rd SPUR 302 - SH 24 \$3.9M Expansion SH 24 - Hopkins C/L \$85.4M Expansion Hunt C/L - FM 2653 \$112.2M Expansion FM 2653 - FM 69 \$237.2M			\$454.2M
Beyond 2040			Expansion FM 69 - Franklin C/L \$85.0M Expansion Hopkins C/L - Titus C/L \$84.7M	\$169.7M

Date: 11. 14. 2016

Table E.1 Development Strategy Costs - Paris District

Paris District					
No	From	To	Project Description	Length (mi)	Cost
<b>Near-Term Improvements 2017-2020</b>					
<b>Hunt County</b>					
1	At FM 2642	.	Replace existing bridge facilities	3.9	\$19,600,000*
2	At FM 36	.	Interchange redesign	N/A	\$23,300,000
3	At FM 1570	.	Interchange redesign	N/A	\$2,400,000
4	At Lamar St	.	Interchange redesign	N/A	\$1,300,000
5	At FM 1565	.	Increase overhead clearance to 18'6"	N/A	\$7,900,000
6	At FM 1903	.	Increase overhead clearance to 18'6"	N/A	\$9,000,000
<b>Hopkins County</b>					
7	At SH 19	.	Interchange redesign	N/A	\$6,000,000
8	At SH 154	.	Interchange redesign	N/A	\$3,200,000
9	At College St/FM 1870	.	Increase overhead clearance to 18'6"	N/A	\$1,400,000
10	At BUS67/TX-Loop 301	.	Increase overhead clearance to 18'6"	N/A	\$1,200,000
11	At US 67	.	Increase overhead clearance to 18'6"	N/A	\$7,600,000
12	At CR 4131/Mill St	.	Improve access ramps	N/A	\$1,400,000
13	At FM 2653	.	Extend acceleration and deceleration lanes	N/A	\$1,800,000
14	At CR 3451	.	Modify into a diamond interchange	N/A	\$2,700,000
<b>Franklin County</b>					
15	At SPUR 423	.	Increase overhead clearance to 18'6" and extend acceleration lane on EB entrance ramp	N/A	\$7,700,000
16	At SH 37	SPUR 423	Widen frontage roads and improve ramps	1.0	\$11,000,000
				<b>TOTAL</b>	<b>\$107,500,000</b>

\* based on TxDOT cost estimates obtained from Project Tracker (does not indicate that projects are funded or programmed)

Paris District					
No	From	To	Project Description	Length (mi)	Cost
<b>Mid-Term Improvements 2021-2030</b>					
<b>Hunt County</b>					
17	At US 69 and BUS 69	.	Interchange redesign	N/A	\$34,900,000
18	Division St	SPUR 302/Lee St	Construct new one-way frontage roads	0.9	\$13,100,000
19	FM 2642	FM 1570	Expand roadway to six-lane divided	10.4	\$89,100,000
20	FM 1570	US 69	Expand roadway to six-lane divided	4.7	\$75,000,000
21	US 69	SH 24	Expand roadway to six-lane divided	6.9	\$95,500,000
				<b>TOTAL</b>	<b>\$307,600,000</b>
<b>Long-Term Improvements 2031-2040</b>					
<b>Hunt County</b>					
22	At SH 24	.	Interchange redesign	N/A	\$15,500,000
23	SPUR 302/Lee St	SH 24	Restripe two-way to one-way frontage roads	6.9	\$3,900,000
24	SH 24	Hopkins County Line	Expand roadway to six-lane divided	7.6	\$85,400,000
<b>Hopkins County</b>					
25	Hunt County Line	FM 2653	Expand roadway to six-lane divided	7.5	\$112,200,000
26	FM 2653	FM 69	Expand roadway to six-lane divided	14.5	\$237,200,000
				<b>TOTAL</b>	<b>\$454,200,000</b>
<b>Beyond 2040</b>					
<b>Hopkins County</b>					
27	FM 69	Franklin County Line	Expand roadway to six-lane divided	10.9	\$85,000,000
<b>Franklin County</b>					
28	Hopkins County Line	Titus County Line	Expand roadway to six-lane divided	10.8	\$84,700,000
				<b>TOTAL</b>	<b>\$169,700,000</b>
				<b>PARIS DISTRICT TOTAL</b>	<b>\$1,039,000,000</b>



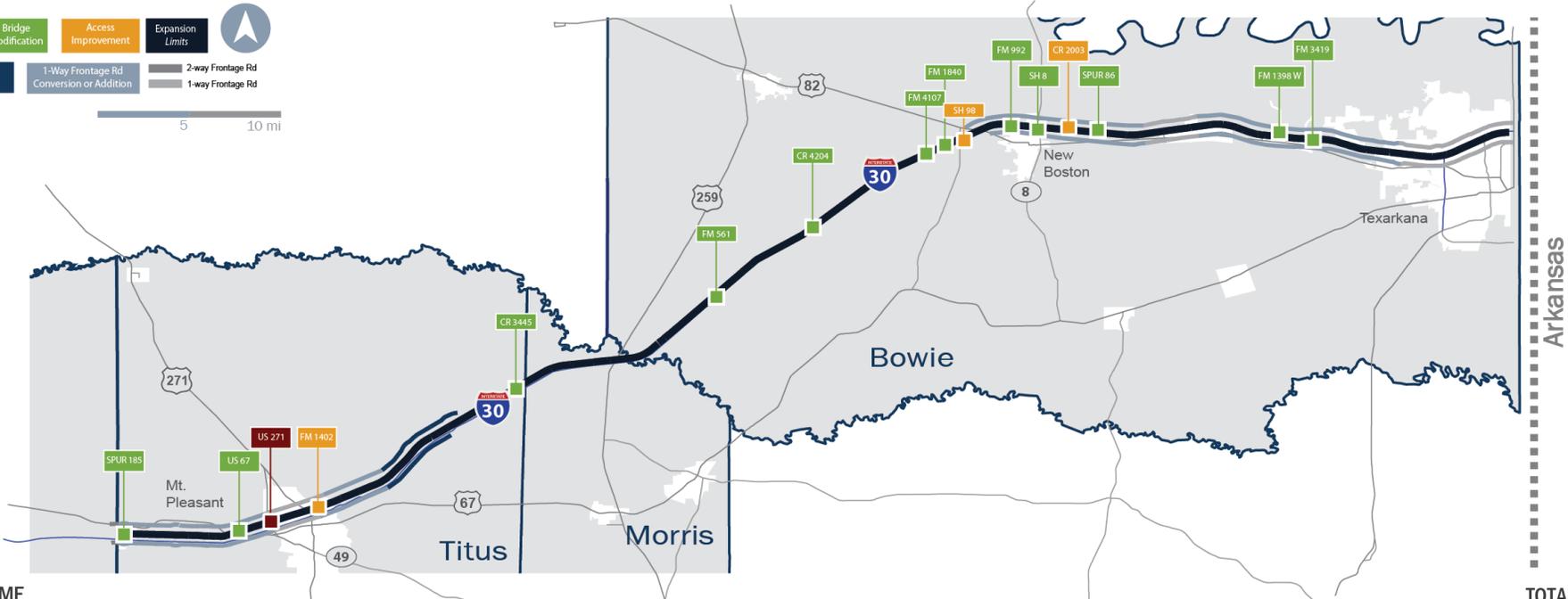
# I-30 East Texas Corridor Study Development Strategy- Atlanta District



### Improvement Type

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

5 10 mi



TIMEFRAME	Titus	Morris	Bowie	New Boston	Arkansas	TOTAL \$	
2017 - 2020	SPUR 185 \$1.0M US 67 \$16.0M US 271-TSM \$0.39M FM 1402 \$3.0M CR 3445 \$1.8M Frontage Rd SPUR 185-US 271 \$35.7M Frontage Rd FM 1402-FM 1001 \$30.4M	Frontage Rd FM 1001-FM 1993 \$25.1M	SH 98 \$0.24M	SPUR 86 \$2.0M FM 1398W \$10.8M FM 3419 \$1.5M Frontage Rd FM 560-FM 1398E \$24.3M Frontage Rd FM 1398E-FM 3419 \$16.4M Frontage Rd FM 3419-FM 989 \$19.0M	Expansion FM 2253 - US 71 \$127.6M		\$290.1M
2021 - 2030			FM 561 \$2.2M CR 4204 \$1.8M FM 1840 \$1.7M FM 992 \$1.2M FM 4107 \$1.7M SH 8 \$4.0M	Frontage Rd US 82 - SPUR 86 \$44.3M CR 2003 \$5.8M Expansion US 82 - FM 2253 \$124.4M			\$212.2M
2031 - 2040						\$ 0.0M	
Beyond 2040	Expansion Franklin C/L - US 67 \$50.7M	Expansion US 67- FM 1001 \$61.4M Expansion FM 1001-Morris C/L \$63.3M	Expansion Titus C/L - US 259 \$50.2M	Expansion US 259 - FM 44 \$92.6M Expansion FM 44 - US 82 \$90.3M			\$408.5M

Date: 11. 09. 2016

Table E.2 Development Strategy Costs - Atlanta District

Atlanta District					
No.	From	To	Project Description	Length (mi)	Cost
<b>Near-Term Improvements 2017 -2020</b>					
<b>Titus County</b>					
1	At US 271	.	Interchange redesign- Traffic System Management recommended.	N/A	\$390,000
2	At SPUR 185	.	Increase overhead clearance to 18'6"	N/A	\$1,000,000
3	At US 67	.	Increase overhead clearance to 18'6"	N/A	\$16,000,000
4	At CR 3445	.	Increase overhead clearance to 18'6"	N/A	\$1,800,000
5	At FM 1402	.	Remove EB ramp and construct Collector-Distributor	N/A	\$3,000,000
6	SPUR 185	US 271	Construct/reconstruct frontage roads	7.1	\$35,700,000*
7	FM 1402	FM 1001	Construct/reconstruct frontage roads	3.1	\$30,400,000*
<b>Bowie County</b>					
8	1.0 Mi West of SH 98	SH 98	Install cable barrier in median	1.0	\$240,000
9	At SPUR 86	.	Increase overhead clearance to 18'6"	N/A	\$2,000,000
10	At FM 1398 W	.	Increase overhead clearance to 18'6"	N/A	\$10,800,000
11	At FM 3419	.	Increase overhead clearance to 18'6"	N/A	\$1,500,000
12	FM 560	FM 1398 E	Construct new frontage roads	4.2	\$24,300,000
13	FM 1398 E	FM 3419	Construct new frontage roads	3.0	\$16,400,000
14	FM 3419	FM 989	Construct new frontage roads, ramps, and turnarounds	2.4	\$19,000,000*
15	FM 2253	US 71	Expand roadway to six-lane divided	9.5	\$127,600,000
				<b>TOTAL</b>	<b>\$290,130,000</b>

\* based on TxDOT cost estimates obtained from Project Tracker (does not indicate that projects are funded or programmed)

Atlanta District					
No.	From	To	Project Description	Length (mi)	Cost
<b>Mid-Term Improvements 2021-2030</b>					
<b>Titus County</b>					
16	FM 1001	FM 1993	Construct new two-way frontage roads	4.8	\$25,100,000
<b>Bowie County</b>					
17	At FM 561	.	Increase overhead clearance to 18'6"	N/A	\$2,200,000
18	At CR 4204	.	Increase overhead clearance to 18'6"	N/A	\$1,800,000
19	At CR 4107	.	Increase overhead clearance to 18'6"	N/A	\$1,700,000
20	At FM 1840	.	Increase overhead clearance to 18'6"	N/A	\$1,700,000
21	At FM 992	.	Increase overhead clearance to 18'6"	N/A	\$1,200,000
22	At SH 8	.	Increase overhead clearance to 18'6"	N/A	\$4,000,000
23	At CR 2003	.	Construct new EB and WB ramps	N/A	\$5,800,000
24	US 82	SPUR 86	Construct new frontage roads	4.3	\$44,300,000
25	US 82	FM 2253	Expand roadway to six-lane divided	15.0	\$124,400,000
				<b>TOTAL</b>	<b>\$212,200,000</b>
<b>Beyond 2040</b>					
<b>Titus County</b>					
26	Franklin County Line	US 67	Expand roadway to six-lane divided	6.2	\$50,700,000
27	US 67	FM 1001	Expand roadway to six-lane divided	6.1	\$61,400,000
28	FM 1001	Morris County Line	Expand roadway to six-lane divided	8.4	\$63,300,000
<b>Morris County</b>					
29	Titus County Line	US 259	Expand roadway to six-lane divided	4.6	\$50,200,000
<b>Bowie County</b>					
30	US 259	FM 44	Expand roadway to six-lane divided	10.4	\$92,600,000
31	FM 44	US 82	Expand roadway to six-lane divided	10.5	\$90,300,000
				<b>TOTAL</b>	<b>\$408,500,000</b>
				<b>ATLANTA DISTRICT TOTAL</b>	<b>\$910,830,000</b>