



VIRTUAL PUBLIC HEARING

I-30

From Linkcrest Drive to I-820

Tarrant County, Texas

CSJ: 1060-01-214

Tuesday, Sept. 22, 2020

RICARDO GONZALEZ, P.E., narrator

SLIDE 1 – Title Slide

Good evening ladies and gentlemen. I would like to welcome you to the Sept. 22, 2020 I-30 virtual public hearing, which has been pre-recorded, for the proposed improvement project to I-30 from Linkcrest Drive to I-820 in Tarrant County.

SLIDE 2 – Welcome

Thank you for joining us. My name is **Ricardo Gonzalez** and I serve as the **Director of Transportation Planning and Development for the Fort Worth District** of the Texas Department of Transportation, better known as TxDOT.

This virtual public hearing, presented by TxDOT, is being provided to share information and to encourage comments from the public regarding the proposed I-30 Improvement Project. The project webpage for this Virtual Public Hearing is www.txdot.gov. Search "I-30 Linkcrest".



SLIDE 3 – Virtual Public Hearing in Response to Public Health

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public hearing to avoid in-person contact. At this time, the virtual format will be in lieu of an in-person public hearing. The presentation will cover the same information the Fort Worth District would have shared at the in-person public hearing. However, the comment process for this virtual public hearing will be different from what we normally conduct at an in-person hearing and will be explained shortly. All project information can be found on the TxDOT website.

CONSULTANT, narrator

SLIDE 4 – Virtual Public Hearing Agenda

The I-30 Virtual Public Hearing will cover the Public Hearing Purpose, Project Design, Environmental, Right of Way, How to Provide Comments for the proposed project and an Adjournment.

SLIDE 5 – Public Hearing Purpose

The purpose of today's Public Hearing is to present a project update to the public, inform the public of the project design, provide the public with the environmental documentation, offer the public an opportunity to provide comment, develop a record of public engagement and collect formal statements.

SLIDE 6 – Project Limits

The proposed project limits to I-30 begin at Linkcrest Drive and end at I-820.



SLIDE 7 – Project Overview

The proposed project extends approximately 3.3 miles along I-30 from Linkcrest Drive to I-820 in Tarrant County, Texas. The project lies within the City of Fort Worth.

SLIDE 8 – Public Involvement

Previous public involvement includes meetings with the City of Fort Worth, NCTCOG, TxDOT, and Neighborhoods on March 23, 2016, April 26, 2016, and May 25, 2016.

A stakeholder meeting for the project was held on May 5, 2018. The Public Meeting was held on Dec. 5, 2018. The Public Hearing is being held today, September 22, 2020.

SLIDE 9 – Public Hearing Notices

Public Hearing Notices were published in the following papers: The Fort Worth Star-Telegram on September 6, 2020; The White Settlement Bomber News on September 3, 2020; and La Estrella on September 5, 2020.

The Public Hearing notice was posted on the TxDOT webpage at www.txdot.gov on September 2, 2020.

The Public Hearing notice was published on local municipal websites. Affected property owners, elected and public officials, and project stakeholders were mailed individual notices.

Public Hearing Displays were available for in person viewing at the TxDOT- Fort Worth District Office, RTC Room and were by appointment only.



SLIDE 10 – Project Purpose and Need

The proposed project is needed to improve safety and mobility, to add capacity to accommodate increased traffic demand, and improve connectivity for pedestrian and bicycle use.

SLIDE 11 – No Build Alternative

The No Build Alternate would not change the existing conditions of the roadway. I-30 currently has two general purpose lanes in each direction, discontinuous frontage roads within the project corridor, two-way frontage roads between Linkcrest Drive and Spur 580. The existing I-30 roadway also has left hand entrances, two-way frontage roads, complex intersections, and routing pattern at Spur 580 interchange. Existing I-30 currently has a short weaving segment for I-30 traffic.

SLIDE 12 – Existing Typical Section – No Build Alternative

Existing I-30 includes four 12-foot general purpose lanes and shoulders separated by a grass median, within an existing right of way (ROW) width of 350 feet and greater.

SLIDE 13 – Existing Condition – No Build Alternative

Existing I-30 conditions include left hand entrances, two-way frontage roads, complex intersections, and routing pattern at Spur 580 interchange.

SLIDE 14 – Recommended Alternative

The Recommended Alternative proposes widening the existing travel lanes to provide three travel lanes in each direction (plus auxiliary lanes) and provide continuous one-way frontage roads with pedestrian and bicycle shared-use paths for approximately 3.3 miles.



The I-30 interchanges at RM 2871 and Spur 580 would be reconstructed. Reconstruction of ramps will include improvements meeting current safety and design standards.

SLIDE 15 – Recommended Alternative

U-turns would be provided at Linkcrest Drive and Chapel Creek Boulevard. Alameda Street, the I-820 frontage roads between Westpoint Boulevard and North Normandale Street, and the direct connector from southbound I-820 to westbound I-30 would be reconstructed. The project would provide 18 feet and 6 inches of vertical clearance for Freight Mobility Corridors. New denial of access would be required along the frontage roads from adjacent properties at new ramp junctions. Approximately 3.5 acres of additional right-of-way is required.

SLIDE 16 – Proposed Typical Section – Recommended Alternative

The Recommended Alternative for I-30 would include six 12-foot general purpose lanes and auxiliary lanes separated by median barrier. Several ramps would be reconstructed. Frontage roads would be improved. Shared-use paths would be added and placed within a right-of-way width of 350 feet and greater.

SLIDE 17 – Proposed Improvements – Recommended Alternative

Shown here, shaded green, is the proposed improvement that adds a U-Turn lane from the westbound to eastbound frontage roads at Linkcrest Drive. The shared-use path for bicycle and pedestrian accommodations, shaded red, is located along the frontage roads and between the frontage roads along Linkcrest Drive. The existing I-30 mainlane bridges over Linkcrest will remain and are shaded purple. The mainlanes and frontage roads shaded blue will have an asphalt overlay improvement.

SLIDE 18 – Proposed Improvements – Recommended Alternative

Ramp modifications include the removal of I-30 westbound to Linkcrest Drive exit ramp, shaded gray. The ramp modifications would add Spur 580 to I-30 westbound entrance ramp, shaded orange, with westbound frontage road Denial of Access, and reconstruct the Linkcrest Drive to I-30 eastbound entrance ramp with adding an I-30 eastbound auxiliary lane, shaded orange. The mainlanes and frontage roads shaded blue will have an asphalt overlay improvement. Shown here shaded yellow is the improvement of the I-30 mainlanes new alignment and reconstruction. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 19 – Proposed Improvements – Recommended Alternative

Ramp and I-30 modifications include the removal of Spur 580 to I-30 westbound entrance ramp, I-30 eastbound to Spur 580 exit ramp, and I-30 mainlanes shaded gray. The proposed modifications include the relocation of I-30 eastbound to Spur 580 exit ramp shaded orange. This would reroute the Horseshoe Trail W connection to the eastbound frontage road, shaded green and purple. Shaded yellow is the proposed design improvement of the I-30 mainlanes new alignment and reconstruction. Additional improvements include new reconstructed frontage roads shaded green. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 20 – Proposed Improvements – Recommended Alternative

Shaded green is the proposed improvement to reconstruct the Spur 580 Interchange with new Spur 580 access roads to the reconstructed frontage roads. Portions of the Spur 580 southbound access road connection to Spur 580 will remain, shaded purple. The Spur



580 to Spur 580 northbound access road connection, shaded blue, would have an asphalt overlay improvement. The improvements include I-30 mainlanes new alignment reconstruction shaded yellow, and the new reconstructed mainlane and frontage road bridges, shaded dark blue. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads and between the frontage roads along Spur 580 southbound access road.

SLIDE 21 – Proposed Improvements – Recommended Alternative

Ramp modifications include the relocation of I-30 Chapel Creek Blvd to I-30 westbound entrance ramp and the relocation of I-30 eastbound to Chapel Creek Blvd exit ramp. Both ramp modifications are shaded orange. Construction of new one-way frontage roads between Spur 580 and Chapel Creek Blvd is proposed and shaded green. Shaded yellow is the proposed improvement of the I-30 mainlanes new alignment reconstruction. The I-30 mainlanes shaded blue will have an asphalt overlay improvement, and the I-30 widening is shaded yellow. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 22 – Proposed Improvements – Recommended Alternative

Ramp modifications include the relocation of the I-30 westbound to Spur 580 and Linkcrest Drive exit ramp, and the relocation of Spur 580 to I-30 eastbound entrance ramp. Both ramp modifications are shaded orange. New construction of one-way frontage roads between Spur 580 and Chapel Creek Blvd is proposed and shaded green. The I-30 mainlanes shaded blue will have an asphalt overlay improvement, and the I-30



widening is shaded yellow. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 23 – Proposed Improvements – Recommended Alternative

The recently constructed Chapel Creek Interchange shaded purple would remain.

Shaded green is the proposed improvement to construct new one-way frontage roads and add a U-Turn lane from the eastbound to westbound frontage roads at the Chapel Creek Boulevard Interchange. The proposed U-turn bridge over I-30 mainlanes is shaded dark blue. Shaded yellow is the proposed improvement of the I-30 mainlanes new reconstruction. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads and between the frontage roads along the Chapel Creek new U-turn bridge.

SLIDE 24 – Proposed Improvements – Recommended Alternative

Ramp modifications include removal, shaded gray, and reconstruction of I-30 westbound to Chapel Creek Blvd exit ramp, and Chapel Creek Blvd to I-30 eastbound entrance ramp with eastbound frontage road Denial of Access. Both ramp modifications are shaded orange. Reconstruction and new alignment of frontage roads are shaded green. The I-30 mainlanes shaded blue will have an asphalt overlay improvement, and the I-30 widening is shaded yellow. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 25 – Proposed Improvements – Recommended Alternative

Shown here is the proposed improvement to reconstruct RM 2871 Interchange with RM 2871, U-turns and frontage roads shaded in green. The proposed RM 2871 and U-turn



bridges over I-30 mainlanes are shaded dark blue. The I-30 mainlanes shaded blue will have an asphalt overlay improvement, and the I-30 widening is shaded yellow. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads and between the frontage roads along the RM 2871 new bridge.

SLIDE 26 – Proposed Improvements – Recommended Alternative

Ramp modifications include the removal of the Alameda Street to I-30 westbound entrance ramp shaded gray, and the reconstruction of I-30 eastbound to Alameda Street exit ramp, with eastbound frontage road Denial of Access, shaded orange. Improvements include reconstruction of the I-820 to I-30 westbound and the I-30 westbound to I-820 direct connectors shaded in light blue. The I-30 mainlanes and frontage roads, shaded blue, will have an asphalt overlay improvement. The I-30 widening is shaded yellow. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 27 – Proposed Improvements – Recommended Alternative

Ramp modifications include reconstruction of I-30 eastbound to Alameda Street exit ramp shaded orange, with eastbound frontage road Denial of Access. A future I-30 westbound to RM 2871 exit ramp is shaded pink. The reconstruction of the I-820 to I-30 westbound direct connector bridge over the future exit ramp is shaded dark blue. Improvements include reconstruction of the I-820 to I-30 westbound and the I-30 westbound to I-820 direct connectors shaded in light blue. The I-30 mainlanes and eastbound frontage roads, shaded blue, will have an asphalt overlay improvement. The I-30 widening is shaded yellow. The westbound frontage road, shaded green, will be reconstructed. The shared-



use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 28 – Proposed Improvements – Recommended Alternative

Shaded green is the proposed improvement to reconstruct Alameda Street and the frontage roads. The proposed Alameda Street bridge over I-30 mainlanes and the reconstruction of the I-820 to I-30 westbound direct connector bridge over Alameda Street is shaded dark blue. Improvements include reconstruction of the I-820 to I-30 westbound direct connectors shaded in light blue. The shared-use path for bicycle and pedestrian accommodations is shaded red along the frontage roads.

SLIDE 29 – Public Hearing Displays

Full versions of the following Public Hearing Displays are available for download at www.txdot.gov. Search “I-30 Linkcrest”

SLIDE 30 – Traffic Simulations

Listed here on this slide are the traffic simulation videos available for download at www.txdot.gov. Search “I-30 Linkcrest”.

SLIDE 31 – Environmental Process

Prior to December 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from the FHWA for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding



was renewed on December 9, 2019. This review and approval process apply to this proposed project.

SLIDE 32 – Environmental Process

A Categorical Exclusion (CE) has been prepared for this project in accordance with NEPA. The environmental documentation has been provided to the public and includes an evaluation of the following: Right of Way/Easements, Bicycle/Pedestrian Accommodations, Community Impacts, Vegetation, Wildlife, Water Resources, Cultural Resources, Hazardous Materials, Traffic Noise and Air Quality.

SLIDE 33 – Environmental Process

Approximately 3.5 acres of additional right of way is required. Approximately 0.41 acres of temporary construction easements and 4.01 acres of permanent drainage easements would be required.

SLIDE 34 – Environmental Process

Bicycle and Pedestrian accommodations were considered during the environmental process, and a 10-foot shared-use path will be continuous along the frontage roads for 3.3 miles separated from the travel lanes by a 5-foot buffer.

SLIDE 35 – Environmental Process - Vegetation

The project would impact 1.3 acres of riparian, 0.87 acres of floodplains, 2.90 acres of Edwards plateau savannah, woodland, and shrubland, and 1.77 acres of tallgrass prairies, grassland habitats.



SLIDE 36 – Environmental Process - Wildlife

The project may impact Species of Greatest Conservation Need and include the Woodhouse's toad, Western burrowing owl, Mink, Plains spotted skunk, Slender glass lizard, Smooth softshell, and the Timber (canebreak) rattlesnake.

The project may also impact State Threatened species and include the Louisiana pigtoe, Sandbank pocketbook, Texas heelsplitter, and Alligator snapping turtle.

SLIDE 37 – Environmental Process – Water Resources

Water Resources throughout the project area where considered. This table summarizes potential impacts to waterbodies and wetland features throughout the project area. A total of 1.64 acres and 3746.5 linear feet of waterbody and wetland features are anticipated to be impacted.

Impacts to water resources are anticipated to be permitted by the U.S. Army Corps of Engineers Nationwide Permit 14 - Linear Transportation Projects with a Pre-Construction Notification. Mitigation for the anticipated impacts may be necessary and would be determined during the permitting process. Final impacts to waterbodies and wetland features will be determined during the plans, specifications, and estimates (PS&E) process.



SLIDE 38 – Environmental Process – Traffic Noise

Traffic Noise was considered for the proposed project. Seven projected noise impacts were found within the project corridor. A noise wall is recommended at All St. Episcopal School. A noise workshop is to be conducted at a later date.

SLIDE 39 – Environmental Process – Air Quality

A qualitative mobile source air toxins (MSAT) assessment was conducted. It was determined that temporary increases in emissions may occur from construction activities. Dust control measures will be utilized throughout construction in order to minimize emissions.

A NCTCOG Congestion Management Process form was completed for the proposed project. This form provides information on alternative strategies to help alleviate congestion and enhance mobility throughout the area. The Recommended Alternative proposes the addition of shared-use paths throughout the project.

SLIDE 40 – Environmental Process

Negative impacts to Environmental Justice (EJ) or Limited English Proficiency (LEP) communities would be impacted. Negative impacts to community facilities is not anticipated. No hazardous materials or cultural resources were identified with the project area.



SLIDE 41 – Environmental Process

The following agencies were coordinated with and consulted during the environmental review process: Texas Historical Society (THC), Texas Parks and Wildlife Department (TPWD), United States Army Corps of Engineers (USACE), North Central Texas Council of Governments (NCTCOG), Federal Highways Administration (FHWA) and Tribal Nations.

SLIDE 42 – Environmental Process

The following Environmental Technical Reports can be viewed and downloaded at www.txdot.gov. Search “I-30 Linkcrest”. The list of Technical Reports include a wetland delineation report, water surface analysis form, Species Analysis Form, Tier 1 Site Assessment, Historical Project Coordination request, archeological background study, community impact assessment, hazardous materials site assessment, traffic noise technical report, and an air quality technical report.

SLIDE 43 – Categorical Exclusion Summary

Based on studies thus far, the environmental investigations indicate that the proposed project would have no significant impact on the quality of the human environment. Revisions may be made to the environmental documents to update them or to address the needs of the state and federal agencies. Revisions may also be made as a result of public comments received during the comment period. After all necessary revisions are provided, a Categorical Exclusion determination is anticipated for this project



SLIDE 44 – Right of Way

The Uniform Relocation Assistance and Real Property Acquisition Act of 1970, a law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly, establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.

It is the policy of the TxDOT 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.

SLIDE 45 – Right of Way

Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers hired to prepare detailed appraisals and establish value.

A written offer to the property owners is made based on the value determined in the appraisals. Property owners given a minimum of 30 days to consider the offer.

Right-of-Way Brochures are available on the TxDOT Website:

<http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>



SLIDE 46 – Project Timeline and Funding

Following this Virtual Public Hearing, the proposed project anticipates an Environmental Approval by Fall 2020, Utility Adjustments by Summer 2022, Construction to Begin by Summer 2023 and Construction to end by Summer 2025.

The approximate Construction Cost for the Recommended Alternative is \$107.6 Million. The approximate total project cost is \$125 Million. The project is currently funded for \$90 million.

SLIDE 47 – Share Your Input

TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand this virtual public hearing format is a bit different, so let's take a few minutes and explain the comment process – which is the most important part of this video.

Given our current COVID-19 situation, the Fort Worth District is asking the public to provide their comments in the following ways:

1. You may email your comments to: Natnael.Asfaw@txdot.gov
2. You may call (833) 933-0431 to leave up to a 3-minute comment.
3. You can fill out a comment card or mail your comments to the Texas Department of Transportation

ATTN: Carl L. Johnson, P.E.
2501 Southwest Loop 820
Fort Worth, TX 76133



4. Additionally, you may submit your comments online by visiting the website www.TxDOT.gov, Search "I-30 Linkcrest", and then click on the "Submit Your Comment" button.

The public comment period closes on Tuesday, Oct. 6, 2020 which is 15 days from this virtual public hearing. Comments can be made throughout the comment period. Please ensure your comment are received or postmarked by this date to be included in the official hearing documentation.

The public may call project staff at (817) 370-6603 during regular office hours or email project staff at any time in the project development process.

SLIDE 48– Adjournment

Thank you for attending the I-30 Virtual Public Hearing. Please don't forget to submit your comments by **Tuesday, October 7, 2020**.