

INTERSTATE HIGHWAY 30

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

Transportation improvements are needed on Interstate Highway 30 (I-30) to address current and projected traffic demands. The proposed project includes improvements to I-30 from Cooper Street to State Highway (SH) 161, a distance of approximately 5 miles in Tarrant and Dallas counties. The proposed project's limits would also extend along SH 360 from Avenue K/Brown Boulevard to Road to Six Flags Drive to allow for the construction of a fully directional, multi-level I-30/SH 360 Interchange providing direct connecting ramps for all freeway-to-freeway traffic movements.

The proposed improvements to I-30 would provide up to ten general purpose lanes and a two-lane reversible managed toll/ High Occupancy Vehicle (HOV) facility from Cooper Street to SH 161. These I-30 managed toll/HOV lanes would tie directly to the existing Dallas County I-30 reversible managed toll/HOV lane system. The managed toll/HOV lanes will allow single occupant vehicles (SOV) access by paying a toll, or allow HOVs access at a discounted toll during peak periods, following regional policy. A transition area would be required at the western project limit to tie to the existing I-30 configuration of three lanes each direction. The limits and general configuration of the existing I-30 frontage roads from Cooper Street to Ballpark Way would not be altered. One-way collector-distributor roadways between Ballpark Way and Six Flags Drive would be constructed to facilitate access between I-30 and the city street network.



Computer-rendered aerial view of the proposed I-30/SH 360 Interchange. View is to the south.

PROJECT HISTORY TIMELINE

- The proposed project includes recommendations from previous design studies to improve transportation on I-30 and SH 360.
- 2007: TxDOT completed the schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH 360 Interchange).
- 2007: TxDOT completed the schematic and received environmental clearance for improvements to I-30 (including a one-lane reversible managed toll/HOV facility) from Oakland Boulevard to SH 161 (excluding the I-30/SH 360 Interchange).
- 2010: From Cooper Street to Ballpark Way (2.8 miles) in Arlington, reconstruction of the I-30 main lanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street, and Baird Farm Road/AT&T Way.
- 2010: From Center Street to the Dallas County line, construction of two managed toll/HOV lanes on I-30 (one lane in each direction).
- 2014: Construction of toll gantries for the I-30 managed toll/HOV lanes and improvements to managed toll/HOV lane ingress and egress.
- 2014: TxDOT begins the current study to update the proposed I-30 improvements and I-30/SH 360 Interchange to facilitate a two-lane reversible managed toll/HOV facility.

PROGRESS

- TxDOT has developed 60 percent design plans for the I-30 and SH 360 interchange.
- Public meeting on December 2, 2014 to present design goals and gather information/opinions from local officials and citizens.
- For information, go to <http://www.txdot.gov/inside-txdot/projects/studies/fort-worth/i-30/study.html>

PROJECT FACTS

LENGTH

- I-30 from Cooper Street to SH 161, approximately 5.2 miles.
- SH 360 from Brown Boulevard/Avenue K to Road to Six Flags, approximately 2.6 miles.

COST

- Project designers have developed an initial construction cost estimate of \$295 million.

FUNDING

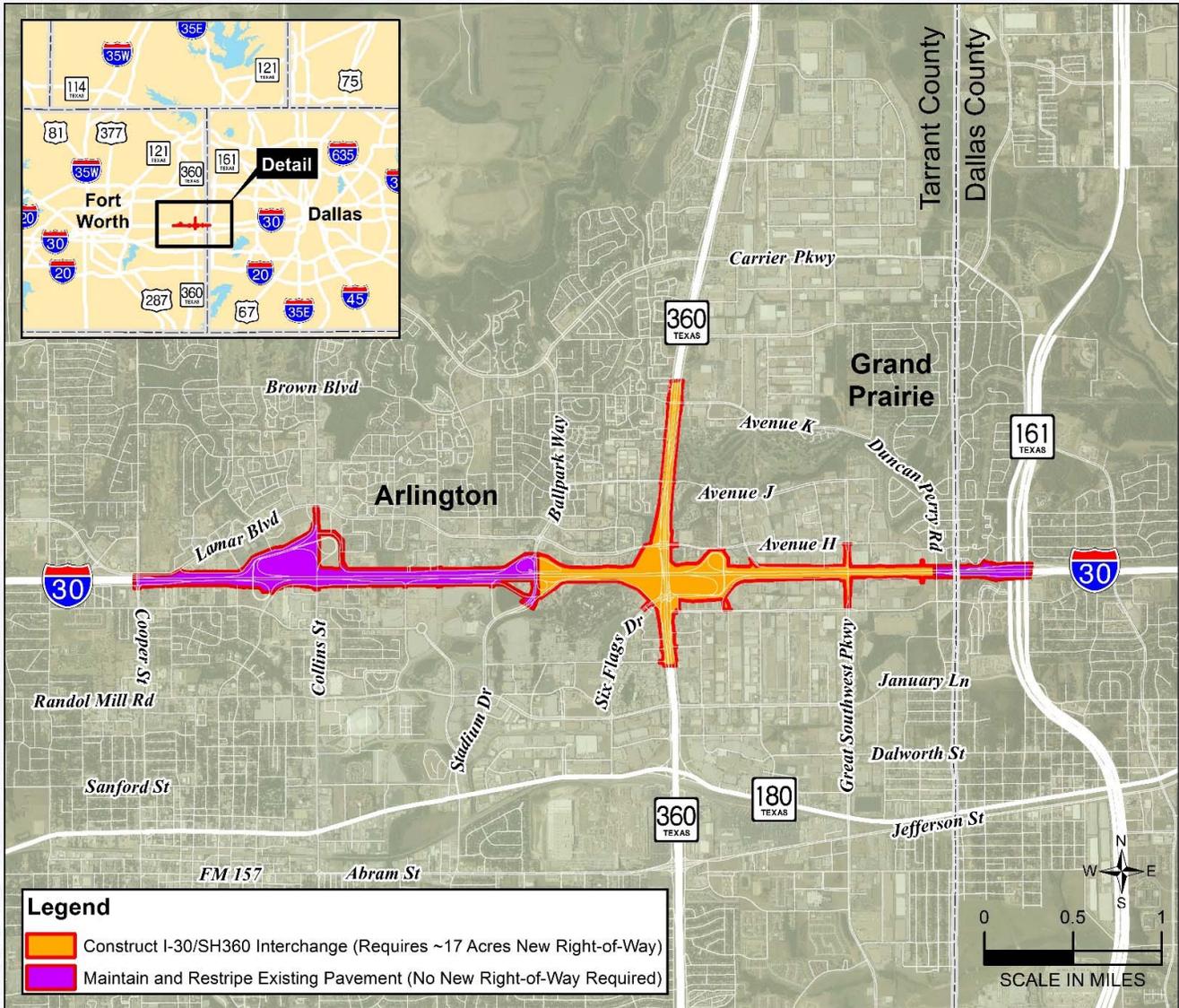
- Construction funding is not currently available. Selection of proposed projects for funding will include local input.

RIGHT-OF-WAY

- Based on the project's alternatives, approximately 17 acres of new right-of-way would be required.
- Seven existing commercial buildings would be displaced.

CONSTRUCTION DATES

- Construction of the project would not begin until the project's environmental assessment has received environmental clearance and funding is secured. The earliest start of construction for the overall I-30 and SH 360 interchange would be Summer 2015 if funding becomes available. An initial phase of reconstructing the Six Flags Drive bridge over I-30 is being developed that may start earlier than the overall interchange construction. The region's Metropolitan Transportation Plan currently shows the improvements becoming operational between the years 2019 and 2028.



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes (plus aux. lanes)	5 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction - from Cooper St. to Ballpark Way - from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	2 reversible lanes
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes
Managed Toll/HOV Lanes in Each Direction	None	None

PROJECT CONTACTS



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