



I-30 East Texas Corridor Study Potential Improvements Working Group Meeting

Date: May 31, 2016

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

Time: 8 a.m. to 1 p.m.

Notes: Eduardo Gamez (K Strategies)
Carine Choubassi (Jacobs)

Location: Texan Theater, Greenville, Texas

Purpose: The purpose of this meeting was to: 1) discuss potential long- and short-range improvements along the corridor through group exercises; 2) present safety and freight findings for the I-30 Corridor Study from FM 2642 to the Texas-Arkansas State Line; 3) provide public outreach updates including highlights from survey findings; 4) discuss public outreach results, tools and ideas; 5) plan future Working Group meetings.

Attendees: **Working Group Members Present:**

Judge Brian Lee – Group Chair (Titus County)
Judge John Horn (Hunt County)
Judge Lynda Munkres (Morris County)
Judge Robert Newsom (Hopkins County)
Judge David Sweet (Rockwall County)
Mayor David Dreiling (Greenville)
Mayor Margaret Sears (Mount Vernon)
John Whitson (Texarkana)
Marc Maxwell (Sulphur Springs)
Mike Ahrens (Mount Pleasant)
Chris Brown (Ark-Tex COG/ NE Texas RPO)
Troy Sellers (Luminant)
Marshal L. McKellar (Red River Army Depot)
Kevin Feldt (NCTCOG)
Scott Norton (TexAmericas Center)

Working Group Members Not Present:

Judge Scott Lee (Franklin County)
Judge James Carlow (Bowie County)
Judge Clay Jenkins (Dallas County)
Rea Donna Jones (Texarkana MPO)
Robert Murray (NE Texas RMA)
E. Delbert Horton (Sulphur River RMA)

TxDOT Austin (Transportation Planning & Programming Division):

Roger Beall
Steve Linhart
Susan Howard

TxDOT District Staff:

Paul Montgomery (Paris District)
Rick Mackey (Paris District)
Deanne Simmons (Atlanta District)
Dennis Beckham (Atlanta District)
Roger Ledbetter (Atlanta District)
Kenneth Icenhower (Atlanta District)
John Nguyen (Dallas District)

Project Staff:

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

- Agenda:**
1. Open House, registration and Continental Breakfast
 2. Introduction
 3. Public Comments Highlights
 4. Crash and Freight Findings
 5. System Architecture
 6. Long-range Improvements Roundtable
 7. Short-range Improvements Roundtable
 8. Public Outreach Tools
 9. Study Schedule
 10. Adjourn
 11. Lunch

- Attachments:**
- Attachment A – Action Items
 - Attachment B – Meeting Summary
 - Attachment C - Sign-in Sheets
 - Attachment D - Presentation
 - Attachment E - Long-range and Short-range Improvements Roundtable Maps and Comments

Attachment A – Action Items

Key Deliverables

| DATE ID'd | ACTION ITEMS | PERSON(S) RESPONSIBLE | DUE DATE | COMMENTS |
|--|---|-----------------------|----------|--|
| Task 1. Project Management and Administration (Function Code 145) | | | | |
| 5/31/16 | 1.Schedule next in-person meeting (potential date: Aug. 4, Texarkana) | Roger Beall | | This is a tentative date, and a survey will be sent to see who would be able to attend. Marshal L. McKellar (Red River Army Depot) is confirming if the meeting can be held at the Depot. |
| 5/31/16 | 1.B Develop a Trucking/Freight flyer | K Strategies | | Develop a freight industry specific flyer to target the trucking industry |

Attachment B – Meeting Summary

1. Open House and Continental Breakfast

Corridor maps and statistics were on display for Working Group members to browse during the open house prior to the beginning of the meeting.

2. Introduction

Roger Beall welcomed attendees to the second Working Group meeting for the corridor study. A safety briefing highlighting precautions while driving in flood conditions as well as emergency evacuation routes or shelter locations was presented.

Judge Brian Lee (Titus County), group chair, welcomed the audience to Greenville. Judge Lee then introduced Judge John Horn (Hunt County), host of the meeting, to supply some opening remarks to the Working Group members and audience. Judge Horn thanked all in attendance and those involved in the planning and coordination of the meeting. Greg Sims, President/CEO of Greenville Economic Development, provided directional instruction on how to access restrooms from inside the theater. Sims continued to discuss the history of the Texan Theater, its historical value and recent redevelopment.

Mr. Beall commended the Working Group for their work as a conduit to the public and asked them to continue to share the information as well as to keep encouraging the participation of the public.

3. Public Comments Highlights

Michael Sexton (Jacobs) presented an infographic that highlights the results of the nine-question public survey up to May 26th. Sexton informed attendees that over 900 surveys have been submitted so far, and additional responses are expected since the survey remains available and accessible.

Findings showed the following:

- Half of the submissions state that they use I-30 for personal reasons (entertainment/vacation);
- One-third for commuting to work/school; and
- One-tenth for work away from regular work place.

Sexton noted although there was a low response rate from truckers, truck traffic was an important topic mentioned in the survey and the low response rate might be due to the small number of responses obtained from truckers. The top priorities among those surveyed were to improve safety, improve mobility, connect local communities and create truck stops along the corridor. To provide a visual summary of overall findings of the public comments, a word cloud displaying themes of the most used words in the comment response portion was displayed to the Working Group.

4. Crash and Freight Findings

Sexton started by reviewing crash hotspot locations and findings along the corridor. The first map displayed areas with high crash rates, particularly sections of I-30 near the Dallas-Fort Worth area, Texarkana, and other urban areas along the corridor. These areas, enclosed in a purple box, accounted for about 60% of the total number of crashes in the corridor.

Sexton explained that freight activity is expected to almost double within 25 years. A map showing available truck parking areas and rest areas along the corridor was displayed.

5. System Architecture

Sexton moved on to discuss the Working Group's concern for the corridor's connectivity. A map was presented depicting the I-30 corridor and its connections to other important thoroughfares in the region. Sexton noted the distances north-to-south connecting arteries that feed into and out of the interstate. If connectivity is to be an important factor, connections to adjacent arterial roads and highways should be understood.

6. Long-range Improvements Roundtable

The audience's attention was then shifted to considerations for long-range improvements, in preparation for a group roundtable discussion. Sexton explained the level of service (LOS) grading system for highway performance mentioning that an "A" or "B" was excellent, a "C" or "D" was below standard, and an "F" was unacceptable. Traffic volumes in 2014 were measured along the corridor and findings showed that only a small segment of I-30, in Hunt County, had a LOS of "C" or "D" grade. Sexton explained that this meant that, currently, I-30 is adequately equipped to handle the amount of vehicles that drive on it. Traffic forecasts for 2040 were then presented. These forecasts suggest that if no improvements are made, most of the corridor will fall into the "C" or "D" LOS category, while some segments could even experience LOS "E" or "F". This was attributed to population growth and truck traffic increase by 2040.

Mayor David Dreiling (Greenville) asked why there is not a shorter timeline that considers improvements before 2040. Sexton responded by saying that 2040 will not be when the improvements are made but is a planning horizon to be used for identifying a comprehensive solution.

Judge John Horn (Hunt County) brought up that, sometimes, by the time plans begin and a timeline is developed for a project, it could take up to 12 years to start development. Beall responded by referencing 2040 as a bookend. Knowing today what is needed in the future and setting the plans is essential so a development strategy is in place. Sexton commented that the I-20 Corridor Study led to the development of a \$3 billion improvement program. Smaller improvements like median barriers and ramps included in the plan began construction shortly after the final report was developed, while larger, more expensive improvements will be implemented in the future.

To introduce the roundtable discussions, Susan Howard (TxDOT), explained the difference between long-range and short-range improvements. Howard provided examples of long-range improvements, including construction of additional lanes and frontage roads. Howard continued to explain that each Working Group member was assigned to a table according to the county they represent. The goal for the Working Group was to break up into smaller groups and discuss with other local representatives the issues or improvements that have not been identified.

See (Attachment E) for long-term improvement maps and comments.

7. Short-range Improvements Roundtable

After a short break, Howard introduced the second roundtable discussion by describing short-range improvements as being low-cost with shorter implementation periods. For example: construction of new access points, shoulder widening, as well as interchange and pavement improvements. She urged

the members to consider these enhancements while maintaining long-range improvements in mind. It was also important for the members to identify improvements that the presented research did not cover and to discuss timely needs. It was then brought up that these short-range projects are a good way to develop public support for the long-term projects.

Mayor Dreiling asked if these improvements should be prioritized. Sexton explained that the issues and improvements would be identified and discussed first, and prioritization would come in a later meeting. Marshal L. McKellar (Red River Army Depot) asked if copies of the maps would be provided to Working Group members. Beall responded saying that detailed meeting notes and graphics will be distributed once approved by TxDOT.

See (Attachment E) for long-term improvement maps and comments.

8. Public Outreach Tools

Thus far, public outreach efforts have included the distribution of the survey and individual local meetings conducted by Working Group members. It was brought to the Working Group's attention that the survey would be available through July 15th. For any future public outreach efforts by Working Group members, fact sheets, comment cards and presentations are available.

Chris Brown (Ark-Tex COG/ NE Texas RPO) mentioned that it would be beneficial to create a fact sheet or flyer geared towards the freight industry to be able to specifically target truckers and their needs. He added targeting truckers at truck stops could be a possible method to generate needed freight input.

Charles Smith (Mount Pleasant) said a neighborhood association in his city created and distributed a flyer prompting readers to visit the project webpage on the TxDOT website. This neighborhood association also contacted all industries in the area that might use freight to transport goods and asked them to visit the project webpage and forward any comments or questions.

For future outreach initiatives, the group agreed to focus on social media to target younger audiences over flyers which have been previously used. Working Group members were encouraged to share the survey link on personal, city and community Facebook and Twitter pages. Brown brought up that he developed an abbreviated version of the press release that he later shared along with the survey link on the Ark-Tex COG Facebook page with successful results. Susan Howard (TxDOT) mentioned taglines and headlines were sent via email to Working Group members for their use on social media as well.

Judge Lee asked if there was any funding for billboards or electronic signs along the corridor. Beall responded that TxDOT would need to discuss that.

Beall suggested talking to the freight industry within and utilizing TxDOT's database of key companies in the freight industry.

9. Study Schedule

Beall reviewed the study schedule, which extends to Fall 2016. He mentioned one more in-person meeting to discuss the project prioritization and implementation suggestions would be held in late summer, followed by WebEx conference calls thereafter. Asking for a general consensus on the best date to hold the next in-person meeting in July or August, the date of August 4 was tentatively decided. A survey will be sent to the Working Group members to confirm the date. McKellar will confirm if the Red River Army Depot in Texarkana will be able to host this meeting.

The meeting was then adjourned and lunch was served.

Attachment C – Sign-in Sheets



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

| Member Name | Representing | Email | Assistant/Scheduler | Assistant/Scheduler Email | Phone | Signature |
|-----------------------------------|----------------------------------|---------------------------------|-----------------------|---------------------------------|-------------------|-------------------------|
| Colonel Brandon Grubbs, Commander | Red River Army Depot | brandon.l.grubbs2.mil@mail.mil | | | 903-334-3111 | |
| Marshal L. McKellar | Red River Army Depot | marshal.l.mckellar.civ@mail.mil | | | 903-334-3111 | <i>Marshal McKellar</i> |
| Judge John Horn | Hunt County | cojudge@huntcounty.net | Amanda Blankenship | jhorn@huntcounty.net | 903-408-4146 | <i>John Horn</i> |
| Judge Scott Lee | Franklin County | slee@co.franklin.tx.us | | | 903-537-4252x6 | |
| Judge James Carlow | Bowie County | countyjudge@txkusa.org | Deborah Land | | 903-628-6718 | |
| Judge Lynda Munkres | Morris County | lynda.munkres@co.morris.tx.us | Sherry Ray | lynda.munkres@co.morris.tx.us | 903-645-3691 | <i>Lynda Munkres</i> |
| Judge Robert Newsom | Hopkins County | rnewsom@hopkinscountytexas.org | | | 903-438-4006 | <i>Robert Newsom</i> |
| Judge Brian Lee | Titus County | titusjudge@gmail.com | Carolyn Norman | cnorman@co.titus.tx.us | 903-577-6791 | |
| Judge Clay Jenkins | Dallas County | Clay.Jenkins@dallascounty.org | Lauren Trimble (Mish) | Lauren.Trimble@dallascounty.org | 214-653-6591 | |
| Judge David Sweet | Rockwall County | dsweet@rockwallcountytexas.com | | | 972-204-6000 | <i>David Sweet</i> |
| David Dreiling, Mayor | City of Greenville | ddreiling@ci.greenville.tx.us | Carol Kuykendall | ckuykendall@ci.greenville.tx.us | 903-457-3116 | <i>David Dreiling</i> |
| Bob Bruggeman, Mayor | City of Texarkana | rbbruggeman@aol.com | Jennifer Evans | j.evans@txkusa.org | 903-255-6312 | |
| John Whitson, City Manager | City of Texarkana | john.whitson@txkusa.org | | | 903-798-3930 | <i>John Whitson</i> |
| Mayor Kayla Price | City of Sulphur Springs | kaypri1967@yahoo.com | Gale Roberts | groberts@sulphurspringstx.org | 903-885-7541 | |
| Marc Maxwell, City Manager | City of Sulphur Springs | mmaxwell@sulphurspringstx.org | Gale Roberts | groberts@sulphurspringstx.org | 903-885-7541 | <i>Marc Maxwell</i> |
| Dr. Paul Meriwether, Mayor | City of Mt. Pleasant | drpom@aol.com | Mike Ahrens | mahrens@mpcity.org | 903-575-4000 | |
| Mike Ahrens, City Manager | City of Mt. Pleasant | mahrens@mpcity.org | | | 903-575-4000 | <i>Mike Ahrens</i> |
| Margaret Sears, Mayor | City of Mt. Vernon | masears@suddenlink.net | Tina Rose | tarose@comvtx.com | 903-537-4643 | <i>Margaret Sears</i> |
| Rea Donna Jones | Texarkana MPO | readonna.jones@txkusa.org | | | 903-798-3927 | |
| Kevin Feldt | NCTCOG (DFW) | kfeldt@nctcog.org | Cile Grady | cgrady@nctcog.com | 817-704-2529 | <i>Kevin Feldt</i> |
| Chris Brown | Ark-Tex COG/North East Texas RPO | cbrown@atcog.org | Amber Thurston | athurston@atcog.com | 903-832-8636x3541 | <i>Chris Brown</i> |



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

| | | | | | | |
|--------------------------------------|--|---------------------------------------|-------------|----------------------------------|--------------|------------------------|
| E. Delbert Horton, Chair | Sulphur River Regional Mobility Authority | delberthorton3@gmail.com | | | 214-808-9297 | |
| Linda Ryan Thomas, Chair | North East Texas Regional Mobility Authority | linda-t@att.net | K'Lin Noble | klin.noble@netrma.org | 903-630-7447 | |
| Robert Murray, Member | North East Texas Regional Mobility Authority | rh Murray@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 | <i>Troy K. Sellers</i> |
| Scott Norton, Executive Director/CEO | TexAmericas Center | scott.norton@texamericascenter.com | Marla Byrd | marla.byrd@texamericascenter.com | 903-223-9841 | <i>Scott Norton</i> |



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

| Name | Representing | Email |
|--------------------|-------------------------|---------------------------|
| Darrek Ferrell | City of Mount Vernon | dferrell@comvtx.com |
| ROSAR BEALL | TxDOT - AUSTIN | |
| Paul Montgomery | TxDOT - Paris & Atlanta | |
| KEVIN FELDT | NCTCOG | Kfeldt@NCTCOG.ORG |
| Steve Linhart | TxDOT - Austin | Steve.Linhart@txdot.gov |
| STANFORD LYNCH | Hunt County | swl@preese.com |
| Bob McFarland | FRANKLIN Co | bob2000@flash.net |
| Tom Whitlow | TEXARKANA MPO | tom.whitlow@txkusa.org |
| CHARLES SMITH | MT PLEASANT | CSMITH@MPEAC.ORG |
| Kenny Icenhower | TxDOT | Kenny.Icenhower@txdot.gov |
| Roger W. Ledbetter | TxDOT | Roger.Ledbetter@txdot.gov |
| John Nguyen | TxDOT | john.nguyen@txdot.gov |
| Glenda Bassham | S.S. EDC | glenda@ss.edc.com |
| Rick Mackey | TXDOT-PARIS | Ricky.mackey@txdot.gov |



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

| Name | Representing | Email |
|------------------|--------------------------------|--------------------------------------|
| Deanne Simmons | TxDOT-ATL | Deanne.Simmons@txdot.gov DSimmons |
| Dennis Beckham | " " | dennis.beckham@txdot.gov |
| David Magness | Rockwall Cty | dmagness@rockwallcountytx.gov |
| W.D. Hilton, Jr | Hunt County Transportation Com | wdhilton@trustservices.org |
| MASSOUD EBRAHIMI | CITY OF GREENVILLE | |
| Michael Sexton | Jacobs Engineering | |
| Nishant K Kadia | Jacobs Engineering | |
| Nair Bamis | Jacobs Engineering | |
| Adriana Torcat | Jacobs Engineering | |
| Carine Choubassi | Jacobs Engineering | |
| Emily Riggs | K Strategies | |
| Eduardo Gomez | K Strategies | |
| | | |
| | | |

Attachment D – Presentation



I-30 EAST TEXAS CORRIDOR STUDY

Second Working Group Meeting

May 31, 2016

Agenda



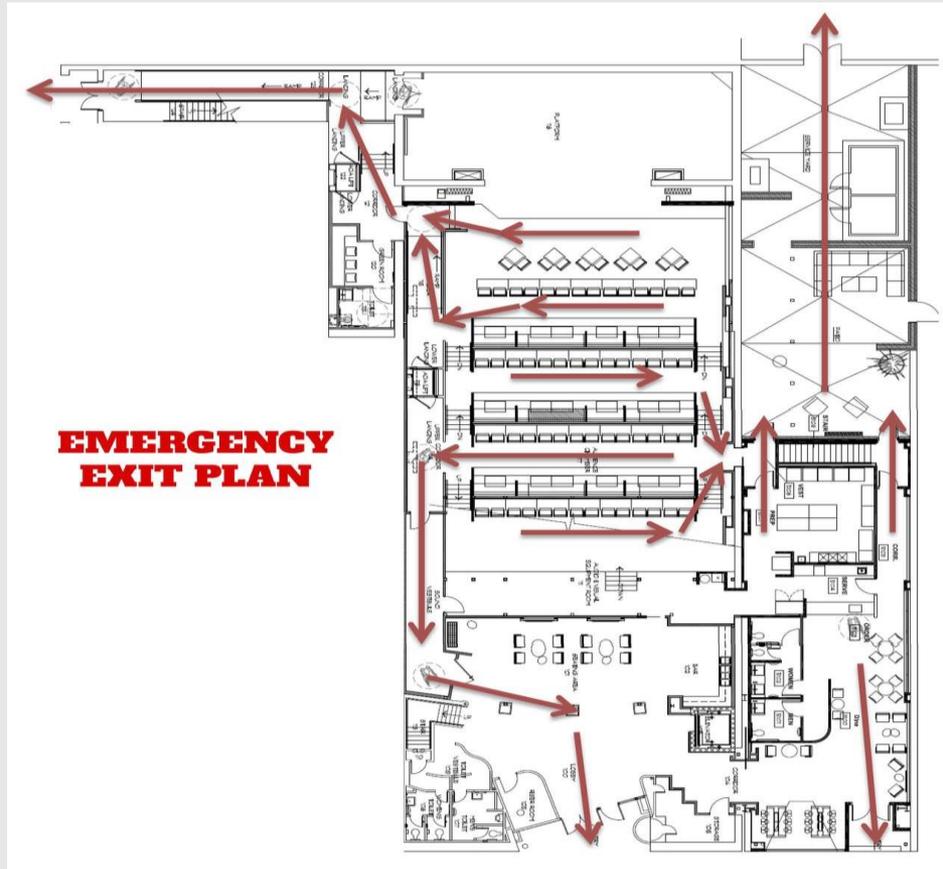
- 1 Safety Briefing
- 2 Public Comments - Highlights
- 3 Crash and Freight Findings
- 3 System Architecture
- 4 Long Range Improvements Roundtable
- 5 Break
- 6 Short Range Improvements and Roundtable
- 7 Public Outreach Tools
- 8 Study Schedule
- 9 Next Steps

Flash Flooding

Follow these simple rules:



1. It takes only **two feet of water** to float a 3,000-pound car.
2. **Water** covering roadways may hide **washed-out bridges** or gouged-out roadbeds.
3. If you are in a low-lying area when flooding is occurring, get to **higher ground** quickly.
4. **Do not** attempt to **cross flooded** roads or streams **on foot**.
5. **Never** allow children to play near ditches and storm drains.
6. During stormy weather, **do not camp** or **park** vehicles **along streams** or washes.
7. Be especially **cautious** at night.



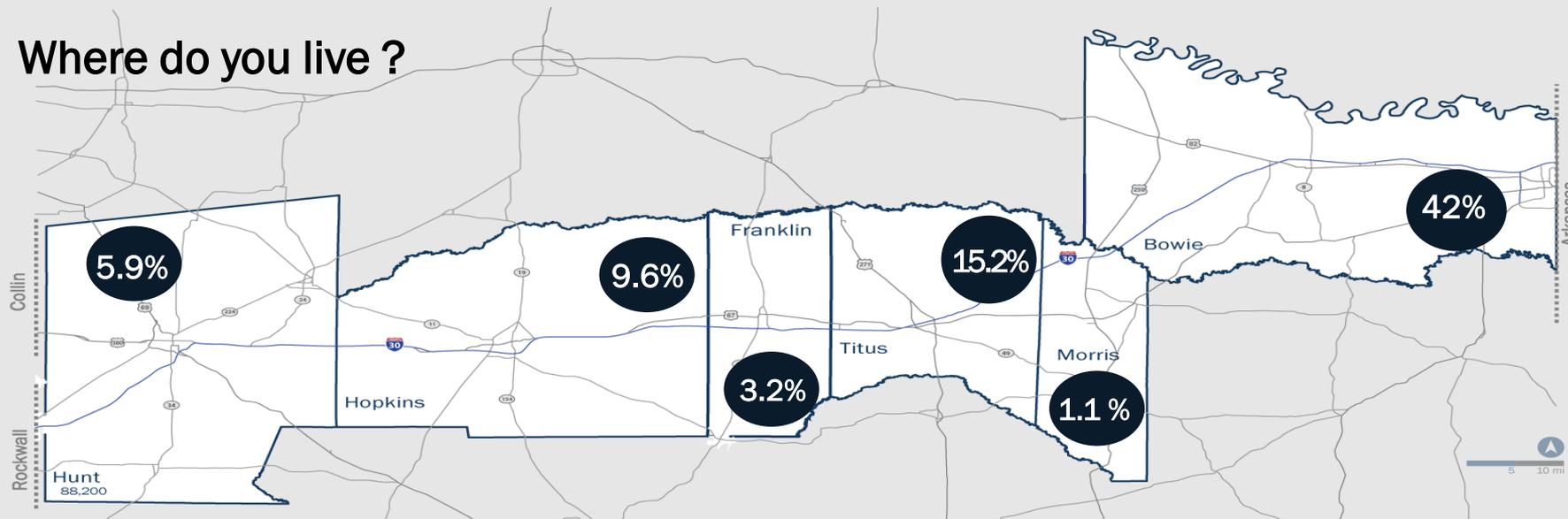


I-30 East Texas Corridor Website

<http://www.txdot.gov/inside-txdot/projects/studies/statewide/i30-east-texas-corridor.html>

Number of Responses Received - 886

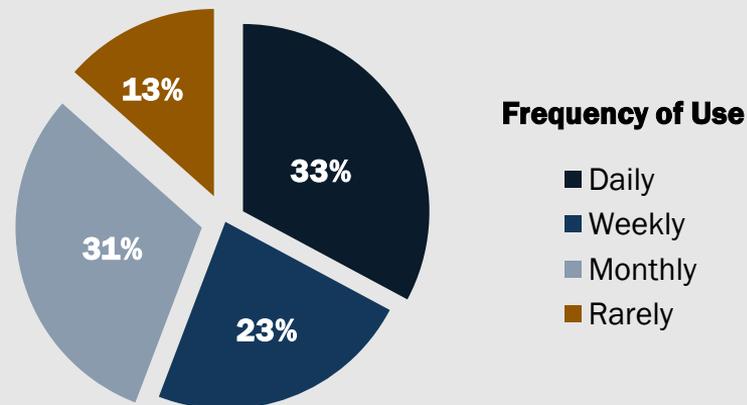
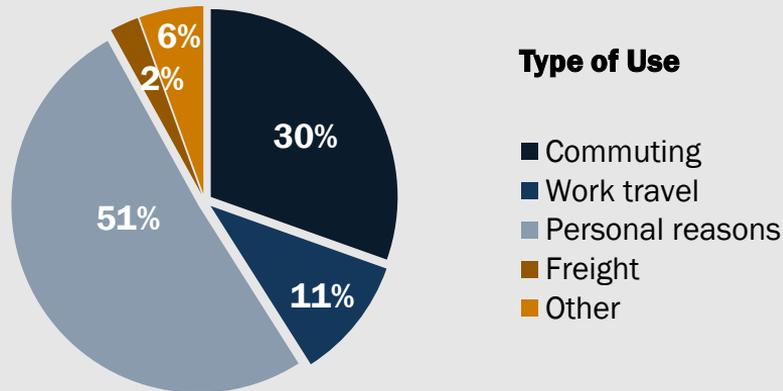
Where do you live ?



Other Counties or States 23%

Updated
May 26, 2016

Number of Responses Received - 866



Top Priorities



Updated
May 26, 2016

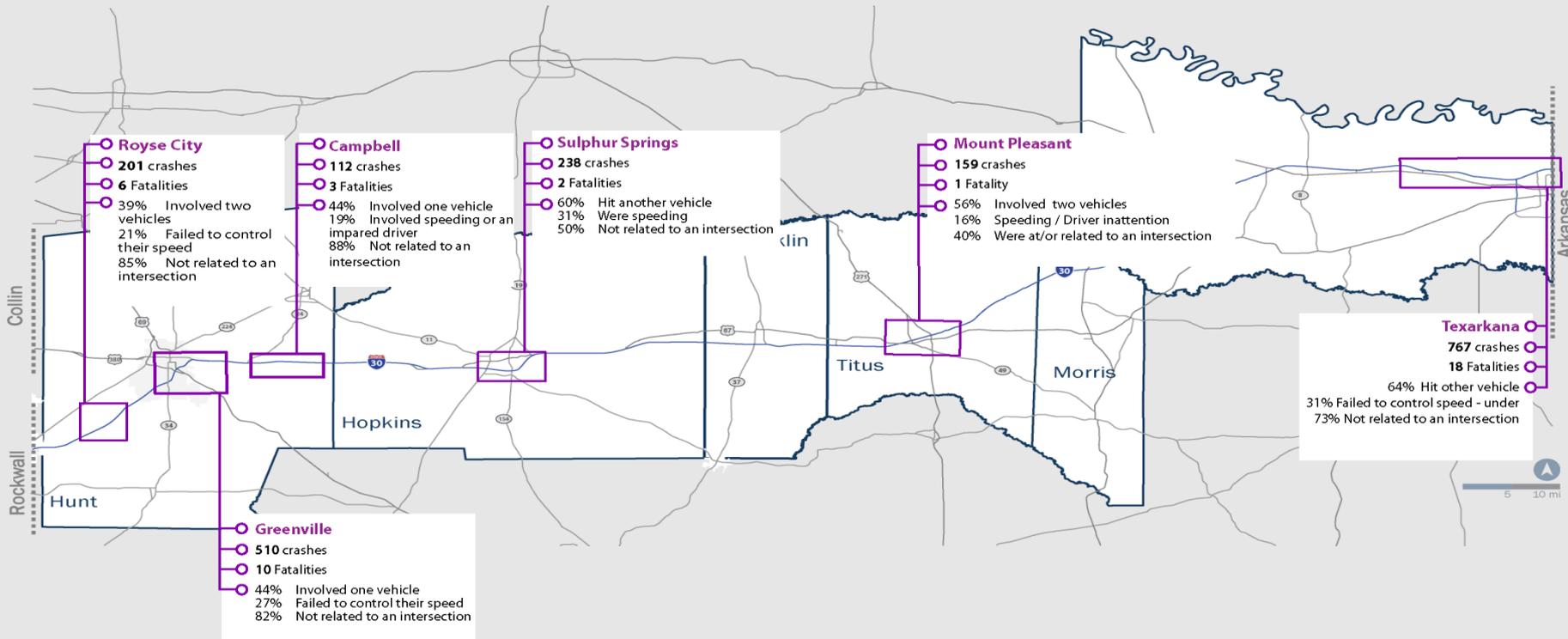
Number of Responses Received - 866

Improvement Preferences

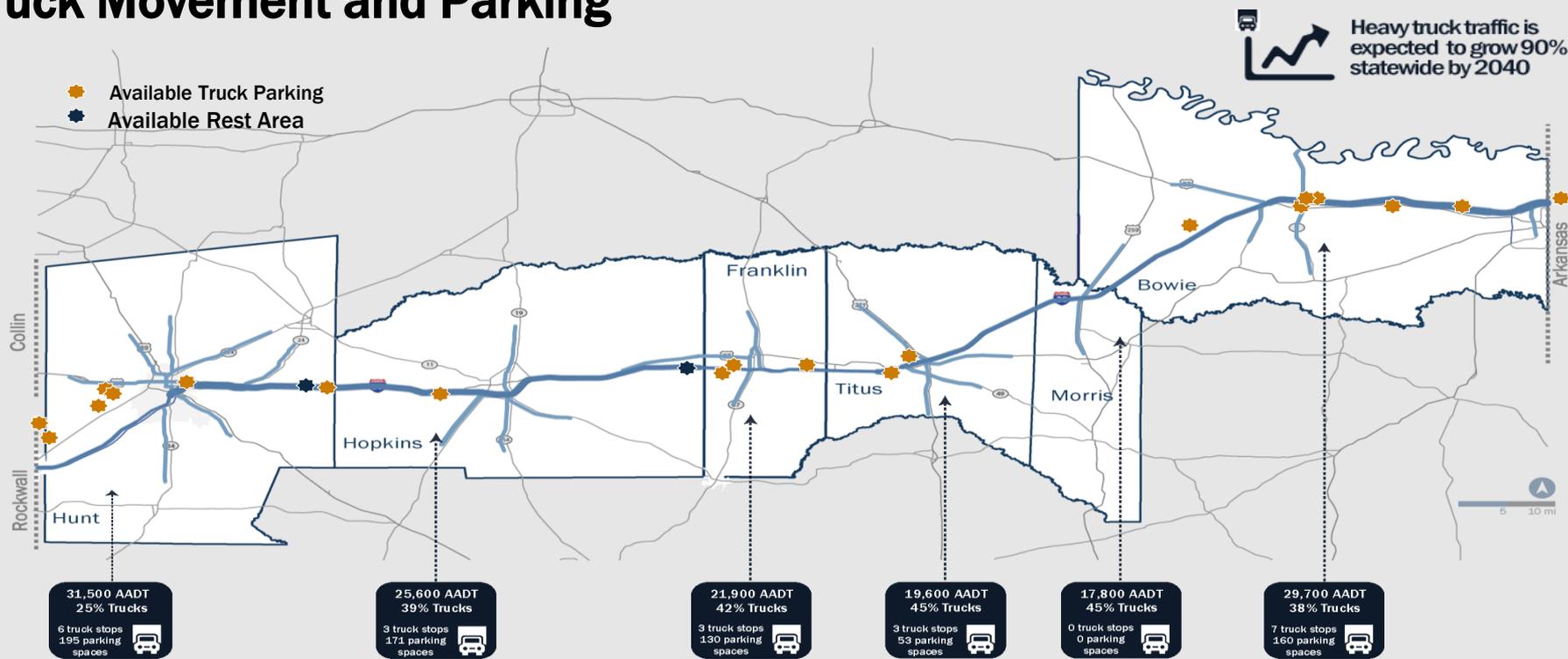


Updated
May 26, 2016

Hotspot Analysis

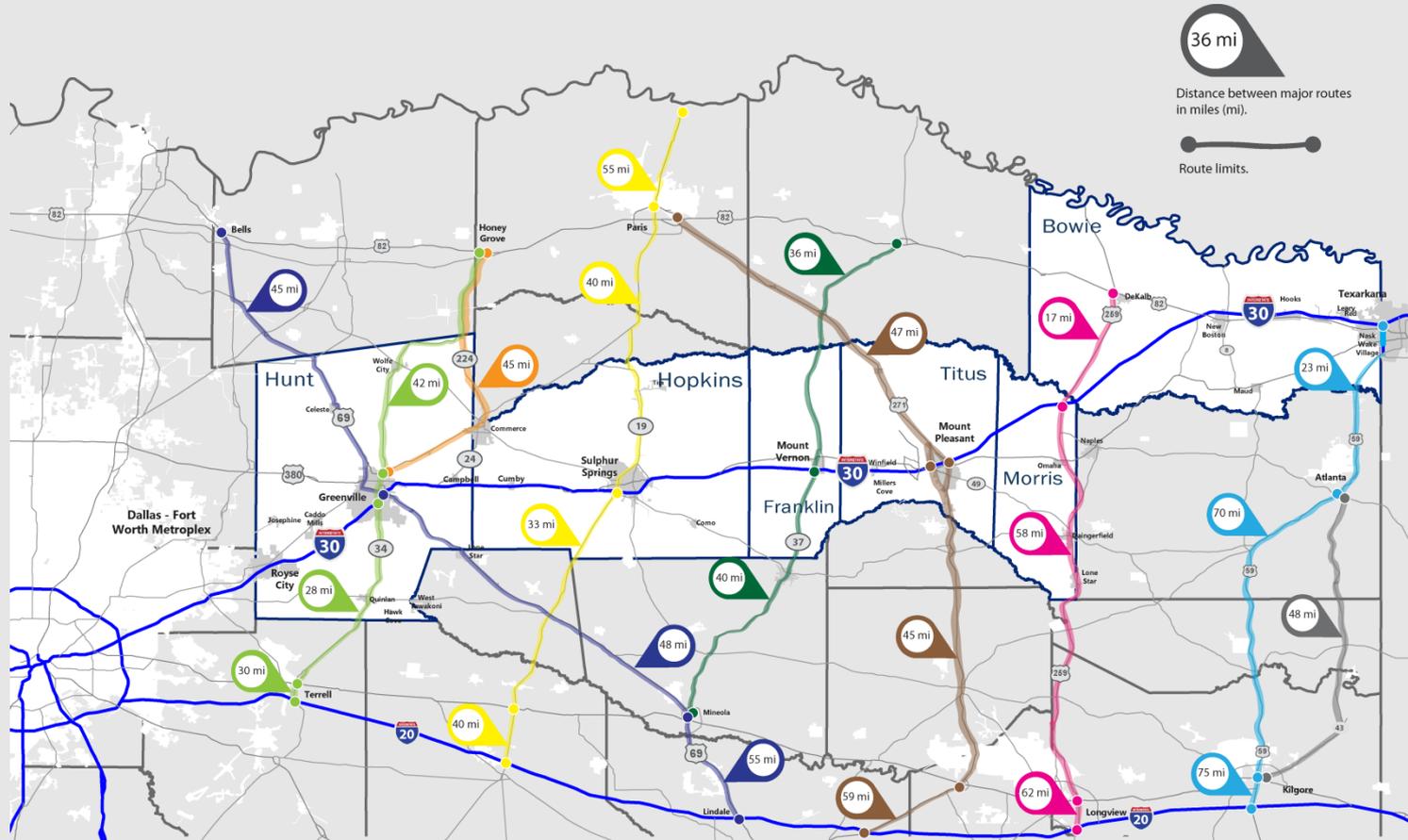


Truck Movement and Parking



TRUCK TRAFFIC AND PARKING SUPPLY PER COUNTY

System Architecture



Considerations for Long Range Improvements

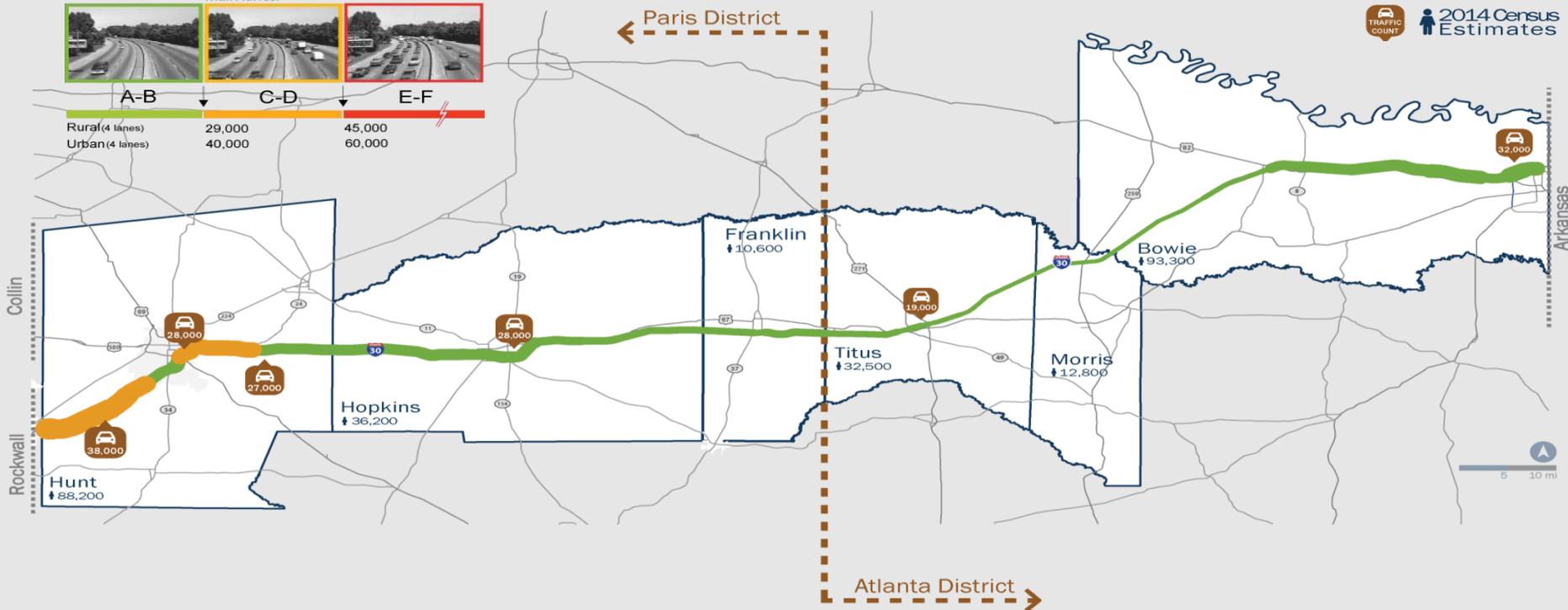


Level of Service 2014

Level of Service Measures quality of traffic service on the main lanes.



| Level of Service | Volume |
|-----------------------|--------|
| A-B (Rural (4 lanes)) | 29,000 |
| A-B (Urban (4 lanes)) | 40,000 |
| C-D | 45,000 |
| E-F | 60,000 |



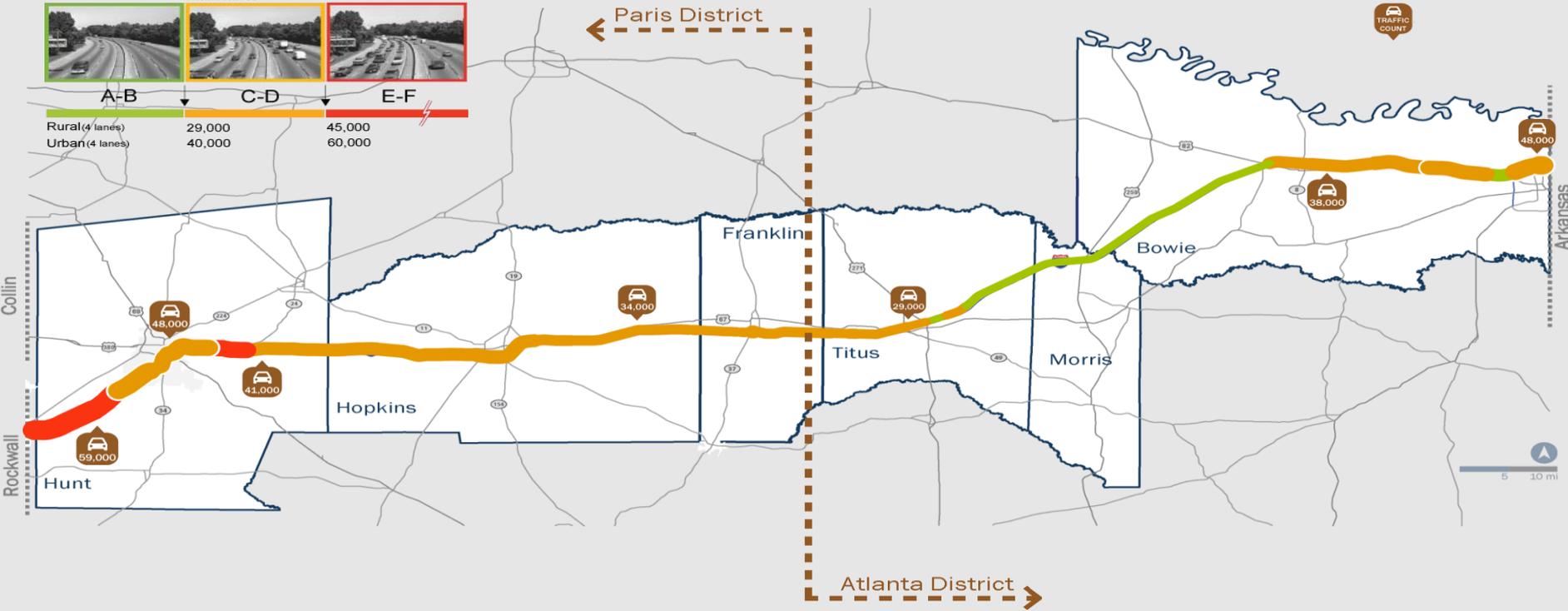
Level of Service 2040

Level of Service Measures quality of traffic service on the main lanes.

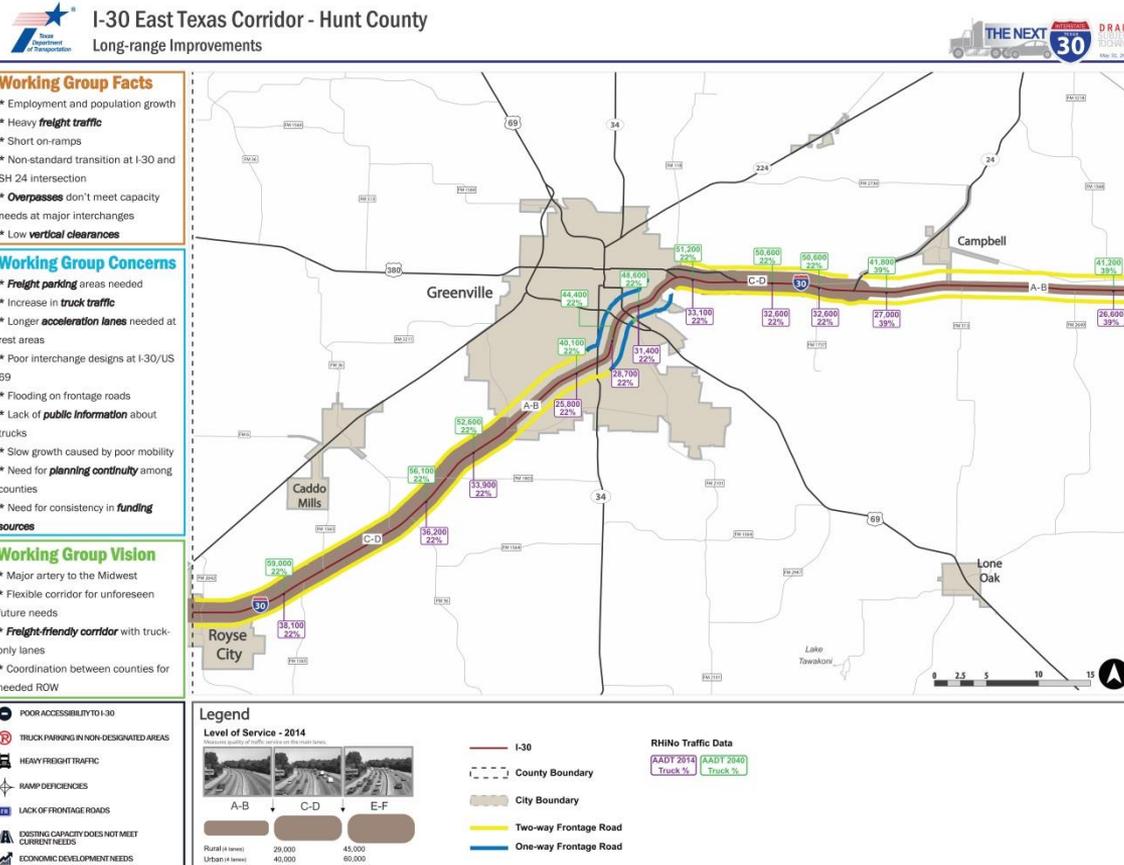


| Level of Service | Volume |
|------------------|--------|
| A-B | 29,000 |
| C-D | 40,000 |
| E-F | 45,000 |
| | 60,000 |

Rural (4 lanes) Urban (4 lanes)



Long Range Improvements



Long Range Improvements Roundtable

Legend

Level of Service - 2014

Measures quality of traffic service on the main lanes.



A-B

C-D

E-F



Rural (4 lanes)

29,000

45,000

Urban (4 lanes)

40,000

60,000



I-30



County Boundary



City Boundary



Two-way Frontage Road



One-way Frontage Road

RHiNo Traffic Data

AADT 2014
Truck %

AADT 2040
Truck %

-  Frontage roads
-  Capacity
-  Interchange
-  Other (Comment)

Break



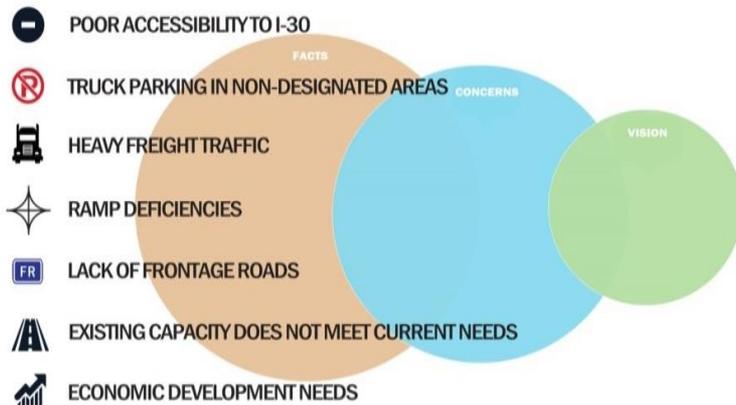
I-30 East Texas Corridor

Identified Issues - Working Group



Working Group Activity - Roundtable

General issues identified in the Horizon Exercise during the first Working Group Meeting



The purpose of this activity is to:

1. Identify additional immediate issues and future needs for the corridor.
2. Establish additional short- and long-range improvements along the I-30 corridor.

Instructions

1. Based on the input received from the Working Group members during the Working Group Kick-off meeting, the following maps were prepared summarizing the initial issues and future needs.

On the provided maps, please identify any additional issues or future needs relevant for your region of interest.

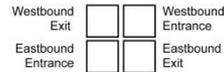
2. After listening to the short- and long-range improvements presented by the staff, discuss the suitability of these and include additional improvements that would promote the main goals established for the corridor.

Legend

- I-30
- County Boundary
- City Boundary
- Two-way Frontage Road
- One-way Frontage Road

Ramp Ratings

- A: Excellent
- B: Meets Requirements
- C: Marginally Acceptable
- D: Below Minimum Standards



Main lane Overpass

- Less than 16'

Main lane Underpass

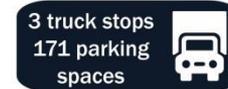
- Less than 16'

RHiNo Traffic Data



Truck Parking

- Truck parking areas



Crash Statistics

- High crash frequency interchanges
- Crash rate range
- Hotspot

-  Ramps
-  Shoulders
-  Safety Improvements
-  Other (Comment)

I-30 EAST TEXAS CORRIDOR STUDY

STUDY TIMELINE

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

Next Steps



| Month | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--------|-----|-----|-----|-----|-----|-----|-----|
| JULY | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| AUGUST | 31 | 1 | 2 | 3 | 4 | 5 | 6 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |

Questions..?

Roger A. Beall, P.E.

Corridor Planning Branch Manager

Transportation Planning and Programming

512/486-5154

Roger.Beall@txdot.gov

Attachment E – Long-range and Short-range Improvements Roundtable Maps and Comments



I-30 East Texas Corridor Study

Potential Improvements Working Group Meeting

Long-range and Short-range Improvements Roundtable Maps and Comments

Hunt County Comments

Long-Range Improvements

- The programmed extension of FM 1570 northward to US 380 is anticipated to generate more traffic in the future, especially with the extension of the Hunt County loop east of FM 1570. This will mainly be due to traffic diverted from the US 380/US 69 connection. County representatives requested that upgrades be made at the interchange of I-30 and FM 1570 with free-flow designs to accommodate anticipated traffic increase.
- Members requested a redesign of the interchanges at US 69 and BUS 69. They mentioned that there is expected development in commercial areas along this portion of the corridor and that there is a strong need for improving accessibility at the US 69 interchange. Currently, vehicles traveling north on US 69 are required to cross I-30 and make a u-turn to be able to access westbound I-30. This has also caused a large percentage of vehicles (including trucks) to use the BUS 69 connection instead. Members also agreed that the location of BUS 69 is more suitable for this interchange than the current US 69.
- Several other interchange upgrades including:
 - FM 2642;
 - FM 1565; and
 - SH 24 (major safety issue).
- Backlog on western end of County near Dallas.
- Queues are observed on FM 1570 all the way to SH 34. General interest in expanding FM 1570 (west of SH 34) from a two-lane to a four-lane undivided.
- Various participants expressed their concern about 2014 traffic data presented on the graphic. There was particular concern about volumes near Royse City; current numbers seem to be too low. The drop in AADT within Greenville to 25,800 seemed strange as well.
- Members pointed out that Hunt County can influence the RMA to execute specific projects since it is its newest member.
- Frontage roads:
 - Members expressed their satisfaction with two-way frontage roads east and west of Greenville.
 - Members indicated that converting two-way frontage roads to one-way leads to an increase in traffic on the frontage roads and on the local roads such as the example of Greenville.
- Exit near FM 36 needs to be moved westward.

- Hunt County Steering committee is already trying to improve alignment of FM 36 North and FM 36 South.
- County representatives showed concern in truck traffic along I-30 and suggested truck restrictions. They expressed interest in having a six-lane section throughout the County if funding is available, but to at least having passing lanes along certain sections.
- Requested that the one-way frontage roads in Greenville be connected to the two-way frontage roads east of Greenville.
- Members highlighted some frontage roads which are prone to flood hazards located around FM 1565 and just east of FM 36.

Short-Range Improvements

- The 73 crashes at intersection with SH 34 are surprising, The intersection was upgraded 9 years ago. Members suggested that one possible cause for these crashes might be the access to the IHOP and Applebee's at the northwestern quadrant and suggested adding a lane to allow access to these restaurants from the intersection. They also mentioned that it could be useful to talk to the Greenville Police and check if they have more information related to these crashes.
- Members indicated that the last time the ramps at US 69 were improved/evaluated was 9 years ago.
- Safety issues at the interchange at Lamar St; ramps are too close
- Truck parking:
 - Two additional stops at FM 1903 south of I-30
 - There should be no truck stop at SH 34 (Walmart does not allow trucks to stop anymore)
 - Double check two stops just east of SH 34
 - The Cumby rest area was just let, they are about to begin construction and is expected to be completed in the next two years. +
 - AT FM 2642: trucks park on service road all the time
 - Four rest areas at the intersection with SH 34 are opening soon
- West of SH 34 there is a segment that is currently shown as a two-way frontage road on the map. It should be one-way.
- Planned developments (most are in engineering phase):
 - Two developments west of FM 2642 (Total of 1400 houses)
 - One development east of FM 2642 (800 houses)
 - New Buc-ee's near FM 2642.
 - Development just west of FM 1565 and south of I-30 (1,000 houses)
 - Shopping center just west of SH 34 and north of I-30 is expanding
 - Water park and town center to open this summer just east of SH 34 and south of I-30
 - Expansion of development south of I-30 near FM 2101 in southeast corner of Greenville city limits
 - University of Texas-Commerce is growing. Members suggested that the effect of this expansion be considered in the study.
- County representatives indicated that it would be useful to have side-street AADT, crashes on cross streets, and number of fatalities at different intersections represented.

Hopkins County Comments

Long-Range Improvements

- 3rd lane needed from FM 69 to FM 2653 through Sulphur Springs in the midterm.
- 3rd lane for the remainder of the county can be done as a long-range project.
- City has committed to modify the ordinance for ROW protection through the city as soon as they have a proposed section.
- Rest area to be transferred from Franklin County. 50 truck parking spots
- Update map
 - Existing one-way frontage roads from SH 154 to SH 19 on both sides.
 - Add existing industrial park between BUS 67 and SH 19 and at the northeast corner of the BUS 67 and I-30 interchange.
- US 67 is a very successful alternative route.

Short-Range Improvements

- Acceleration and deceleration lanes need to be extended at FM 2653 and FM 4131
- SH 19 needs to be reconfigured, problems are exacerbated by trip intensive land uses to the south of the interchange.
- SH 154 interchange redesign. Confusing interchange.
- Need for u –turns at SH 154, FM 2297 and SH 19 to accommodate local traffic.
- Connect overpass at FM 3451 to the interstate.
- Low clearances at College St and BUS 67 need to be addressed especially at College St.
- Sulphur Springs officials mention the current tendency of the city to grow southwards past I-30. Work is currently being done in the development of an industrial park between College St and SH 11

Franklin and Titus Counties Comments

Long-Range Improvements

- Wider frontage roads within the City of Mount Vernon.
- Add capacity to main lanes from west of Mount Vernon to east of Mount Pleasant.
- Check for gaps in frontage roads east of Mount Vernon.
- New truck stop development (15 acres) east of Mount Vernon.
- General operational improvements at US 271, south of I-30:
 - Convert to a “true” interchange.
 - Direct connect from Bypass Loop 271 (new) on to I-30.
 - Flyover for Northbound US 271 traffic to avoid SH 49 and US 67 stops.
 - Exit ramp to connect I-30 to the Bypass Loop (at the I-30 and US 67 crossover)
- Add Eastbound exit ramp at FM 1402 Industrial Rd
- Realign FM 1001 between US 67 and I-30
- Add one-way frontage roads East and West of Mount Pleasant (Eastbound and Westbound).
- Add two-way frontage roads East of Mount Pleasant (Eastbound and Westbound).

Short-Range Improvements

- Enlargement of rest stop area West of Mount Vernon. Structure will be removed by 2018, approximately.
- Sharp turn at the SH 37 interchange, specifically at the WB entrance ramp.
- Check frontage road leaving Love's. Trucks fall in a ditch.
- Raise underpass (increase vertical clearance) at FM 423. Improve eastbound entrance ramp.
- Cemetery near I-30, West of FM 899.
- Exit ramp for Eastbound, where I-30 crosses US 67, heading to US 271 South bypass Loop.
- Possible collector distributor system to get eastbound traffic to FM 1402 without stopping at US 271 Business.
- Industrial park east of Mount Pleasant city boundaries. To be constructed?

Morris and Bowie Counties Comments

Long-Range Improvements

- Additional truck stop just east of FM 71
- Truck stop under construction just east of SH 98
- Concerns raised about pavement condition and age
- Sharp left and small acceleration distance at interchange with US 82
- Additional frontage roads west of Texarkana not shown on map
- \$18.5 Million for one-way frontage road
- In Texarkana:
 - Frontage roads need access and shoulders to local land uses
 - At Frontage road near Red Lobster/Steak 'n Shake there is no deceleration lane to the Red Lobster driveway and there is a sight distance issue that compounds the problem
 - District increased frontage road speed limits
 - Faster speeds create safety problems
 - Widening needed for capacity and safety
- District is planning study of ramps and shoulders throughout (send Deanne and Dennis the Pearson spreadsheet)
- Truck parking along ramps. How much? Add section that defines future.
- Calibrate truck parking with existing counts? What is freight study doing?

Short-Range Improvements

- White Oak Creek bridges may need attention:
- Plan for private truck stop at US 259
- Improvements needed at Sulfur River bridges (check for deficiency and low overhead clearances)
- Upgrade to six lanes in both counties. Could get by with two-way frontage roads
- Provide new access road east of SH 8
- Frontage roads for development and incident relief needed all the way from Texarkana to New Boston – Programmed all the way to FM 3419 but working group would like to extend it to New Boston
- New access road (Blue Parkway 600) just west of FM 3419 – ROW dedicated already, RMA study grant.
- Frontage roads could use acceleration and deceleration lanes in Texarkana