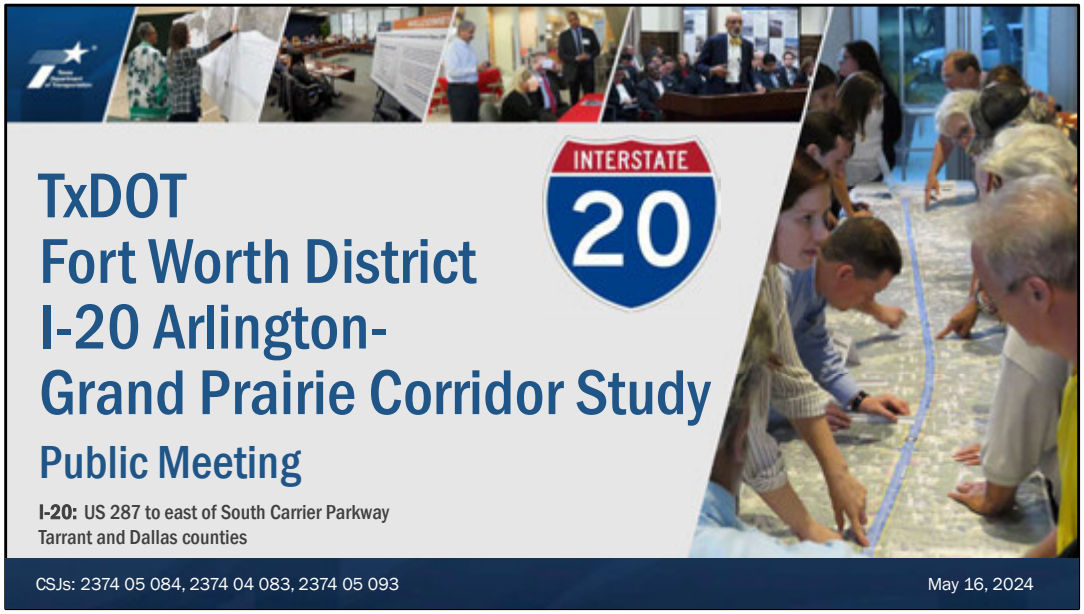


Script:

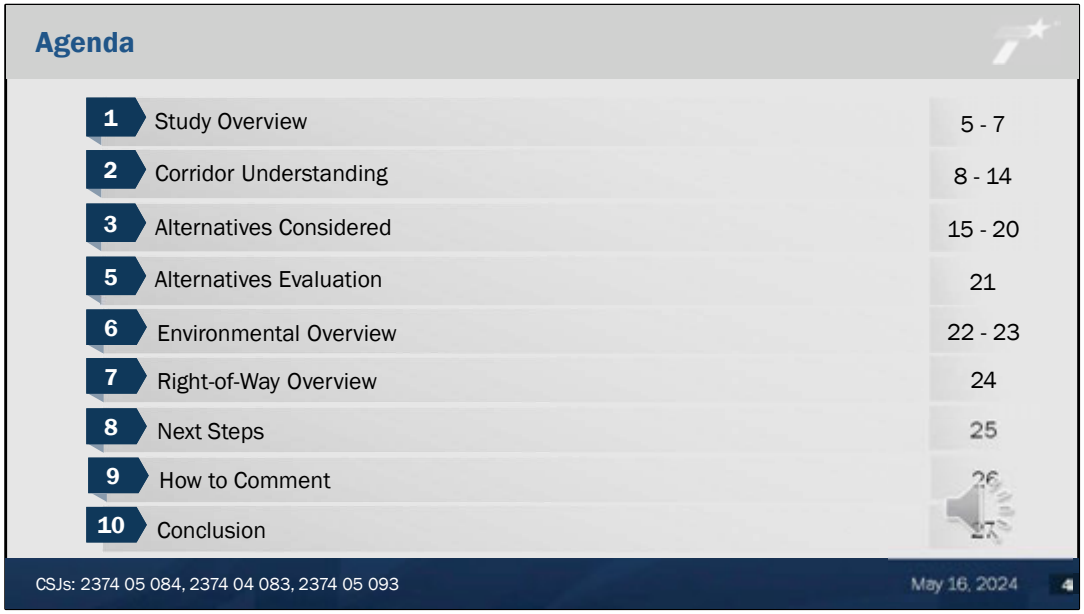
Welcome to the Texas Department of Transportation's prerecorded virtual public involvement presentation. We appreciate your interest in the project and welcome each of you. Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also pause the presentation and navigate forward or backward as needed. In this presentation, we will cover the public involvement purpose, project overview, environmental, and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.

Script:

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. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations. The virtual public materials and project information can be found at www.txdot gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.

Script:

November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family. Thank you and please enjoy the rest of this presentation.



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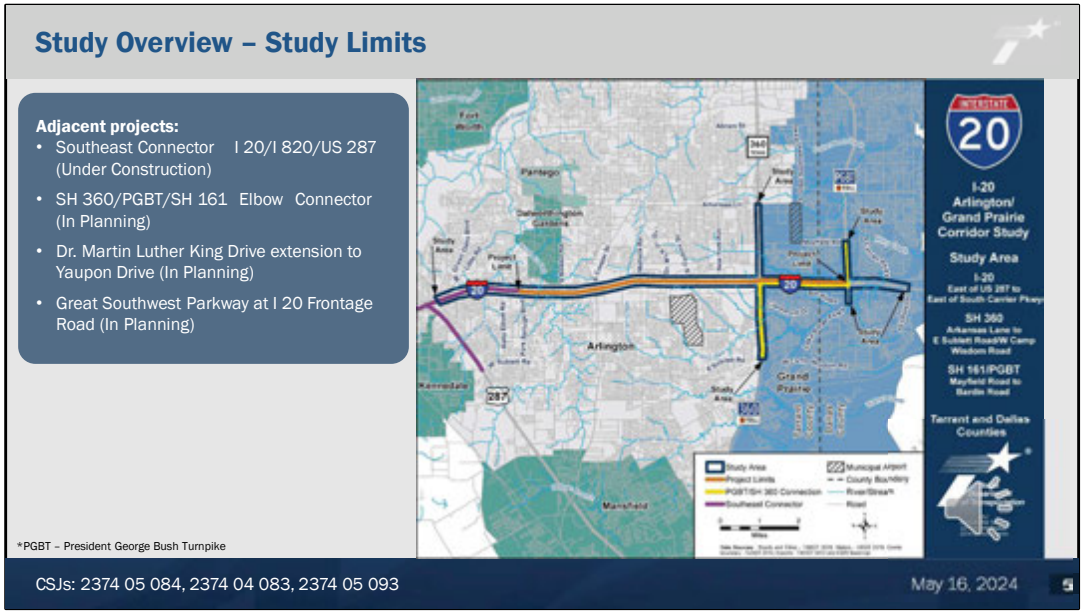
This presentation will provide an overview of the study, a breakdown of the corridor understanding, the proposed alternatives that were considered, an evaluation of those alternatives, an environmental overview, a review of the schedule and next steps, how to provide your comments as well as contact information.



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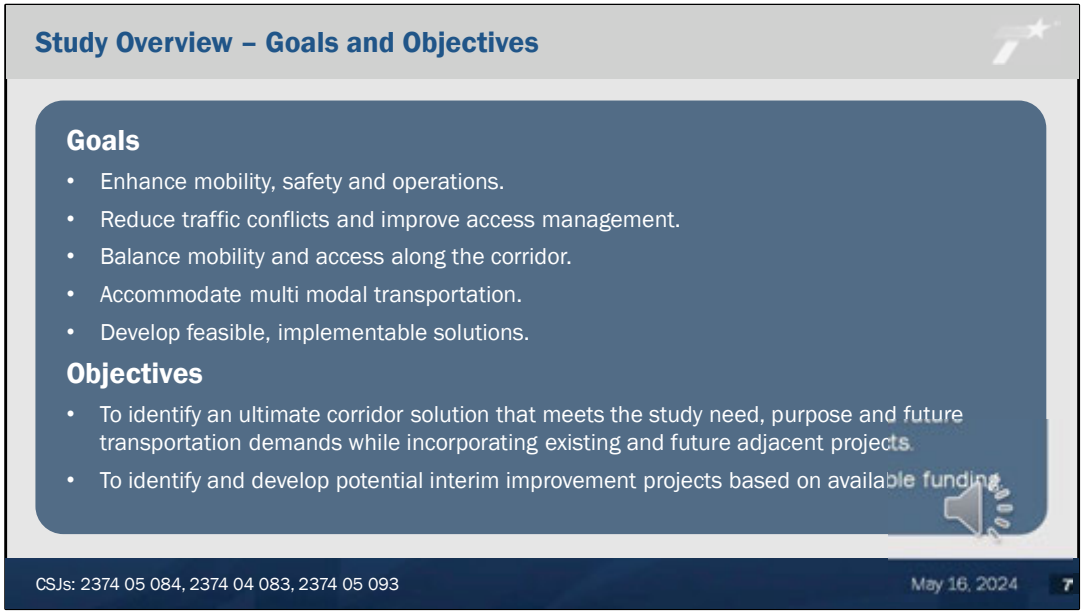
The approximately 11.49 mile I-20 corridor in Tarrant and Dallas counties include preliminary design and environmental evaluation from US 287 to east of South Carrier Parkway. The corridor study also includes 3.53 miles of SH 360 from Arkansas Lane to East Sublett Road and West Camp Wisdom Road as well as 1.61 miles of PGBT and SH 161 from Mayfield Road to Bardin Road. The study corridor is highlighted in orange, with the adjacent PGBT/SH 360 Connection project in yellow and the Southeast Connector project in purple. Additional adjacent projects include the Dr. Martin Luther King Drive extension to Yaupon Drive and the Great Southwest Parkway at I-20 Frontage Road intersection improvements.

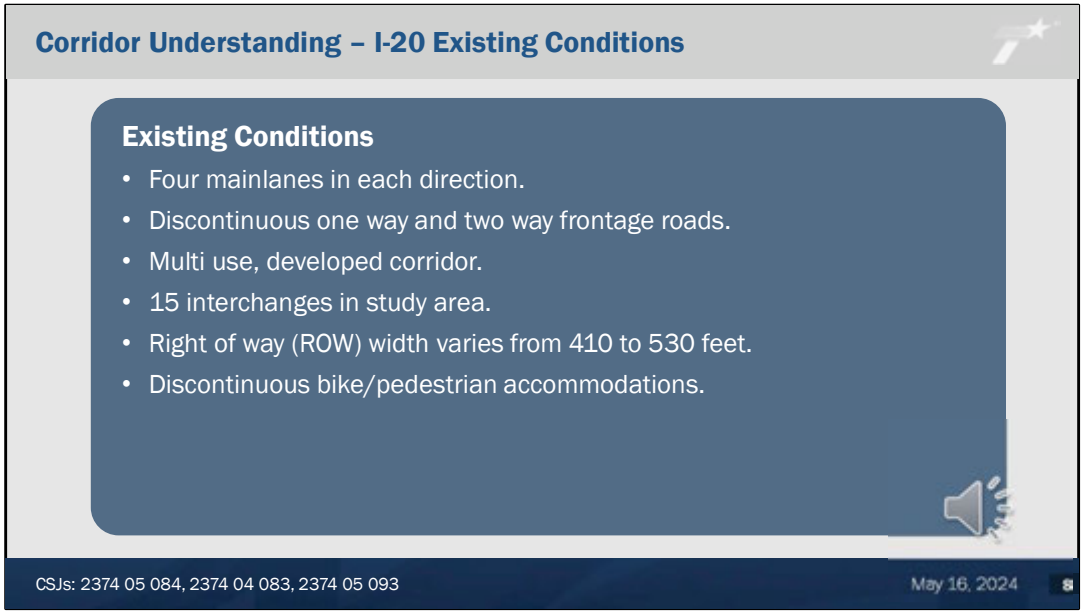
Script:

TxDOT is coordinating with and gathering feedback on this study from the following partners: the Federal Highway Administration, the TxDOT Dallas District, the North Central Texas Council of Governments, the North Texas Tollway Authority, Tarrant and Dallas counties, the cities of Arlington and Grand Prairie and Trinity Metro.



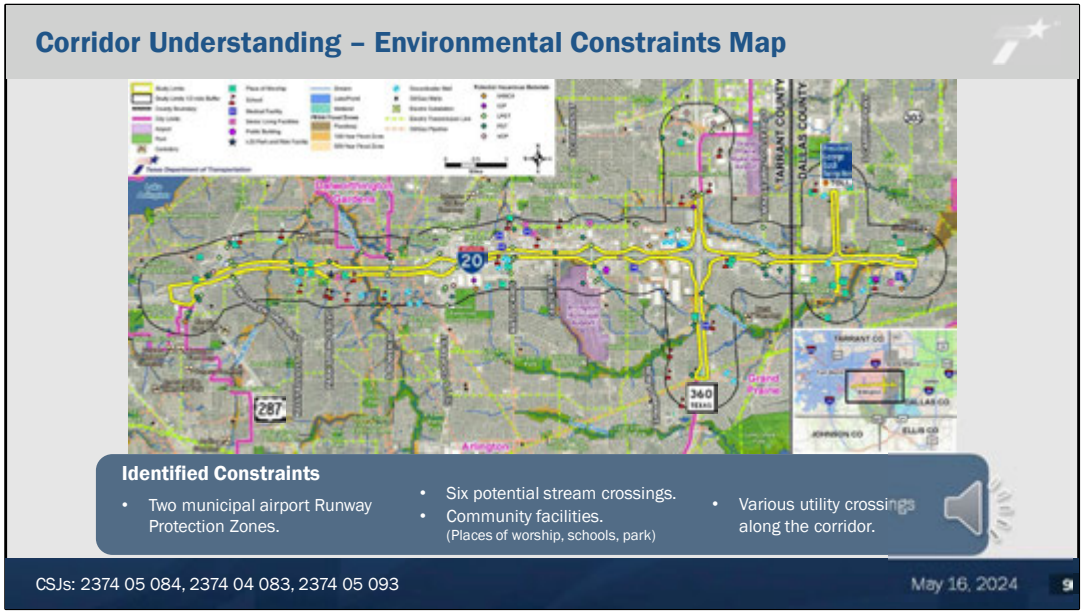
Script:

Working with our partners, the goals of the I-20 Arlington/Grand Prairie Corridor Study are to enhance mobility, safety and operations while reducing traffic conflicts and improving access management. The I-20 project would balance mobility and access along the corridor to accommodate multi-modal transportation. Based on these goals, the study objectives are to identify an ultimate corridor solution that meets the study need, purpose and future transportation demands while incorporating existing and future adjacent projects. Potential interim improvement projects will also be identified and developed based on available funding.



Script:

To begin the study, the team evaluated the existing conditions along the multi-use I-20 corridor to gain an understanding of the corridor. It consists of four mainlanes in each direction, with discontinuous bicycle and pedestrian accommodations and discontinuous one-way and two-way frontage roads, within an existing right of way width that varies between 410- and 530-feet. The corridor is fully developed with 15 interchanges inside the study area.



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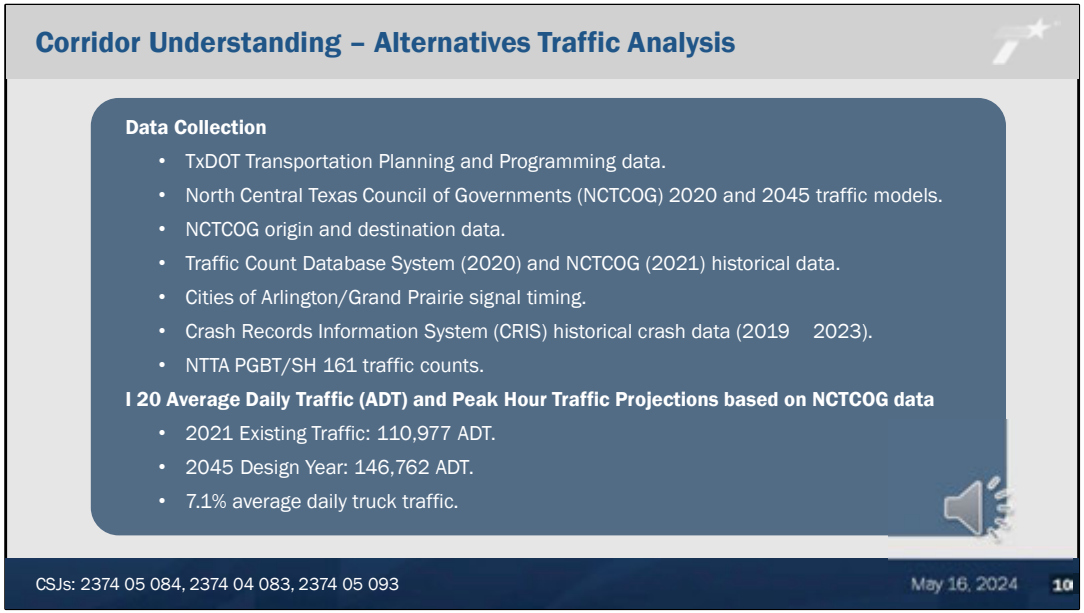
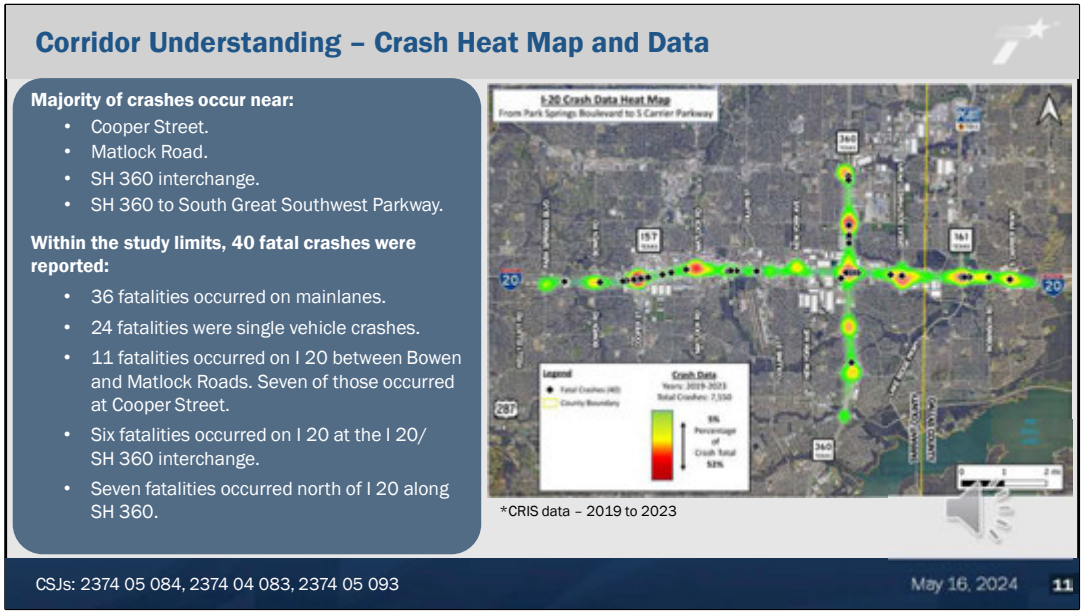
The environmental constraints map for the I-20 Arlington/Grand Prairie Corridor Study has been used to document existing conditions and provide context for the development of alternatives. The study area for I-20 is within an established urban corridor. This corridor experienced rapid urbanization in the 1980s and 1990s following the completion of I-20 in the late 1970s. The land use patterns range from single-family residential to commercial and light industrial, and then transition to a mix of multi-family and commercial uses towards the eastern limits of the study.

Beginning at the western limits' there are community facilities including places of worship, schools and then extending further east is the hospital at the corner of Matlock Road and I-20. There is a potential impact to a city park to south of I-20 along Park Springs Boulevard, Gene Schrickel Jr Park. If impacted this would result in a Section 4(f) impact that would need to be mitigated through TxDOT and City of Arlington coordination. There are three main streams in the corridor, Kee Branch, Rush Creek, and Fish Creek. These streams and tributaries are crossed by the I-20 corridor for a total of 6 stream crossings. There are two municipal airports along the study corridor, Arlington Municipal Airport and Grand Prairie Municipal Airport. It is important to note due to the **Runway Protection Zone or the RPZ**. This regulates the height of structures in the vicinity of the airports, thus during design these RPZ must be accommodated. Finally, with an established urban corridor utilities can become a constraint to expansion of roadway infrastructure. For this study corridor there are various electrical utilities and oil and gas pipelines that cross the corridor and are most prevalent in the western portion of the study area.



Script:

The study team continued to gain an understanding of the I-20 corridor by collecting data for multiple traffic analyses including: TxDOT Transportation Planning and Programming data, NCTCOG 2020 and 2045 traffic models, NCTCOG origin and destination data, the Traffic Count Database System and NCTCOG historical data, from 2020 and 2021 respectively, the cities of Arlington and Grand Prairie traffic signal timing, Crash Records Information System, also known as CRIS, historical crash data and the North Texas Tollway Authority's traffic counts for the President George Bush Turnpike or SH 161. This data allowed the study team to analyze various aspects of the traffic flow along the corridor which shows an increase from the average daily traffic of 110,977 vehicles per day in 2021 to a projected average daily traffic volume of 146,762 in 2045. The 2021 traffic data also shows that approximately 7.1% of the average daily traffic on the I-20 corridor is comprised of trucks.



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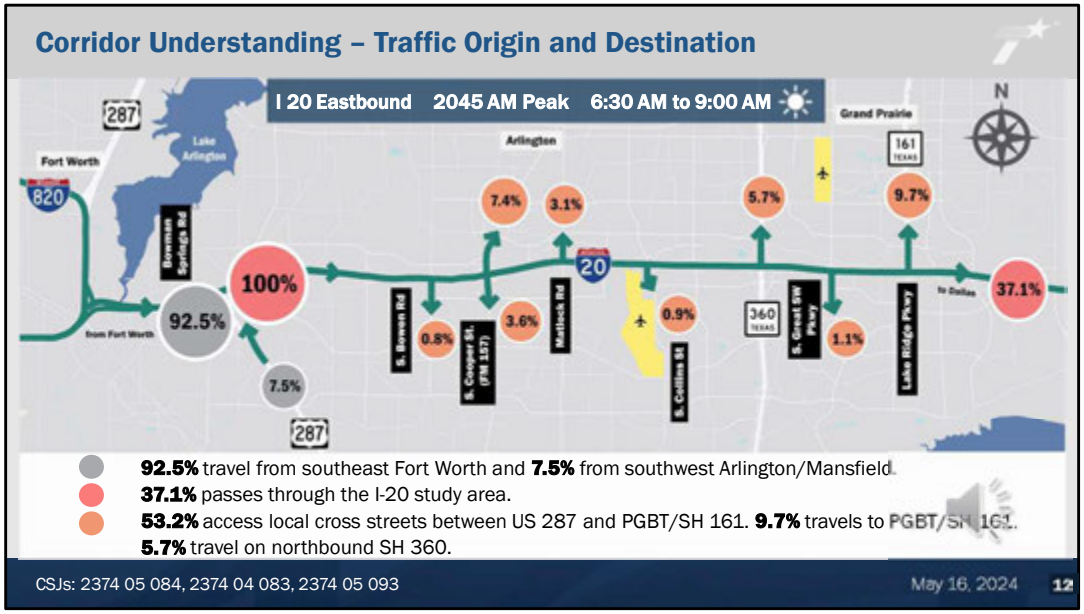
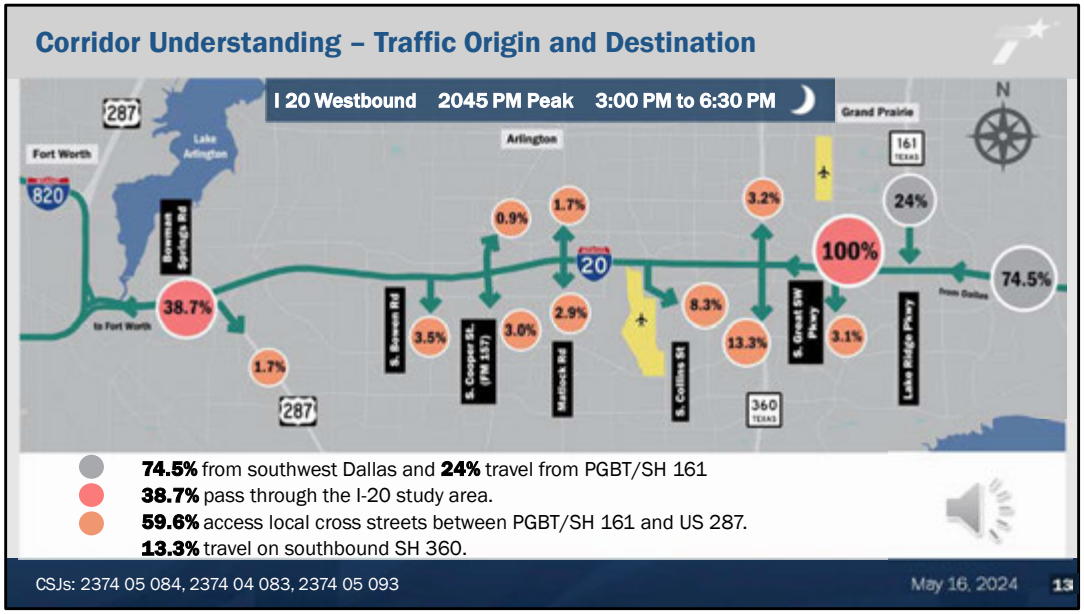
Based on the CRIS crash data from 2019 to 2023, this map depicts the traffic and crash hot spots along the I-20 study corridor from Park Springs Boulevard to South Carrier Parkway and SH 360 from Mildred Walker Parkway to Arkansas Lane with a majority of crashes occurring near Cooper Street, Matlock Road, the SH 360 at I-20 interchange and the section of I-20 from SH 360 to South Great Southwest Parkway.

Of the 39 fatalities reported in the overall study area, 37 occurred on the study area mainlanes and 23 were single vehicle crashes. The highest number of fatalities occurred on I-20 between Bowen and Matlock Roads with 10 fatalities. Of those, seven occurred at Cooper Street. Other locations of fatalities were at the interchange of I-20 and SH 360 with six fatalities and just north of I-20 along the SH 360 study area with seven fatalities.



Script:

As part of the I-20 corridor traffic analysis, the North Central Texas Council of Government (NCTCOG) projected 2045 traffic models were evaluated. This slide shows the origin and destination data gathered for I-20 eastbound traffic during the morning peak hours between 6:30 a.m. to 9 a.m. Overall, 92.5 percent of traffic will enter the eastbound I-20 corridor from southeast Fort Worth and 7.5 percent from southwest Arlington and Mansfield. It is estimated that 37 percent of motorists will pass through the entirety of the I-20 corridor while 53 percent of motorists will access the local cross streets between US 287 and the President George Bush Turnpike or SH 161, showing a mix of through traffic with local circulation traffic.



Script:

The projected peak origin and destination traffic data for the westbound I-20 corridor from 3 p.m. to 6:30 p.m. estimates that 74.5 percent of motorists will travel from southwest Dallas with 24 percent entering from the President George Bush Turnpike or SH 161. It is estimated that 38.7 percent of motorists would pass through the I-20 study corridor while 59.6 percent would access local cross streets between the President George Bush Turnpike or SH 161 and US 287, again showing an increase in the mix of through traffic with local circulation traffic.

Script:

From the conducted environmental evaluations and traffic analyses, the study team identified the following issues along the I-20 corridor:

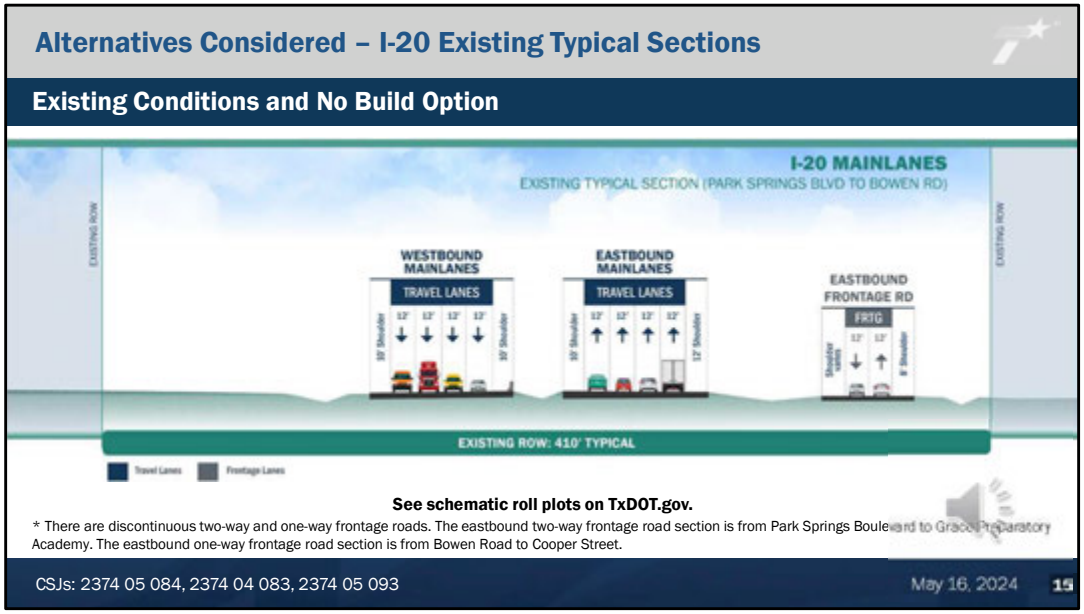
Mobility improvements are needed because there are insufficient mainlanes for the present conditions and future projected growth, with congestion and insufficient vehicle storage at interchanges, ramps and cross streets. In addition, there are a significant number of segments with high traffic volumes that are greater than the existing lane capacity, creating a Level of Service F during peak travel hours.

There is a lack of connectivity due to discontinuous frontage roads throughout the corridor that prevent seamless multimodal travel with a combination of one-way and two-way frontage roads.

There are various safety issues along the corridor including the discontinuous frontage roads which cause navigational issues for emergency services and bridge heights that do not meet current vertical clearance standards for a freight corridor.

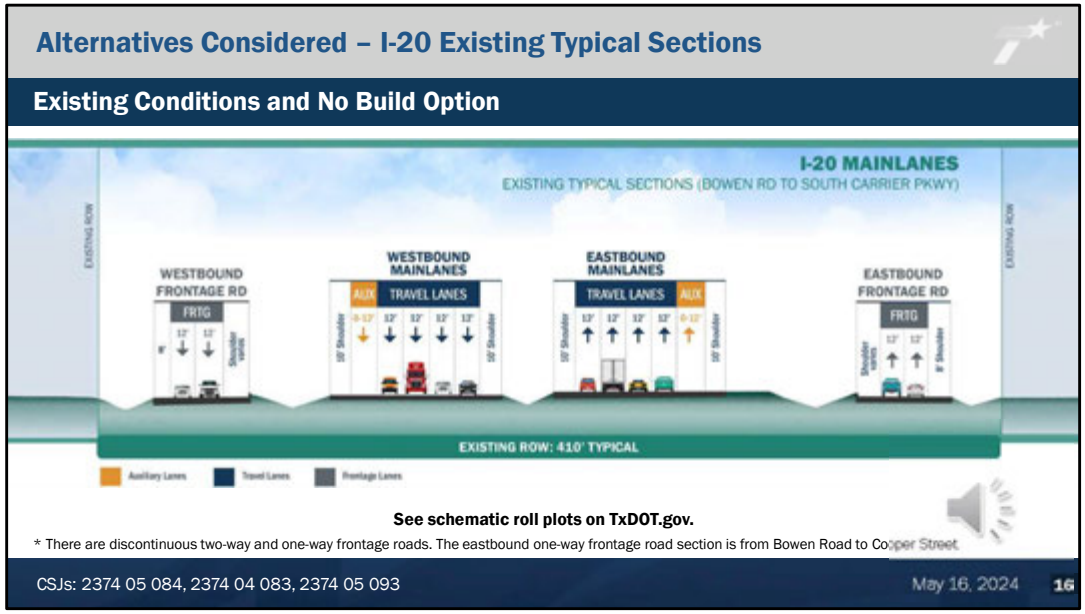
These issues result in increased travel times for drivers, bottlenecks due to a high volume of traffic weaving, freeway ramp traffic queuing onto the mainlanes and cross-streets and significant safety issues.

To meet the goals of this project, the team developed alternative designs to improve these traffic issues. The following slides depict typical sections of the existing I-20 conditions, the no build option, and three proposed alternatives.



Script:

A typical section shows the physical shape and relationship of the various roadway elements that are present at, or proposed for, a normal or typical interval along a roadway. Currently, the existing I-20 typical section from Park Springs Boulevard to Bowen Road consists of four, 12-foot-wide lanes in each direction with discontinuous two-way frontage roads. The eastbound two-way frontage road section is from Park Springs Boulevard to Grace Preparatory Academy. For the no build option, these existing conditions would remain.



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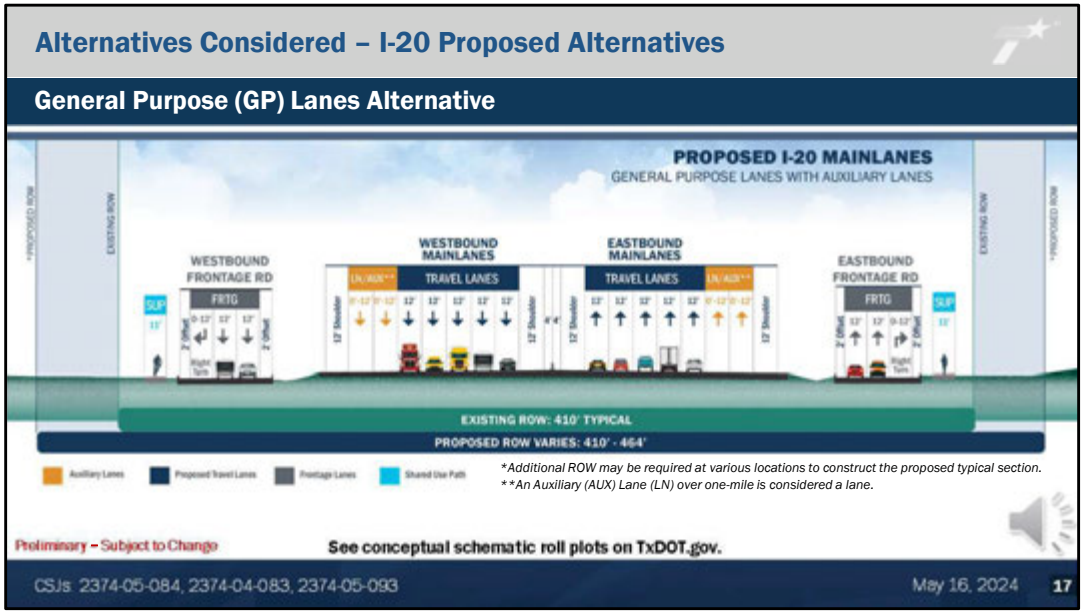
From Bowen Road to South Carrier Parkway, the existing I-20 typical section is comprised of four, 12-foot-wide travel lanes with an auxiliary lane and discontinuous one-way frontage roads in each direction.



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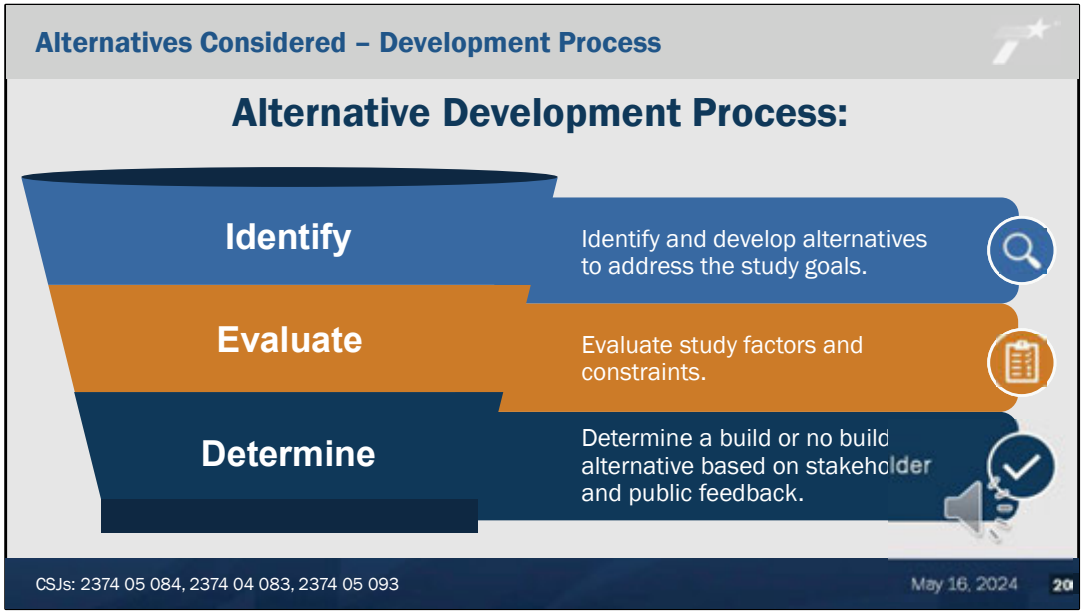
This is the I-20 proposed General Purpose Lanes alternative typical section. It is comprised of five to six, 12-foot-wide travel lanes, one to two 12-foot-wide auxiliary lanes, a minimum two-lane, one-way frontage road and 11-foot-wide shared-use path in each direction, within a proposed right of way width that varies between 410- to 464-feet. This proposed alternative would have one additional mainlane in each direction as well as the addition of two auxiliary lanes, continuous frontage roads and shared-use paths.

Script:

The General Purpose Lanes with Collector Distributor Lanes alternative is designed with five to six, 12-foot-wide lanes with one to two, 12-foot-wide auxiliary lanes and adds two, 12-foot-wide collector distributor lanes and a minimum of two, 12-foot-wide lane frontage roads in each direction within a proposed right of way width that varies between 410- to 479-feet. Collector distributor lanes are designed between the highway mainlanes and the ramps or frontage roads to move low-speed traffic merging with lane changes away from the high-speed flow of traffic on the main lanes. In addition to the one extra mainlane, one to two auxiliary lanes, continuous frontage roads and shared-use paths in each direction, this alternative would also include two-lane, collector distributors.

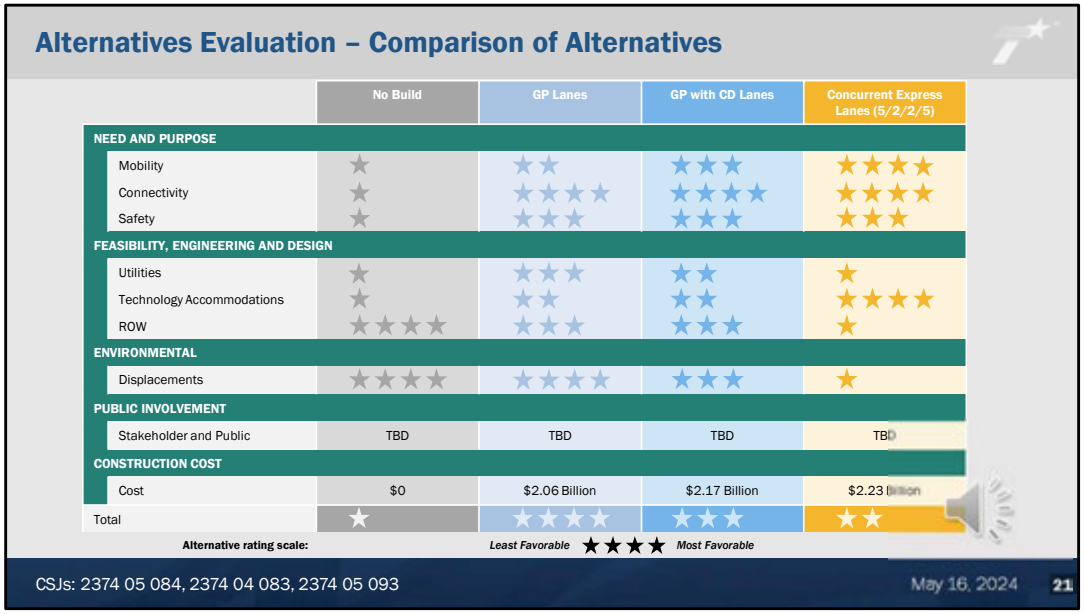
Script:

Finally, the Concurrent Express Lane alternative consists of five, 12-foot-wide mainlanes, two, 12-foot-wide lane frontage roads and an 11-foot-wide shared use path in each direction, in a right of way width that varies between 410- to 512-feet. The two, 12-foot-wide concurrent express lanes in each direction would be constructed in between the eastbound and westbound mainlanes, with entrances and exits placed at specific intervals along the corridor. Compared to the existing typical sections, this alternative would include an extra mainlane, two auxiliary lanes, frontage roads and shared-use paths, and it would also add two express lanes in each direction.



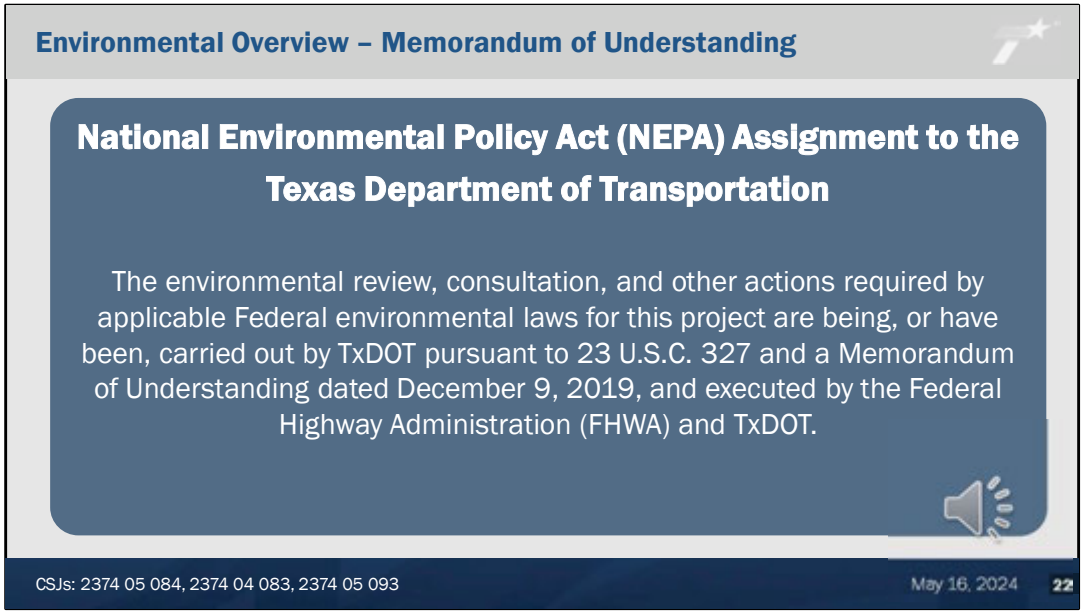
Script:

The study team is following an alternative development process to address the study goals. They are identifying and developing alternatives by evaluating multiple study factors and constraints to determine a build alternative to move forward into further design, after gathering stakeholder and public feedback. The team will continue to work with its stakeholder partners to gather feedback on the three proposed alternatives and will include public feedback from this virtual and in-person public meeting.



Script:

As part of the I-20 Arlington/Grand Prairie Corridor Study alternative development process, an alternative analysis matrix was created to compare the alternatives that are under consideration. Alternatives are evaluated for several criteria in regards to the study need and purpose, like mobility, connectivity and safety benefits, feasible design, minimizing environmental impacts, estimated project costs and incorporating stakeholder and public feedback. This table summarizes the alternative analysis evaluation to-date, which will be updated as the study progresses and will include stakeholder and public feedback. For more detailed information on the alternative analysis matrix, please ask a study representative.



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This project is anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

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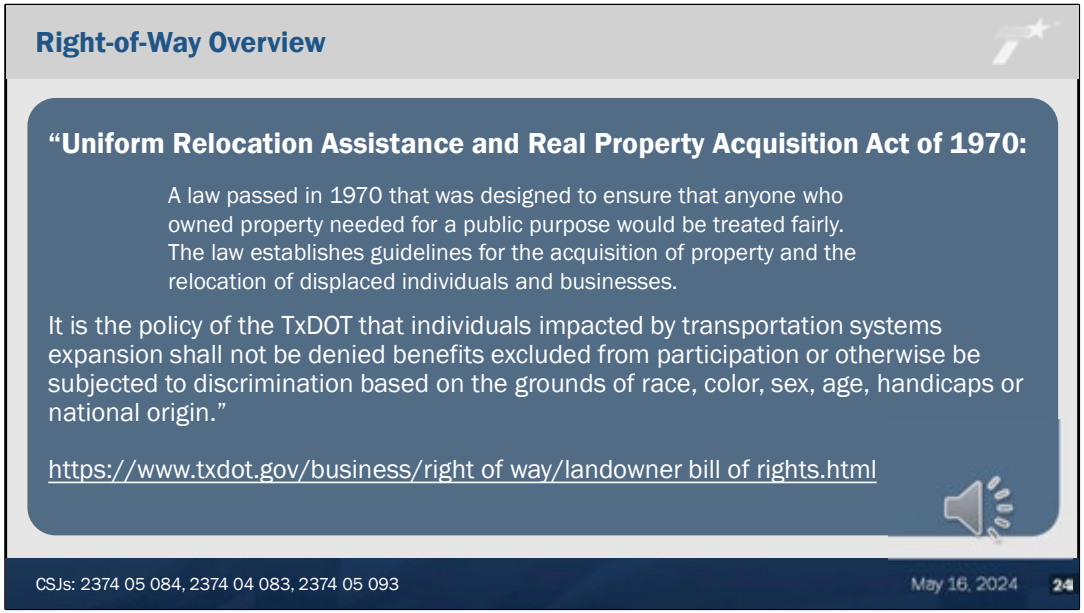
The NEPA process requires analysis of potential impacts to the manmade and natural environment as a result of the proposed study.

As part of the environmental process, technical analyses are being prepared to document the potential environmental impacts of the project. The resource categories studied include:

- Cultural resources, including historical and archeological resources
- Hazardous materials
- Traffic noise
- Community resources, including Environmental Justice populations
- Air quality
- Resources protected under Section 4(f) of the Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code;
- Indirect and Cumulative impacts
- Biological resources, including threatened and endangered species and their habitats.
- Water resources, including waters of the U.S. and wetlands.

The technical reports will be available for public review, once approved, from the TxDOT Fort Worth District Office. The environmental documentation will be developed in accordance with NEPA, TxDOT, and FHWA standards.



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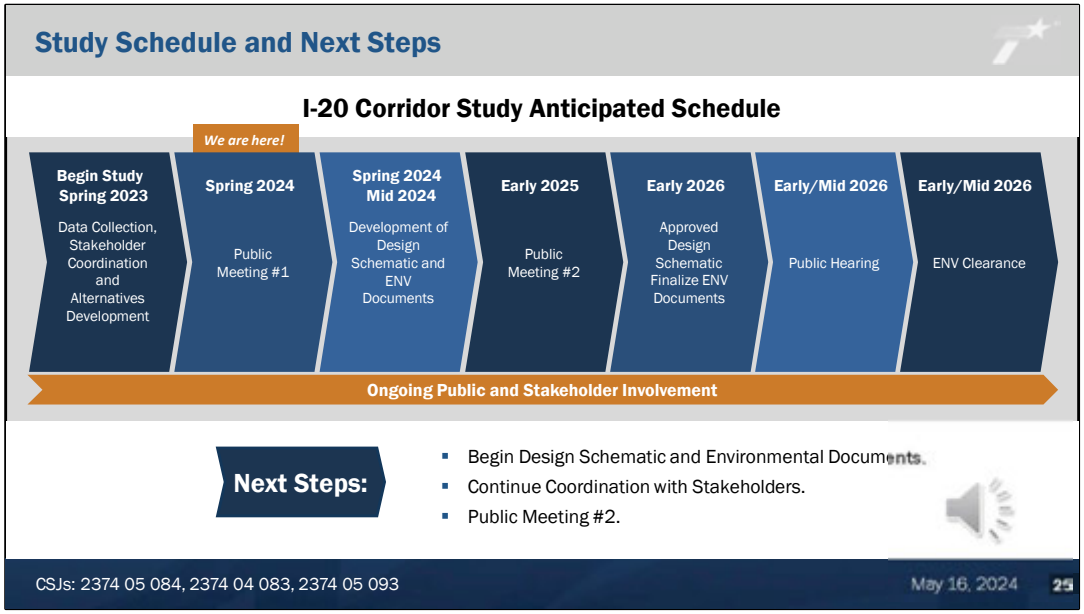
Currently, TxDOT is in the conceptual phase of the project. As the project progresses, right-of-way needs will be further defined and presented at a future public meeting and public hearing.

The Right-of-Way Acquisition Process would follow federal and state laws and policies. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, known as the Uniform Act, is the federal law that is followed for appraisals, negotiations, and relocation of families and/or businesses. Hard copies of the Right-of-Way Brochures and Property Owner's Bill of Rights will be available at the Right-of-Way table at the In-Person public meeting and are also available at the link on this slide at www.txdot.gov.

TxDOT is the agency responsible for acquiring the additional right of way from the individual property owners for the project. TxDOT will ensure that the Local Public Agency acquires all real property in accordance with the provisions of Title III of the Uniform Act and its associated federal regulations (49 CFR Part 24). All negotiations for right of way conducted are subject to this law and these regulations. Relocation booklets, which provide a general overview of the Relocation Assistance Program and outlines the services offered and any payments for which displaced individuals, families, business, and non-profit organizations may be eligible to receive are available for download on the TxDOT website address listed.

Information about the benefits, services and Right-of-Way Acquisition schedule can be obtained by calling the TxDOT District Office at (817) 370-6951.



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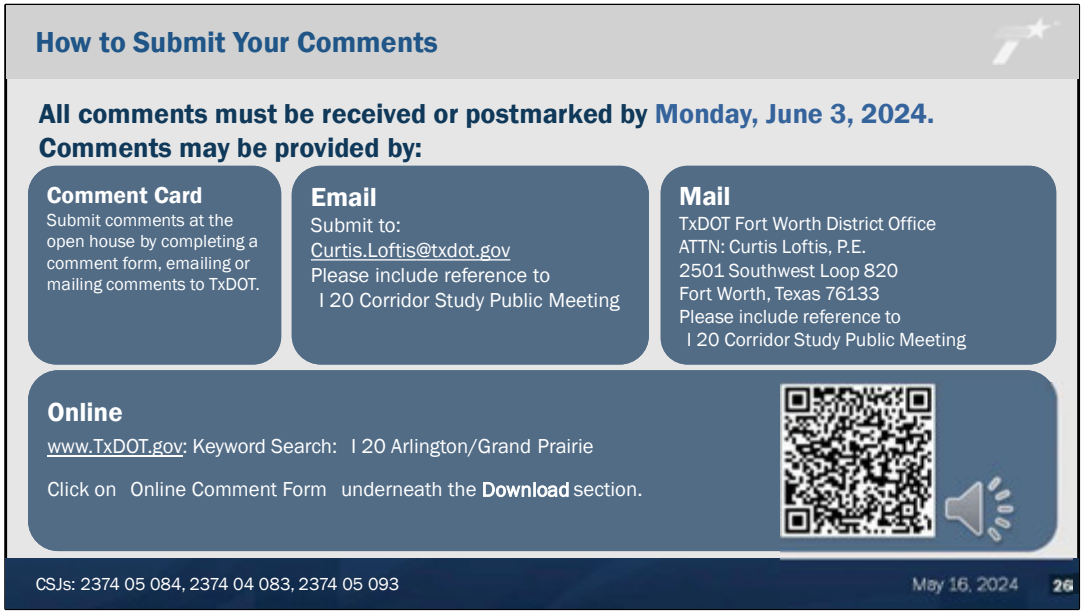
Notice the orange “We Are Here” at the top of the slide. After the comment period closes for this public meeting, the project team will review the comments received and prepare a public meeting summary report. The summary report will be posted to the project webpage when complete. In the next steps, the project team will develop the design schematic and environmental documents. A second public meeting is anticipated for early 2025. An approved design schematic will be developed and environmental documentation will be finalized prior to a public hearing anticipated in early to mid 2026. Environmental clearance is also anticipated in early to mid 2026, after which final design, right-of-way acquisition and construction of identified breakout projects can begin, dependent on funding.



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An important step in the project development process is the review of comments from this public meeting.

TxDOT encourages you to review the materials available at the open house and posted on the public meeting webpage and to provide written comments.

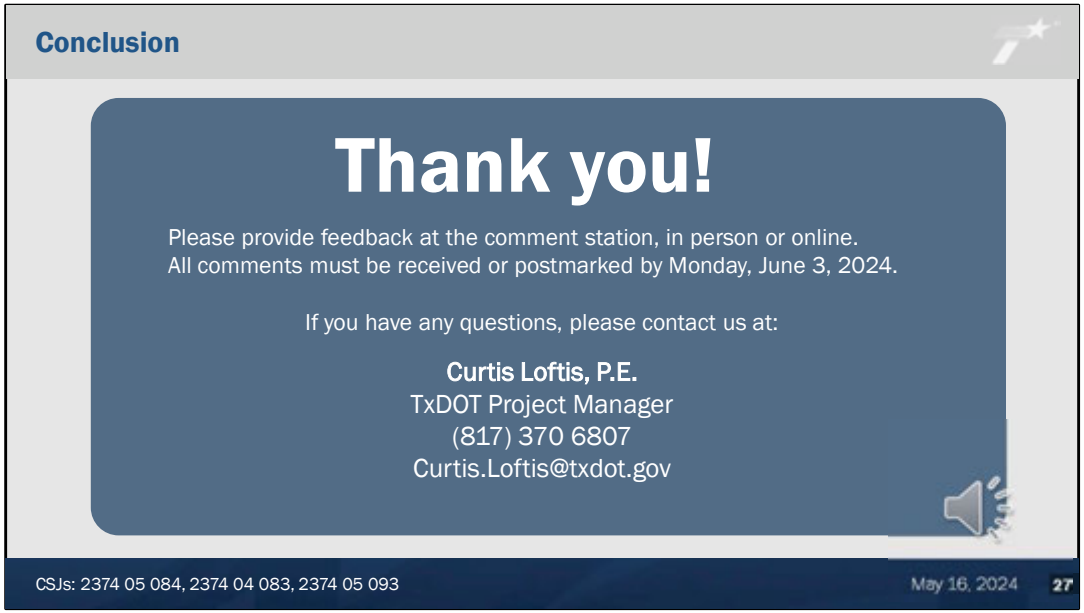
You may submit written comments by leaving a comment card at the in-person open house or by using the online comment form. The online comment form may also be accessed by scanning the QR code link shown on this slide.

You may also submit written comments by using the comment card found on the project's web page in the downloads section.

The comment card can be emailed to Curtis.Loftis@txdot.gov or mailed to TxDOT Fort Worth District, Attention: Curtis Loftis, P.E., 2501 Southwest Loop 820, Fort Worth, Texas 76133.

Comments must be submitted online, by email, or mailed and postmarked by Monday, June 3, 2024, to be included in the official public meeting documentation.

Responses to comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete. The project webpage can be found online at the URL shown on this slide, or by scanning the QR code.



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Thank you for attending the I-20 Arlington/Grand Prairie Corridor Study public meeting! Please provide your feedback at the comment station, in-person or online. All comments must be received or postmarked by Monday, June 3, 2024.

If you have any questions after the meeting, please contact the TxDOT Project Manager Curtis Loftis, P.E. at (817) 370-6807 or by email at Curtis.Loftis@txdot.gov.