

# WELCOME

## TO THE TOWN HALL MEETING

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- Please sign in
- View the exhibits and narrated presentation
- Ask questions!

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT.*

# Project Location Map

**DRAFT**



## I-30 West Corridor Study Town Hall Meeting Tarrant County, Texas

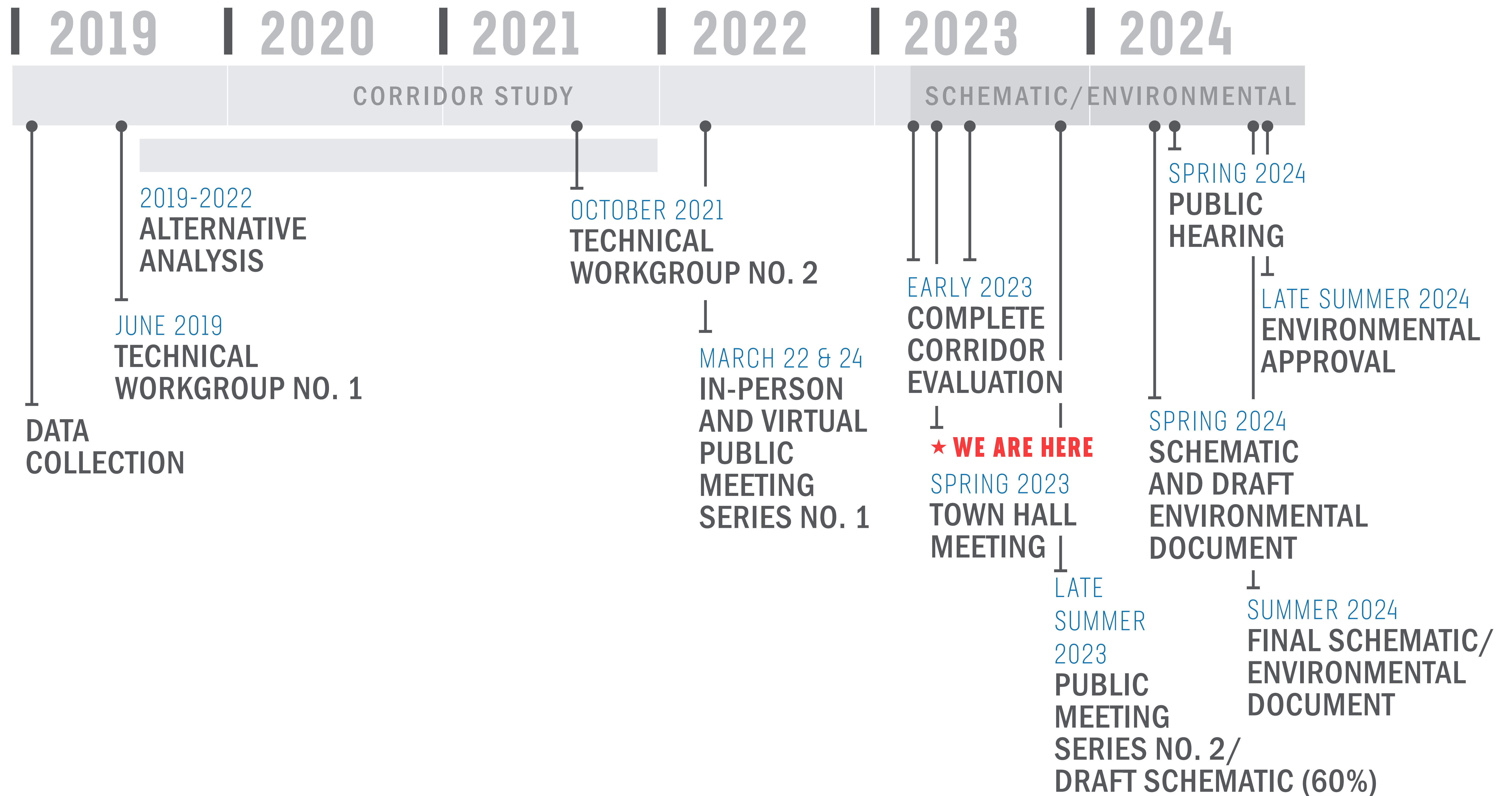
February 21, 2023

CSJs: 1068-01-213, 1068-01-230, 0008-15-057



# Project Timeline\*

**DRAFT**

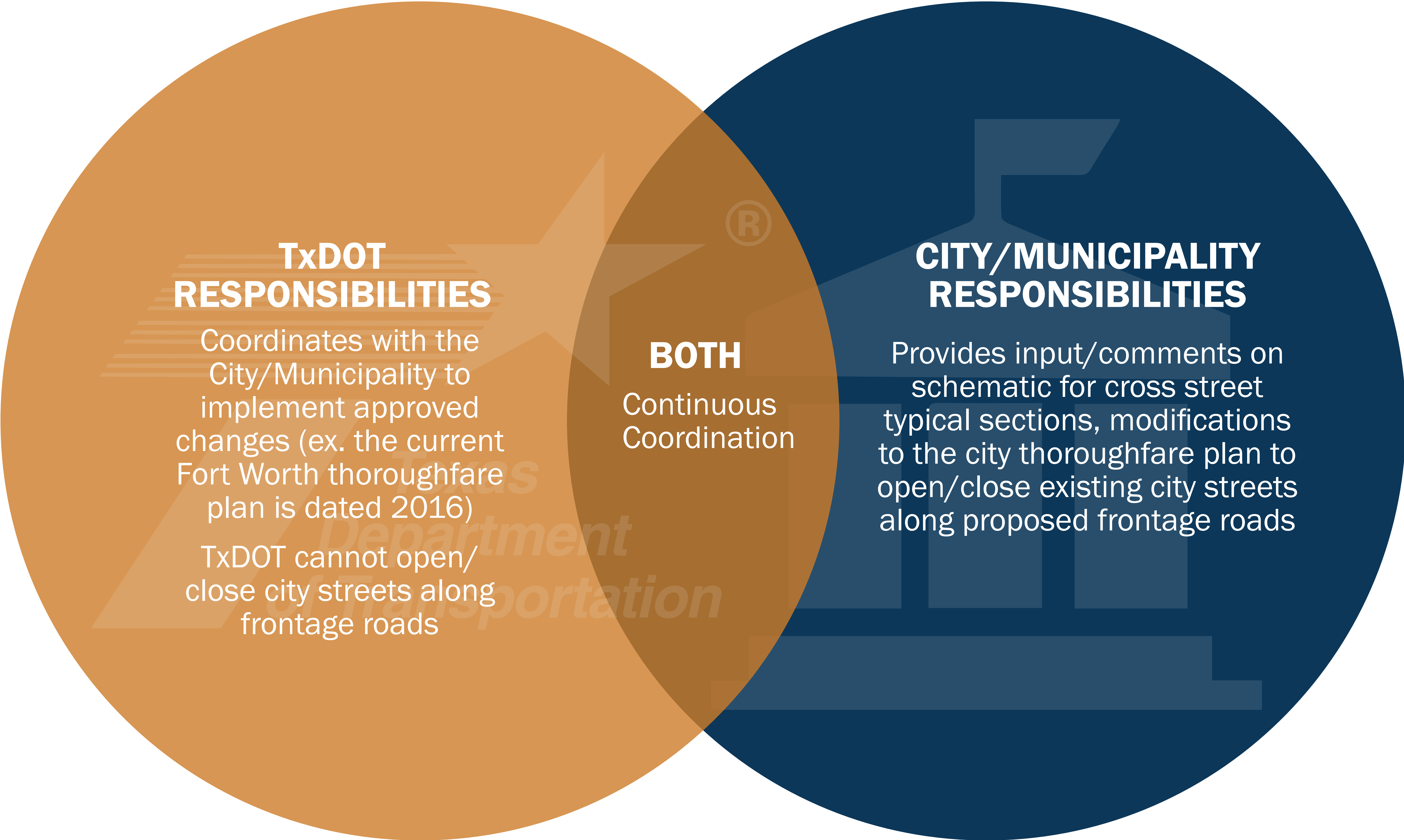


\*Preliminary Subject to Change

# Project Development Process



# Project Responsibilities

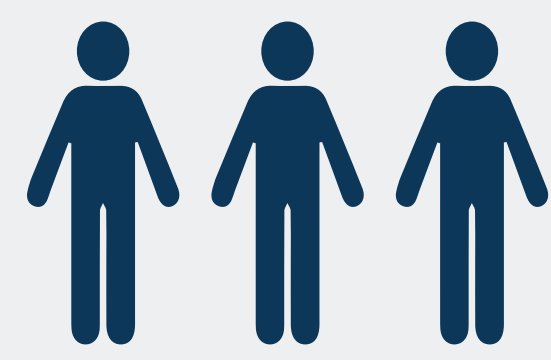


# Public Meeting Series No. 1 Recap

## PUBLIC MEETING ATTENDANCE: IN-PERSON

MARCH

22



**37 people**  
in attendance at Education  
Service Center Region 11

MARCH

24



**53 people**  
in attendance at Fort Worth  
Botanic Garden - Oak Hall/  
Rose Room

## PUBLIC MEETING ATTENDANCE: ONLINE

Web traffic from March 22, 2022 - April 25, 2022



**352**

Unique visitors to  
[www.txdot.gov](http://www.txdot.gov)

**487**

Narrated English  
Presentation on  
YouTube

**101**

Narrated Spanish  
Presentation on  
YouTube

## COMMENTS SUBMITTED



**29**

Public Meeting  
Conversation  
Comments



**16**

Email  
Comments



**12**

Written  
Comments



**6**

Phone Call  
Comments

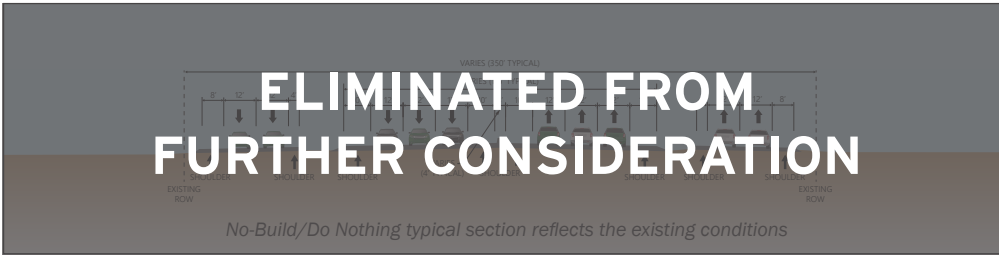


**2**

Mail  
Comments

See the project website for the Public Meeting Series 1 Summary.

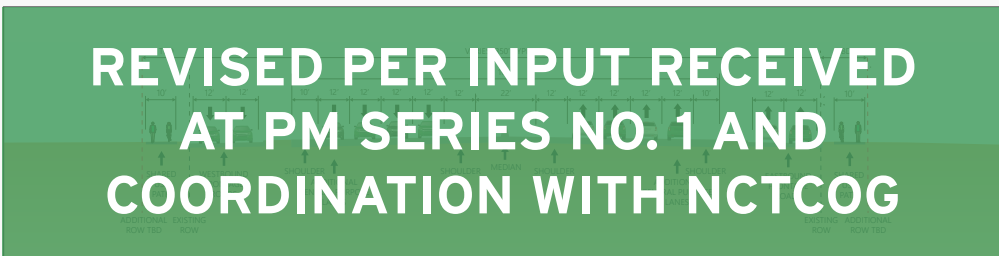
## No-Build/Do Nothing\*



- Existing three to four general purpose lanes in each direction
- Existing two to four discontinuous frontage road lanes in each direction
- Baseline alternative
- No improvements on project corridor
- Includes maintenance

\*Although the No-Build/Do Nothing Alternative was eliminated from further consideration during the corridor study, it will be carried forward throughout the environmental document as a baseline comparison to the Build Alternative.

## Additional General Purpose Lanes (Recommended Alternative)



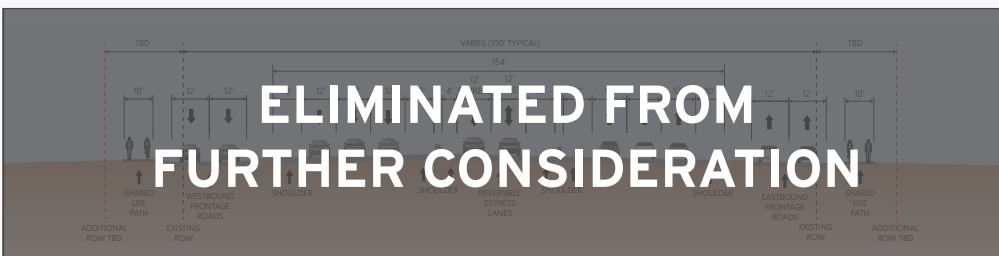
- Add one to two general purpose lanes in each direction
- Add pedestrian and bicycle accommodations
- Evaluate continuous frontage roads
- Additional right of way required

## Concurrent Express Lanes



- Add zero to one general purpose lane in each direction
- Add one concurrent express lane in each direction
- Add pedestrian and bicycle accommodations
- Evaluate continuous frontage roads
- Additional right of way required

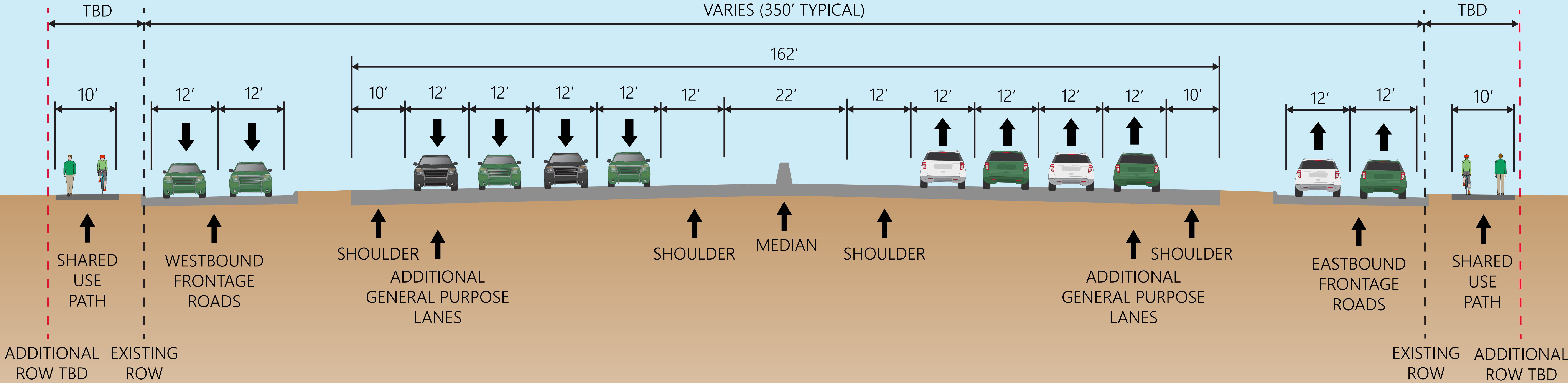
## Reversible Express Lanes



- Add two reversible express lanes
- Add pedestrian and bicycle accommodation
- Evaluate continuous frontage roads
- Additional right of way required

# Recommended Alternative

## Additional General Purpose Lanes\* (Recommended Alternative, consistent with 2045 MTP Update)



\*Revised from previous public meeting

# Project Updates & Design Changes



The recommended alternative (Additional General Purpose Lanes) has been revised from 10 general purpose lanes (5 in each direction), as shown at the first public meeting to 8 general purpose lanes (4 in each direction) per input received at the first public meeting series and coordination with NCTCOG.



Proposed design updates to the SH 183/Spur 341 interchange are currently being analyzed and will be presented at public meeting series No. 2.



The segment of I-30 between Camp Bowie Boulevard and Chisholm Trail Parkway:

- » Is a part of the corridor study
- » Is not a part of the project limits that would be environmentally cleared
- » Increased capacity improvements are not currently included in the NCTCOG 2045 Metropolitan Transportation Plan (MTP) Update\*

*The timing of this segment is unknown but was included in the corridor study for lane consistency of the corridor.*



No funding has been identified.



Future operational improvements/bottleneck removal and frontage road improvements are proposed for the segment east of Camp Bowie Boulevard and are included in the MTP.

*\*Projects must be included in the NCTCOG 2045 MTP in order to be environmentally cleared and ultimately let for construction.*