



VIRTUAL PUBLIC MEETING SCRIPT

I-30 WEST CORRIDOR STUDY

I-30 FROM I-820 TO CHISHOLM TRAIL PARKWAY;

I-820 FROM CLIFFORD STREET TO CHAPIN ROAD;

SPUR 341 FROM I-30 TO DOWNE DRIVE; AND

SH 183 FROM RIDGMAR MEADOW ROAD TO ROSEWOOD STREET

TARRANT COUNTY, TEXAS

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

MARCH 22, 2022

**MR. RICARDO GONZALEZ, P.E., TxDOT DIRECTOR OF TRANSPORTATION,
PLANNING & DEVELOPMENT**

SLIDE 1 – Title Slide

Welcome to the Texas Department of Transportation's pre-recorded, virtual public meeting for the proposed improvements to Interstate Highway 30, or I-30, from I-820 to Chisholm Trail Parkway, I-820 from Clifford Street to Chapin Road, Spur 341 from I-30 to Downe Drive, and State Highway 183 or SH 183, from Ridgmar Meadow Road to Rosewood Street in Tarrant County, Texas. During the virtual public meeting, you may pause the presentation and navigate forward or backward using your video player at any time.

SLIDE 2 – Welcome

Thank you for joining us tonight. 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 meeting will present audio and visual information on proposed improvements to I-30. After the project information is presented, please provide us comments on the proposed improvements from March 22 through April 25, 2022. Your valuable input into these proposed improvements will benefit the community and help shape the final project recommendation.

SLIDE 3 – Virtual Public Meeting in Response to Public Health

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health, TxDOT is offering a virtual public meeting to avoid in-person contact.

Additionally, TxDOT is providing two in-person options for individuals who would like to participate in person instead of online. Attendees at the in-person option will be able to view the same presentation delivered in the virtual on-line public meeting, review hard copies of project materials, and leave written comments.

This presentation will cover the same information the Fort Worth District will share at the in-person public meeting. However, the comment process for this virtual public meeting will be different from what we normally conduct at an in-person meeting and will be explained shortly. All project information can be found on TxDOT's website at www.txdot.gov with the keyword search of "I-30 West Corridor Study." For health and safety reasons, we encourage the public to view the project materials displayed online to avoid in-person contact. I will now introduce HNTB Corporation, who has been assisting TxDOT with developing the engineering design for the proposed project.

CONSULTANT, narrator

SLIDE 4 – Public Meeting In-Person Options

Good evening, on behalf of TxDOT, I would like to welcome you to the virtual public meeting for the I-30 West Corridor Study.

The in-person options are preferred to be by appointment and will be held on Tuesday, March 22nd from 3-7 p.m. at the Education Service Center Region 11, located at 1451 South Cherry Lane, White Settlement, Texas and on Thursday, March 24th, from 4-8 p.m. at the Fort Worth Botanic Garden, located at 3220 Botanic Garden Boulevard, Fort Worth, Texas.

Individuals wishing to attend the in-person option must sign up via: www.signupgenius.com/go/I30westcorridorstudyPMor call (833) 933-0431 and leave a voicemail with your contact information. A team member will then contact you to schedule an appointment.

SLIDE 5 – Agenda

At this time, I will present the following: Project Overview, Environmental Overview, Project Schedule and Next Steps, and the Public Comment Process.

SLIDE 6 – Project Partners

Before discussing the project details, I would like to acknowledge our local project partners who have participated in the development of this project including: the Federal

Highway Administration, the North Central Texas Council of Governments, the Naval Air Station Joint Reserve Base Fort Worth, cities of Fort Worth and White Settlement, Tarrant County, and Trinity Metro.

SLIDE 7 –Public Meeting Purpose

As part of the National Environmental Policy Act, or NEPA process, TxDOT is hosting this public meeting to provide the public with an update on the study and present both audio and visual information on the proposed improvements to I-30. The goal of this meeting is to provide a status of the project design and an environmental overview as well as receive public comments that can assist in influencing project design elements. There is currently no funding identified for construction of the project; TxDOT is seeking your input on high priority areas within the corridor that can be addressed through breakout projects. These breakout projects can be completed prior to the ultimate project being constructed, as funding becomes available.

SLIDE 8 – Prior Public Involvement

During development of the study, TxDOT held several technical work group meetings which are held during the alternatives analysis phase of the project and consist of agency personnel and local government officials who have a role in funding, permitting and implementing the proposed project. These meetings offer participants the opportunity to voice their input, scrutiny, and provide opinion on all aspects of the project. In addition to the technical work group meetings, TxDOT held meetings with the City of Fort Worth, City of White Settlement, Naval Air Station Joint Reserve Base, Trinity Metro and North Central Texas Council of Governments to receive input from these project partners. The

study team is also coordinating adjacent TxDOT projects that are ongoing. Those include the I-30 project from Linkcrest Drive to I-820 and the SH 183 North Tarrant project from I-30 to SH 199. For more information on those projects, please visit the TxDOT website.

SLIDE 9 – Study Goals and Objectives

The overall study goals and objectives include:

- Alleviate congestion,
- Improve operations,
- Enhance safety,
- Provide transportation options,
- Develop implementable solutions that may consist of breakout projects for high priority areas (as funding becomes available), and
- Coordinate future Metropolitan Transportation Plan (MTP) revisions with study recommendations.

SLIDE 10 – Purpose of the Study

The purpose of the I-30 West Corridor Study is to evaluate proposed improvements to the existing I-30 corridor, to consider potential express lanes, and to evaluate improvements to the frontage roads, ramps and cross streets including the I-30/I-820, I-30/Spur 341, and I-30/SH 183 interchanges within the project limits. The next step in the public involvement process is offering this public meeting.

SLIDE 11 – Public Meeting Notices

The public meeting notice for this project was posted on the www.TxDOT.gov at “Public Meetings, Meetings and Notices” on Tuesday, March 1st. Elected and public officials were mailed a letter, notice and fact sheet on Wednesday, March 2nd. Adjacent property owners were mailed a notice, comment form, and fact sheet on Friday, March 4th. Adjacent property owners were identified by using county tax rolls. Other stakeholders were mailed a postcard on Friday, March 4th. The notice of this public meeting was published in the *Fort Worth Star-Telegram* newspaper in on Sunday, March 6th in English and Spanish, in the *White Settlement Bomber News* and *Benbrook News* on Thursday, March 10th, both of which are online publications only. A Spanish notice of this public meeting was published in *Novedades News* on Wednesday, March 9th, which is also an online publication only.

SLIDE 12 – I-30 Study Overview

The limits for this study extend along I-30 from I-820 to Chisholm Trail Parkway, I-820 from Clifford Street to Chapin Road, Spur 341 from I-30 to Downe Drive, and SH 183 from Ridgmar Meadow Road to Rosewood Street. The project extends through portions of the cities of Benbrook, Fort Worth, Westover Hills, and White Settlement in Tarrant County, Texas. The study is approximately 12 miles in length.

SLIDE 13 – I-30 Corridor Study

The corridor study includes preparing conceptual layouts, an alternatives analysis, traffic data and projections, traffic engineering and operations, and public involvement. The

limits of the corridor study are shown on the map in yellow. We are currently in this phase of the project.

SLIDE 14 – Design Schematic & Environmental Study

The design schematic and environmental study stage of the project will include geometric design schematic layout of the recommended alternative, a drainage study, an Interstate Access Justification Report, an environmental assessment, and public involvement. The limits of the design schematic and environmental study are shown on the map in pink.

SLIDE 15 – Project Development Process

TxDOT's typical project development process includes:

- Identifying a need,
- Conducting a feasibility and routing study,
- Alternative analysis and schematic,
- Environmental studies supported with public involvement,
- Final detailed design,
- Right of way and utilities, and finally
- Construction.

Following this public meeting, the proposed design will be refined per public meeting comments where feasible. Once this is complete, this resulting design will become the recommended alternative and will proceed to the design schematic and environmental documentation phase of the project.

SLIDE 16 – I-30: Existing Conditions

Within the project limits, I-30 consists of three to four, 12-foot-wide general purpose lanes in each direction and two to four, 12-foot-wide discontinuous frontage road lanes in each direction. Depicted here is a typical section of the existing I-30 mainlanes and frontage roads. As you can see, the existing right of way varies with a typical width of 350 feet. Along the existing corridor, there is limited pedestrian and no bicycle accommodations.

SLIDE 17 – Mainlane Alternatives

An alternatives analysis was conducted for the project to determine recommended improvements. This process started by evaluating various typical sections. The following typical sections were considered:

- No Build/Do Nothing - a no build typical section maintaining three to four existing mainlanes in each direction.
- Additional General Purpose Lanes - a proposed typical section with the addition of one to two general purpose lanes in each direction.
- Concurrent Express Lanes - a proposed typical section with the addition of up to one general purpose lane and one concurrent express lane in each direction.
- Reversible Express Lanes - a proposed typical section with the addition of two reversible express lanes, no additional general purpose lanes would be added.

The following slides will provide a brief description of each alternative and its typical section.

SLIDE 18 – No Build/Do Nothing

The No Build/Do Nothing alternative would maintain the existing three to four general purpose lanes and existing two to four discontinuous frontage road lanes in each direction, it would not include improvements to the project corridor. This alternative does include maintenance of the existing roadway.

SLIDE 19 – Additional General Purpose Lanes

The Additional General Purpose Lanes alternative would add one to two general purpose lanes in each direction and pedestrian and bicycle accommodations. The alternative includes an evaluation of continuous frontage roads and would require additional right of way.

SLIDE 20 – What are Express Lanes?

Express lanes are typically built in the median of freeway corridors and separated from parallel traffic by barriers. Express lanes significantly have fewer entrance and exit ramps than parallel freeway lanes and allow through traffic to avoid congestion that results from local trips. Express lanes do not have a toll component, so they cannot offer a guaranteed speed.

SLIDE 21 – Concurrent Express Lanes

The Concurrent Express Lanes alternative would add up to one general purpose lane and one concurrent express lane in each direction along with pedestrian and bicycle accommodations. The alternative includes an evaluation of continuous frontage roads

and would require additional right of way. There was no tolling component considered with this alternative.

SLIDE 22 – Reversible Express Lanes

The Reversible Express Lanes alternative adds two reversible express lanes along with pedestrian and bicycle accommodations. The alternative includes an evaluation of continuous frontage roads and would require additional right of way. There was no tolling component considered with this alternative.

SLIDE 23 – Mainlane Alternative Analysis Overview

The alternative analysis evaluation process begins with the development of three build alternatives and the No Build/Do Nothing alternative. The purpose of this evaluation of alternatives is to compare the alternatives and identify those that would best achieve the study goals and objectives. See the project website for a larger version of the evaluation matrix. The following categories were identified as the initial basis or criteria for evaluating the alternatives:

- Engineering,
- Traffic,
- Environmental and
- Estimated Cost.

The summary of the alternative comparisons are shown in the slide. The criteria rating scale used in this comparative evaluation of alternatives includes five levels of degree. The ranking system is shown in the table.

Based on preliminary traffic analysis, this segment of I-30 has definitive peak hour directionality, meaning the morning traffic is significantly higher on the eastbound lanes and the evening traffic is significantly higher on the westbound lanes. The No Build/Do Nothing alternative could not accommodate future traffic; therefore, it was eliminated from further consideration. The three-build alternatives were further evaluated with the following results: Because of the traffic directionality, concurrent express lanes would not be utilized to justify the significant right-of-way impacts. Preliminary traffic analysis further concluded that reversible express lanes would not provide additional benefit compared to the additional general purpose lanes and would result in a larger right-of-way footprint meaning there would be more right-of-way impacts.

Per the alternative analysis evaluation and coordination with the North Central Texas Council of Governments, adjacent cities, and stakeholders, the No Build/Do Nothing, Concurrent Express Lanes and Reversible Express Lane alternatives were eliminated from further consideration. To meet the study goals and objectives, the Additional General Purpose Lanes Alternative is recommended to proceed to the design schematic and environmental documentation phase of the project from I-820 to Camp Bowie Boulevard, where it will transition back to existing. The Additional General Purpose Lanes Alternative, as shown at this public meeting, will be further refined where feasible based on public input for the schematic limits.

SLIDE 24 – Recommended Alternative –General Purpose Alternative

The recommended alternative would provide a 10-foot wide shared-use path for bicycles and pedestrians in each direction, offset 5-foot from the frontage road curb, where reasonable and feasible. In areas where the shared-use path is not feasible, at a minimum an 8-foot sidewalk would be provided. Visit the project website at www.txdot.gov with the keyword search of “I-30 West Corridor Study” to see a roll plot of the recommended alternative. If you have any questions about the recommended alternative, please contact TxDOT for additional information.

Please note that as part of the alternative analysis, multiple interchange alternatives were evaluated at the Spur 341 and SH 183 interchanges and we will go into further detail later in this presentation. The interchange shown on the recommended alternative roll plot, is one of the preliminary alternatives being evaluated. All interchange alternatives will be further evaluated as the analysis evolves, including traffic operations and feedback from this public meeting.

SLIDE 25 – SH 183 and Spur 341 Interchange Existing Conditions

The project team is evaluating deficiencies of the existing interchanges and has developed alternatives to reconstruct the Spur 341 and SH 183 interchanges to address the following safety, operational, and engineering deficiencies. The current interchange does not:

- meet current guidelines for engineering,
- enhance safety,
- provide pedestrian and bicycle access,
- does not operate well with today’s traffic,

- and the interchange operations and traffic mobility will continue to deteriorate over time as traffic increases.

SLIDE 26 – Spur 341 and SH 183 Interchange Alternatives

The alternatives shown on the slide were considered and analyzed. These alternatives are available for viewing at this public meeting. All the alternatives implement latest design criteria and improved pedestrian and bicycle access compared to the No Build/Do Nothing. A more detailed description of each alternative will be provided in the following slides. Two alternatives were removed from further consideration due to geometric feasibility or input from the February and March 2021 series of stakeholder meetings.

Those include:

- SH 183 Split Diamond with westbound I-30 to northbound SH 183 Direct Connector
- Spur 341 and SH 183 One Way Pair

SLIDE 27 – SH 183 and Spur 341 Split Diamond

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. The proposed exit and entrance ramps both directions would serve both Spur 341 and SH 183. Compared to the No Build, the benefits to this alternative are the significant potential surplus of ROW, access to Spur 341, SH 183 and Cherry Lane, and consistency with driver expectation or familiarity. The challenges are the multiple signalized intersections on the frontage road. The cost of this alternative is approximately \$111M.

SLIDE 28 – SH 183 Diverging Diamond and Spur 341 Partial (2) DC

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. A diverging diamond interchange is proposed at I-30 and SH 183. This interchange type enhances safety and mobility and is similar to the interchange at SH 121/Sam Rayburn Tollway at South Colony Boulevard in The Colony, Texas near Nebraska Furniture Mart. Direct connections are proposed from southbound Spur 341 and SH 183 to eastbound I-30 and from westbound I-30 to northbound Spur 341 and SH 183. Compared to the No Build Alternative, the benefits with this alternative are the potential surplus of ROW, access to Spur 341, SH 183, Cherry Lane, and reduced weaving on I-30 and proposed frontage roads. The challenges are a three-level interchange because of the height of the interchange within proximity to the Joint Reserve Base flight path. Further analysis and coordination would be required if this alternative advances. Other considerations are driver expectancy or familiarity associated with a diverging diamond interchange, and ROW impacts on the northwest corner of Spur 341. The cost of this alternative is approximately \$122M.

SLIDE 29 – SH 183 Diamond and Spur 341 Trumpet

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. Traditional I-30 entrance and exit ramps are proposed to/from SH 183. Direct access to/from Spur 341 is grade separated from the frontage road and SH 183 traffic. Compared to the No Build Alternative, the benefits with this alternative are the potential surplus of ROW, access to Spur 341, SH 183, and Cherry Lane, and Spur 341/SH 183 traffic are separated. The challenges are a three-level interchange because of the height of the interchange within proximity to the Joint Reserve Base flight path, low

speed connections to Spur 341, and ROW impacts on the northwest corner of Spur 341. The cost of this alternative is approximately \$106M.

SLIDE 30 – SH 183 Diamond and Spur 341 Partial (3) DC

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. Traditional I-30 entrance and exit ramps are proposed to/from SH 183. Three direct connections are proposed for Spur 341, eastbound I-30 to northbound Spur 341, southbound Spur 341 to eastbound I-30 and westbound I-30 to northbound Spur 341. Southbound Spur 341 to westbound I-30 would access the frontage road and go thru the Cherry Lane signal. Compared to the No Build Alternative, the benefits with this alternative are the significant potential of surplus ROW, access to Spur 341, SH 183, Cherry Lane, and reduced weaving on I-30 and proposed frontage roads. The challenge is that there would be no direct I-30 westbound access to Cherry Lane. The cost of this alternative is approximately \$119M.

SLIDE 31 – SH 183 3-Level Diamond and Spur 341 Diamond

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. This alternative provides full access to/from SH 183 and Spur 341. Direct access is also provided to/from Cherry Lane. Compared to the No Build Alternative, the pros with this alternative are substantial potential surplus ROW, access to Spur 341, SH 183, Cherry Lane, and SH 183 traffic will by-pass the intersections with the frontage roads. The cons are a three-level interchange because of the height of the interchange within proximity to the Joint Reserve Base flight path, and additional signals along the frontage roads. The cost of this alternative is approximately \$129M.

SLIDE 32 – SH 183 Diamond and Spur 341 Half Diverging Diamond

The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. A half diverging diamond interchange is proposed at I-30 and Spur 341. This interchange type enhances safety and mobility since one travel direction does not extend past the interchange, limiting access to only three directions. Direct connections are proposed from to/from Cherry Lane. Compared to the No Build Alternative, the benefits with this alternative include the potential surplus of ROW, access to Spur 341, SH 183, Cherry Lane, and improved mobility. The challenges are driver expectancy or familiarity, combined I-30 exits to Spur 341 and SH 183, and multiple signalized intersections. The cost of this alternative is approximately \$121M.

SLIDE 33 – SH 183 Diamond and Spur 341 Partial (3) DC with Roundabout

This alternative was proposed by the North Central Texas Council of Governments. The existing I-30 loop ramps to/from Spur 341 and SH 183 would be removed. A traditional diamond interchange is proposed both directions of I-30 to/from SH 183. Direct access is proposed for all directions of Spur 341 to/from I-30. A roundabout is proposed to connect Scott Street, Ridgmar Mall and Spur 341. Direct access is provided to Cherry Lane. Compared to the No Build, the benefits with this alternative includes the potential surplus of ROW, access to Spur 341, SH 183, Cherry Lane, and reduced weaving on I-30 and proposed frontage roads. The challenges include driver expectancy or familiarity associated with a roundabout, lower design speed for the connection from southbound Spur 341 to westbound I-30, and cost. This is the most expensive of the alternatives estimated at approximately \$140M.

SLIDE 34 – SH 183 and Spur 341 Interchange Evaluation Matrix

The alternative analysis evaluation process begins with the development of build alternatives and the No Build/Do Nothing alternative. The purpose of this evaluation of alternatives is to compare the interchange alternatives and identify those that would best achieve the study goals and objectives. See the project website, www.txdot.gov, for a larger version of the interchange evaluation matrix. Similar to the mainlane evaluation matrix, the following categories were identified as the initial basis or criteria for evaluating the interchange alternatives:

- Engineering,
- Traffic,
- Environmental and
- Estimated Cost

The results of the alternative comparisons are shown in the slide. The criteria rating scale used in this comparative evaluation of alternatives includes five levels of degree. The ranking system is shown in the table.

Further geometric and traffic analysis are necessary and will be part of the next phase of the study to determine the proposed interchange at I-30 and Spur 341/SH 183. Public comments received from this public meeting will be considered to refine alternatives and continue more detailed analysis to provide the best interchange alternative that meets the study goals.

SLIDE 35 – Environmental Process

The I-30 Study is federally funded. When a study or project receives federal funding, TxDOT is required to assess the potential environmental effects of the proposed project. The National Environmental Policy Act, or NEPA process, requires analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether to proceed with the project.

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014, TxDOT assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This memorandum of understanding was renewed on December 9, 2019. This review and approval process will apply to this project.

This virtual public meeting, presented by TxDOT, is provided to share information and to encourage comments from the public regarding the proposed I-30 West Corridor Project.

SLIDE 36 – Environmental Overview

As part of the project scope, TxDOT tasked the engineering consultant to determine the environmental resources to be analyzed, conduct field work to determine potential environmental constraints and document those findings in the preparation of the NEPA document. The technical documentation for this project will address the potential impacts identified during the engineering and design phase of the proposed project. These areas of potential impacts include natural, social, and cultural resources as well as potential

impacts to adjacent and surrounding land use. This slide shows a list of all resources and issues that will be evaluated during the environmental analyses. Please note that these environmental studies are ongoing, any findings because of these studies will be shared at future public involvement events.

SLIDE 37 – Environmental Constraints Map

The project environmental constraints map is used to help planners and engineers determine the least impactful method to fulfill the goals and objectives of the project. Visit the project website at www.txdot.gov with the keyword search of “I-30 West Corridor Study” to view a full map of the constraints map. Environmental studies for this project are ongoing.

SLIDE 38 – I-30 Corridor Study

Currently, the project is in the corridor study phase that includes preparing conceptual layouts, an alternative analysis, gathering traffic data and projections, traffic engineering and operations, and public involvement. The limits are shown in yellow. The corridor study is expected to be completed in early 2023.

SLIDE 39 – Project Schedule

The next phase includes the design schematic and environmental study. The NEPA process includes public involvement and proactively engaging stakeholders and seeking public input. This slide highlights the steps of the project development process and tentative project schedule for I-30 from I-820 to Camp Bowie Boulevard.

The draft preliminary schematic layout is anticipated in early 2024 and the draft environmental document and a public hearing are both anticipated to be complete at the end of 2024/early 2025. Upon approval of the environmental document, environmental clearance would follow and is anticipated in mid-2025.

The development of the environmental documents for the portion of the study along I-30 from Camp Bowie Boulevard to Chisholm Trail Parkway is expected to be a separate study to be prepared in the future.

SLIDE 40 – Subsequent Project Timeline

Future phases of the project, including final design plans, right of way acquisition and utility relocations, have not been scheduled and would be determined at a later date. Funding for the project is still being identified. Limited funding is expected to be available for breakout projects to address high priority areas in the corridor. These breakout projects have not yet been identified. Your feedback is appreciated to help identify potential breakout projects.

SLIDE 41 – Public Meeting Materials and Questions

For your convenience, we invite you to view all information developed for this project online at www.txdot.gov Keyword Search: "I-30 West Corridor Study." Materials such as the draft schematic, constraints map and alternatives layouts are available for viewing at this virtual public meeting.

Project questions are welcome throughout the project development process. If you have questions or comments throughout project development, please contact the TxDOT Project Manager Charles Cox, P.E., at (817) 370-6533 during regular office hours or by e-mail at FTW_I_30_West@txdot.gov.

SLIDE 42 – Public Comment Process

Your comments about this project are very important to TxDOT. Your feedback on the I-30 Project will contribute greatly to the success of this project. This slide highlights the process for public comments.

For your comments to be included in the public meeting summary, all comments must be postmarked or received by Monday, April 25, 2022. Mail written comments to: TxDOT Project Manager Charles Cox, P.E. at TxDOT's Fort Worth District, 2501 Southwest Loop 820, Fort Worth, Texas 76133 or leave a verbal comment via voicemail at (833) 933-0431. Email comments to TxDOT Project Manager at FTW_I_30_West@txdot.gov. Online comments may be submitted at www.txdot.gov Keyword Search: "I-30 Corridor West Study." Select this project, then click on the "Submit Your Comments" box in the upper right-hand corner of the project webpage. We appreciate your understanding with this comment process. The responses to your comments submitted during the comment period will be included in the virtual public meeting summary. This report will be posted on TxDOT's website when it is finalized prior to the public meeting.

SLIDE 43 – Conclusion

Ladies and gentlemen, we sincerely thank you for joining TxDOT's public meeting for the proposed I-30 West Corridor Study in Tarrant County. Your questions, comments and

concerns will receive careful consideration. Please take a moment to review the project materials online. And remember to submit your comments by Monday, April 25, 2022. This public meeting is officially adjourned. Thank you.