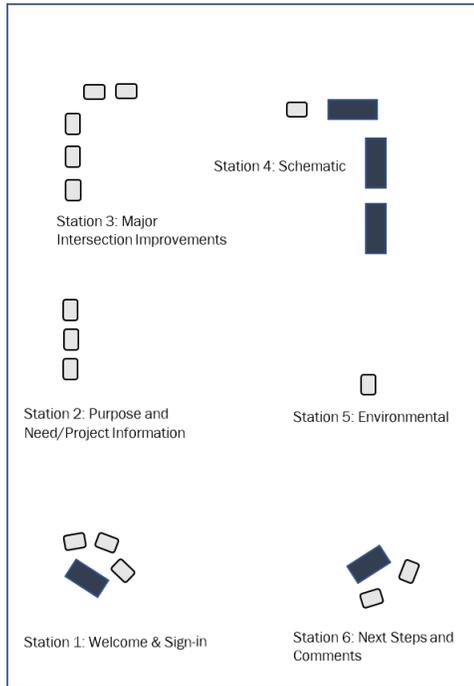


I-30 Hunt County West Virtual Public Meeting Room Layout and Script



Introduction & Welcome Station

Welcome to the virtual public meeting for the proposed I-30 Hunt County West project. My name is Noel Paramanatham and I am the District Engineer for the Texas Department of Transportation (or TxDOT) Paris District. I would like to welcome and thank you for taking the time to view this virtual presentation for the proposed reconstruction and widening of I-30 from FM 2642 to SH 34.

JASMINE BEGINS:

Thank you Mr. Paramanatham. My name is Jasmine Gardner with Blanton & Associates and I will be guiding you through this virtual public meeting room.

Para Espanol, clic "En Espanol" en Estacion uno."

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. Station 6 describes the methods for submitting comments, but comments can be submitted at any point during the virtual public meeting through the comment button at the bottom right of your screen.



This virtual public meeting is being held to receive and consider comments from the public regarding the I-30 Hunt County West project from FM 2642 to SH 34.

The meeting will provide:

- An overview of the proposed project
- The project's need and purpose
- A review of some of the proposed interchange improvements and the proposed schematics
- And finally, an opportunity for the public to comment and provide input on the proposed improvements

Station 1 – Welcome and Sign-in

Before we get to the details, I will provide instructions to help you find your way through the virtual public meeting room. This is Station 1, the Sign-in Station. First and foremost, if you are uncomfortable with this format or if you have any trouble using this room, please hit the help button below. There is a phone number you can call to get assistance with accessing the room and materials. So, as you enter the room you will see a table and three boards. Under each board there are two buttons. If you click the button on the left that looks like an eye, it will zoom in to that item so that you can see it better. This will work for any board, handout, or exhibit in the room. Once you are finished reviewing it, just click the "X" in the upper right-hand corner of the window to close it. The next button to the right is a down arrow. If you click this button you can download this item to your personal computer or device. Again, this applies to any exhibit or form in our room. Once you download the item, you can print or save it.

Now let's look at the table. As mentioned before, this is Station 1 – the Sign-in Station. The far-left piece of paper on the table is a virtual sign-in sheet. Please click on the pen button to open the sign in sheet. We encourage all participants to please sign in. The second paper from the left is a copy of the I-30 Hunt County West Proposed Project Notice. Again, if you click on the eye button you can look at the item in detail. If you want to download it, click on the down arrow button.

Moving to the very top right corner of your screen you should see a location map of the room. If you don't see a rectangular map, click on the top right map button. The light-yellow shading indicates which station you are in. You can click on the station number at any of the stations to jump to that station. This will follow you as you move around the room. On the very top left corner of the screen is a "Welcome" button with an arrow pointing down. Click this button to provide the different station numbers and what they include. Next, look at the very bottom of the screen. There are several buttons that will help you navigate the room and get more information. The far-left button is an "i" – this will give similar instructions on how



to navigate the room. If you click on the second button, which is a location symbol, it will take you to a map of the general project area. The next button is a "+" that enables you to zoom in on the station and the final button is a "-" that enables you to zoom out. As mentioned earlier, we have included a HELP button you can click any time. We have also included a COMMENT Button in the bottom right of each station. Click on this button to leave a comment. Finally, right above this row of buttons is a "play" and/or "pause" button that will enable you to play or pause each station's talking points. You can pause and play as many times as you like, and you can revisit any station as many times as you like. To go to the next station or revisit the last station, click on the arrow buttons to the right and left edges of the screen.

Now let's get started! There are five additional stations in the room. This is Station 1. If you think of the room like a clock, the stations are oriented clockwise, and Station 1 is at 6 o'clock. Of special interest is our last station, Station 6. Once you have heard all of the talking points and looked at the boards and plots at each station, we would like you to comment on what you have seen. Also, in station 6 is a link to right-of-way acquisition materials.

To go to the next station, look for the flashing blue arrow, click the arrow on the left side of the screen to go to the previous station, click the arrow on the right side of the screen to go to the next station, or go up to the map in the upper right-hand corner of the screen and click on any station number to go to that station.

Now let's look at the other elements in this station.

Board 1 – Welcome

Board 2 – NEPA MOU

Board 3 – Virtual Public Meeting and Response to Public Health

The board on the left is a welcome board.

The board in the center describes TxDOT's Memorandum of Understanding with FHWA, which states:

Prior to Dec 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act or NEPA; however, on December 16, 2014 TxDOT assumed responsibility from FHWA for reviewing and approving certain assigned NEPA documents. This Memorandum of Understanding was renewed on December 9, 2019. This review and approval process applies to this project.

The board on the right explains TxDOT's response to public health. Due to the COVID-19 outbreak, TxDOT has changed the in-person public meeting to a virtual format.



Station 2 - Project Information

Welcome to the project information station. Please click on any of the boards to learn more about the I-30 Hunt County West project and the purpose and need of the project.

Board 4 – Purpose and Need

The project is needed to reduce crash conflict points, address projected increases in traffic volumes, and address discontinuous intersecting roadways.

The purpose of the project is to improve safety, improve mobility, and increase local connectivity.

Board 5 – Project Location

The I-30 project is 12.34 miles long and begins just north of the FM 2642 interchange and extends north to SH 34 in Hunt County. The project includes small portions of the cities of Greenville and Royce City.

TxDOT is proposing to reconstruct and widen the four-lane freeway to six lanes, reconfigure access ramps, and incorporate one-way frontage roads. Improvements to major intersections along I-30 are also proposed to enhance connectivity. Improvements would be constructed primarily within the existing 300-foot right of way, and additional right of way is only anticipated for intersection and minor drainage improvements. No residential or non-residential structures are anticipated to be displaced at this time. Currently we estimate less than 4 acres of new ROW would be required for the proposed project. Additional information on the right-of-way acquisition process is provided at Station 6.

Board 6 – Existing and Proposed Typical Sections

Currently I-30 consists of two travel lanes in each direction with inside and outside shoulders and a varied-width grassy median. There are also two-way frontage roads on either side of the freeway. The existing right of way width is approximately 300 feet.

The proposed improvements to I-30 would widen the mainlanes to include three travel lanes in each direction with inside and outside shoulders. The eastbound and westbound mainlanes would be separated by a raised concrete barrier. To improve safety conditions, the frontage roads would be reconstructed to one-way frontage roads with two eastbound travel lanes on one side of the freeway and two westbound travel lanes on the other side of the freeway. The two-way frontage roads would be converted to one-way frontage roads to improve safety.



Station 3 – Major Intersection Improvements

Welcome to the Proposed I-30 Major Intersection Improvements Station. These boards illustrate and describe the proposed major interchange improvements of this segment of I-30 between FM 2642 and SH 34.

To improve safety, mobility, and local connectivity within the project corridor, major intersecting cross streets were analyzed to determine the best alternative alignment. This process included a detailed evaluation of roads such as CR 2646/CR 2511, FM 1565, FM 36, FM 1903, and FM 1570, examining near and longer-term safety conditions, anticipated traffic patterns, and growth within the corridor. Each was designed with a specific solution that contributed to the mobility of the corridor as a whole.

Please begin by clicking each board for more information on the respective intersections, and refer to the schematic in Station 4 for more details.

Board 7 - CR 2646/CR 2511 Interchange

The I-30 interchange with County Road 2646 and 2511 would be constructed to connect the two highways under the proposed I-30 overpass. With the proposed one-way frontage roads, it was important to provide connectivity for local traffic across the interstate facility and this location limits the impacts to existing businesses in the area.

Board 8 – FM 1565 Interchange

The I-30/FM 1565 interchange improvements include reconstructing the existing interchange and adding designated turnaround lanes for both east and west directions. The improvements would provide adequate vertical clearance, and would improve overall mobility for the traveling public between Brushy Creek and West Caddo Creek.

Board 9 – FM 36 Interchange

FM 36 intersects I-30 in two places, the most southern location from the west and the northern tie in extends to the east. By relocating the proposed crossing to the north, the angle of intersection is improved, having a positive impact to the overall safety of the traveling public. Additionally, there are positive impacts to mobility with improved ramp spacing associated with the relocated I-30 overpass.

Board 10 – FM 1903 Interchange

The I-30/FM 1903 interchange angle was revised to more directly connect the east and west sides of the roadway. The proposed improvements cross under I-30 just to the south of the existing location. This new



location improves local connectivity, enhances constructability for the interchange, and improves mobility of the corridor.

Board 11 – FM 1570 Interchange

The improvements to the I-30/FM 1570 Interchange would realign to the north of the existing interchange and connect both the east and west intersecting roadways. Safety, minimization of impacts to adjacent property owners, and improving local connectivity by adding one-way frontage roads were all key considerations in the proposed improvements at this intersection.

Station 4 – Schematics

Board 12 – Index Map

Table 1 – I-30 from FM 2642 to Southfork Drive

Table 2 – I-30 from Southfork Drive to FM 36

Table 3 – I-30 from FM 36 to Monty Stratton Pkwy

Station 4 consists of one board and three tables. The board on the left provides a legend that gives the approximate location of each of the seven pages of the proposed design schematics. The table on the left provides schematics for the segment of I-30 between FM 2642 to Southfork Drive. The table in the center provides a set of proposed schematics from Southfork Drive to FM 36. The table on the right provides schematics for the segment from FM 36 to Monty Stratton Pkwy.

Several design options were analyzed in developing the proposed design schematics, which provide details regarding the design elements of the proposed project. Feel free to click on a roll plot and view its contents. It should be noted that these are preliminary and subject to change.

Station 5 - Environmental

This station provides a summary of the environmental process.

Board 13 – Environmental Process

Environmental documentation will be prepared in accordance with the National Environmental Policy Act, or NEPA. Currently it is anticipated that the document will be classified as a Categorical Exclusion, meaning the project is not anticipated to have a significant effect on the human or natural environment. In addition to impacts to property owners, environmental studies will be conducted on potential impacts to air quality,



noise, communities, hazardous materials, natural resources including biological and water resources, and cultural resources including archeological and historic resources.

Station 6 – Next Steps and Comments

Welcome to the next steps and comment station, which is the final station. TxDOT is committed to the continuing effort to gain public feedback on this project. We understand that the comment process is slightly different in a virtual public meeting, therefore we will take a moment to discuss how comments can be submitted.

This station consists of two boards and one table. The board on the left provides the project timeline and next steps, the board on the right provides additional information on how to submit your comments, and the table provides three items. On the left is a comment card. You can click on the pen to submit your comment electronically or you can hit the down arrow to download a comment card that can be submitted by email or mail. In the middle of the table is a link to the TxDOT page, which provides access to right-of-way information and right-of-way contact information. No residential or non-residential structures are anticipated to be displaced at this time. Currently we estimate less than 4 acres of new ROW would be required for the proposed project. On the far right is a link to download all meeting materials including the schematics.

Board 14 – Project Timeline and Next Steps

Through this public meeting we are requesting input from the public regarding the proposed design for the project. We will review your comments, continue to refine the proposed design and conduct additional environmental studies. Throughout this process, public input will be taken into consideration. Construction is anticipated to begin by Fall 2022.

Board 15 - How to Submit Your Comments

As shown on the board, comments can be submitted online by using the comment button at the bottom right of this virtual public meeting room. In addition, comments can be emailed to the project manager at Mahi.Naga@txdot.gov, or comment forms can be downloaded and mailed to: Blanton & Associates, Inc., Attn: I-30 Hunt County West, 5 Lakeway Centre Court, Suite 200, Austin, TX 78734.

All comments must be received or postmarked by Friday, March 12, 2021 to be included in the official meeting documentation. If you have any general questions or concerns regarding the proposed project or the virtual meeting, please contact Mahi Naga, TxDOT Project Manager at 409.767.3862 or Mahi.Naga@txdot.gov.



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Comments can be made regarding the project at any time during the project development process but will not be included in the official Public Meeting record if not received within the comment period. Thank you for your time and feedback during this virtual public meeting.