

**I-30 Environmental Re-evaluation  
– Noise Challenges and Public Involvement Methods**

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Interstate Highway 30 (I-30), currently a six-lane urban freeway connecting Dallas and Fort Worth, will be reconstructed to an eight- to ten-lane freeway with HOV lanes to accommodate future traffic demands ranging from 135,000 to 150,000 vehicles per day in the design year 2010. In 1990, an Environmental Assessment (EA) was completed on the project extending from the Tarrant County Line in Grand Prairie to I-35E in Dallas. In 2000, the Texas Department of Transportation environmentally re-evaluated the project and refined the recommended noise mitigation measures outlined in the EA. Using FHWA TNM, a complete re-analysis of future traffic noise levels and possible mitigation measures were evaluated.

Future year noise impacts are predicted to occur at single- and multi-family residential land uses. Varying designs of noise walls were modeled and evaluated at heights from six to eighteen feet located near the source or receiver. Once optimized, the reasonable and feasible noise walls were presented to adjacent property owners and the general public for comment.

The results of the re-evaluation, summary of recommended noise walls, overview of the public involvement process, and public comments will be presented. In addition, different communication techniques, media, and example exhibits conveying noise wall designs and the results of analyses will be discussed. As aging transportation infrastructure is reconstructed to alleviate congestion, proper investigation of noise impacts and alternative mitigation methods become increasingly important. Transportation officials must convey complex noise principles, results, and mitigation measures in a method that is easily comprehended by the general public.