

## Oak Cliff residents raise noise concerns about I-30 highway expansion

By ROY APPLETON

Staff Writer

[rappleton@dallasnews.com](mailto:rappleton@dallasnews.com)

Published: 25 April 2012 11:30 PM

The Dallas Horseshoe Project will improve traffic flow but not eliminate congestion at the confluence of interstate highways 30 and 35E.

Traffic lanes will be added on Interstate 30 east of Sylvan Avenue.

And project engineers will work with nearby residents to address roadway noise.

So said Bill Hale, the Texas Department of Transportation's Dallas district engineer, at a meeting Tuesday night in Oak Cliff.

The Horseshoe Project will upgrade the I-30 bridge, part of the mixmaster and the I-35E bridges in downtown Dallas, according to the state [Transportation Department](#). It's called the "Horseshoe Project" because of the U-shape formed by the connections between the two highways.

More than 100 residents gathered at the Stevens Park Golf Course clubhouse to learn about the highway expansion and express concerns about its impact on their neighborhoods.

Noise from I-30 is an ongoing problem for some residents despite construction of a wall south of the roadway. The addition of vegetation, noise-reducing asphalt and sound-baffling wall material has helped, said Sara Reidy, president of Kessler Neighbors United. But, she said, "there is still work to be done."

State Rep. [Rafael Anchia](#), D-Dallas, helped frame the criticism and call for action, taking the microphone at times to serve as moderator.

Past noise-mitigation efforts along the highway were necessary because its design was "not as sensitive to the neighborhood as it could have been," said Anchia, an Oak Cliff resident.

Now, such measures "can and should be what this expansion includes," he said, later calling on the highway department to include residents in the project's environment review and "offer a design that's respectful of the quality of life in north Oak Cliff."

Hale responded that his office welcomes residents' involvement. "The intent is for you to get what you need because you will have to live with it for a long time," he said.

Later, Hale said noise-abatement efforts could include increasing the height of sound walls. But cost could be a factor because of the limited budget and the fact that such expenditures must be equal for all neighborhoods in the interest of "environmental justice."

"It goes into balancing environmental, safety and mobility issues," he said.

The district engineer gave the crowd an overview of the \$818 million project, which is scheduled to be under way early next year.

Lack of funding forced the department to revise plans for a larger fix of the city's central highway system, Hale said. Driving the project now are safety concerns and the need to replace the aging I-30 and I-35E bridges, he said. Traffic lanes will be added to address past design flaws and to better link the two highways.

For example, in time vehicles will be able to travel directly from eastbound I-30 onto southbound I-35E, avoiding the current link along Riverfront Boulevard.

Still, the lack of additional road capacity in the canyon area and the ever-increasing number of motor vehicles are expected to continue to cause traffic tie-ups where the highways merge.

"You'll reach a point where you're going to have to do something else in this area," Anchia said.

