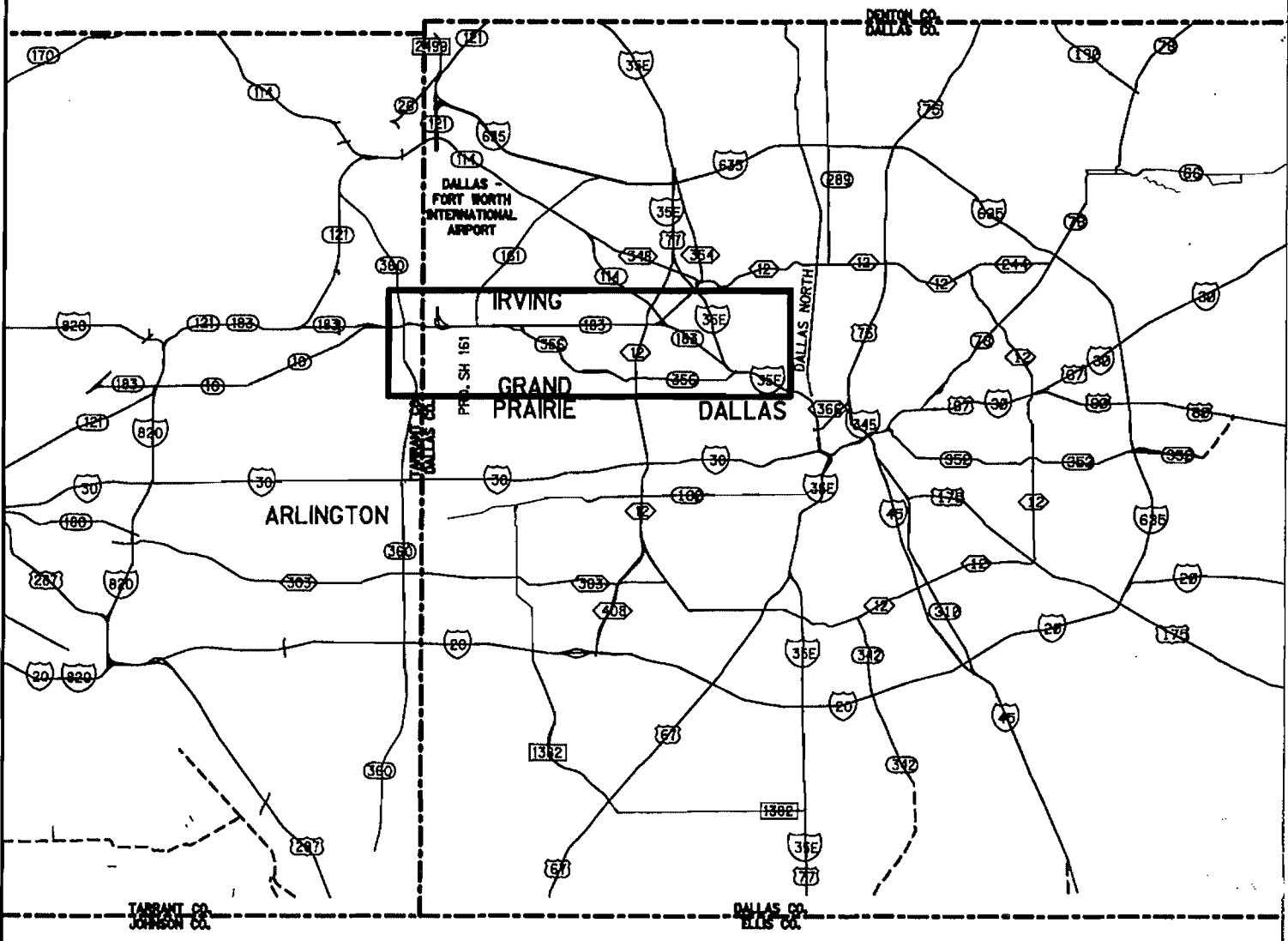
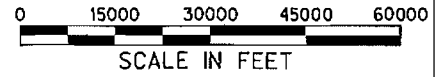
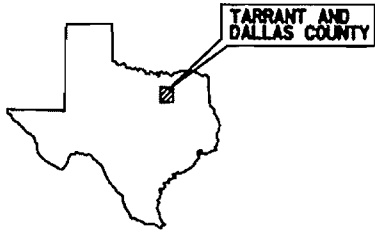
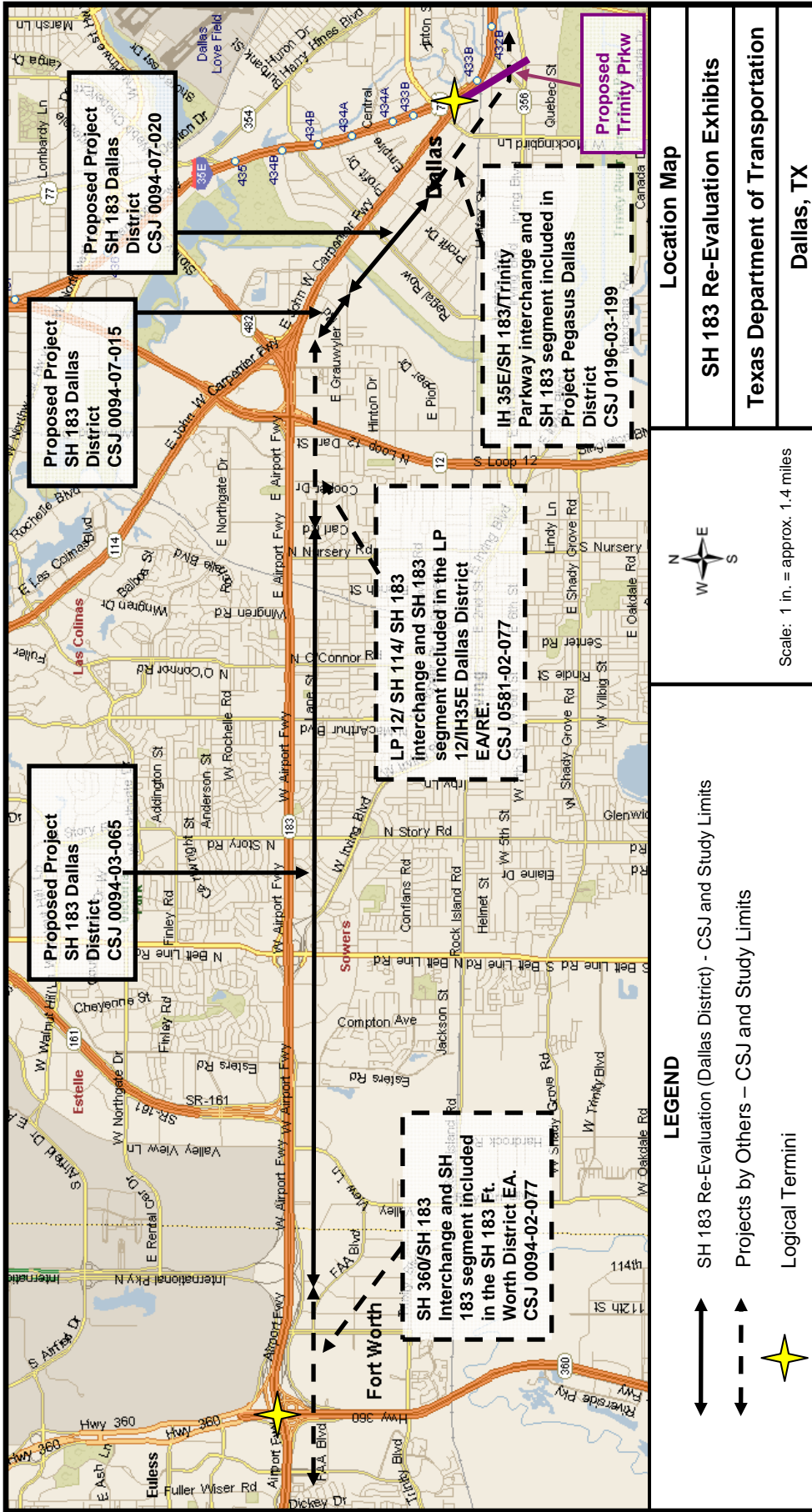


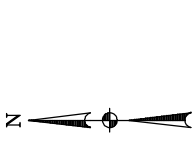
Appendix A Content List

Item	Topic	Date	Page
Vicinity Map	-	-	A1
Location Map	-	-	A2-a
SH 183 West Project Limit	-	-	A2-b
USGS Topographic Map	-	-	A3-A4
EA – FONSI Typical Cross Section	-	-	A5
FONSI Document	-	-	A6
Re-Evaluation Proposed Typical Section	-	-	A7
Right-of-Way and Displaced Property Map	-	-	A8
Displaced Property Table	-	-	A9
2011-2014 STIP	-	-	A10
<i>Mobility 2030: 2009 Amendment and Mobility 2035</i> Corridor Fact Sheets	-	-	A11
Early Acquisition Documentation	-	-	A12
Project MTP Reference Limits with CSJ Limits and Locations	-	-	A13

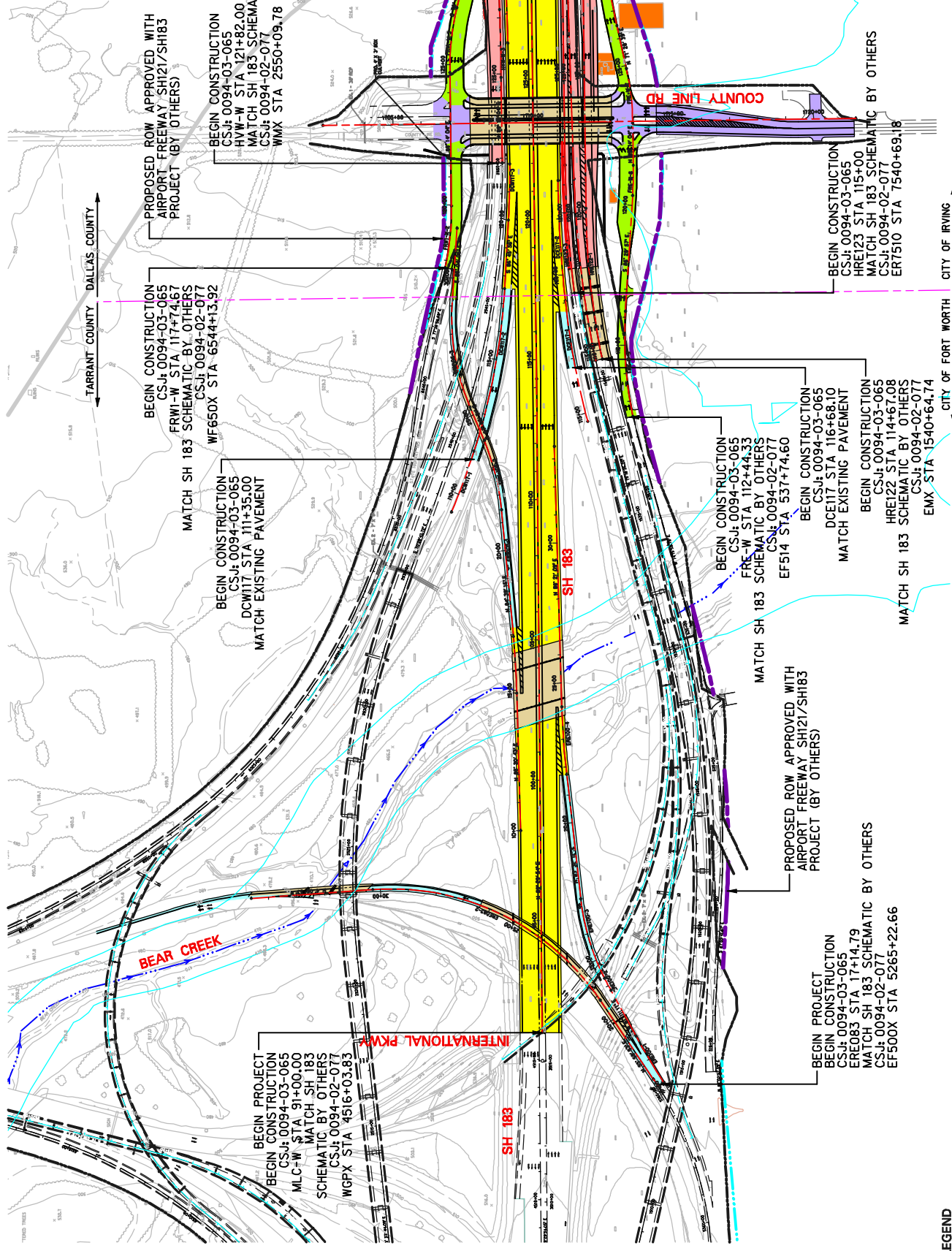


VICINITY MAP						
SH-183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TML			SH 183 19474	474-VioMp	A1





SCALE IN FEET
0 125 250 500

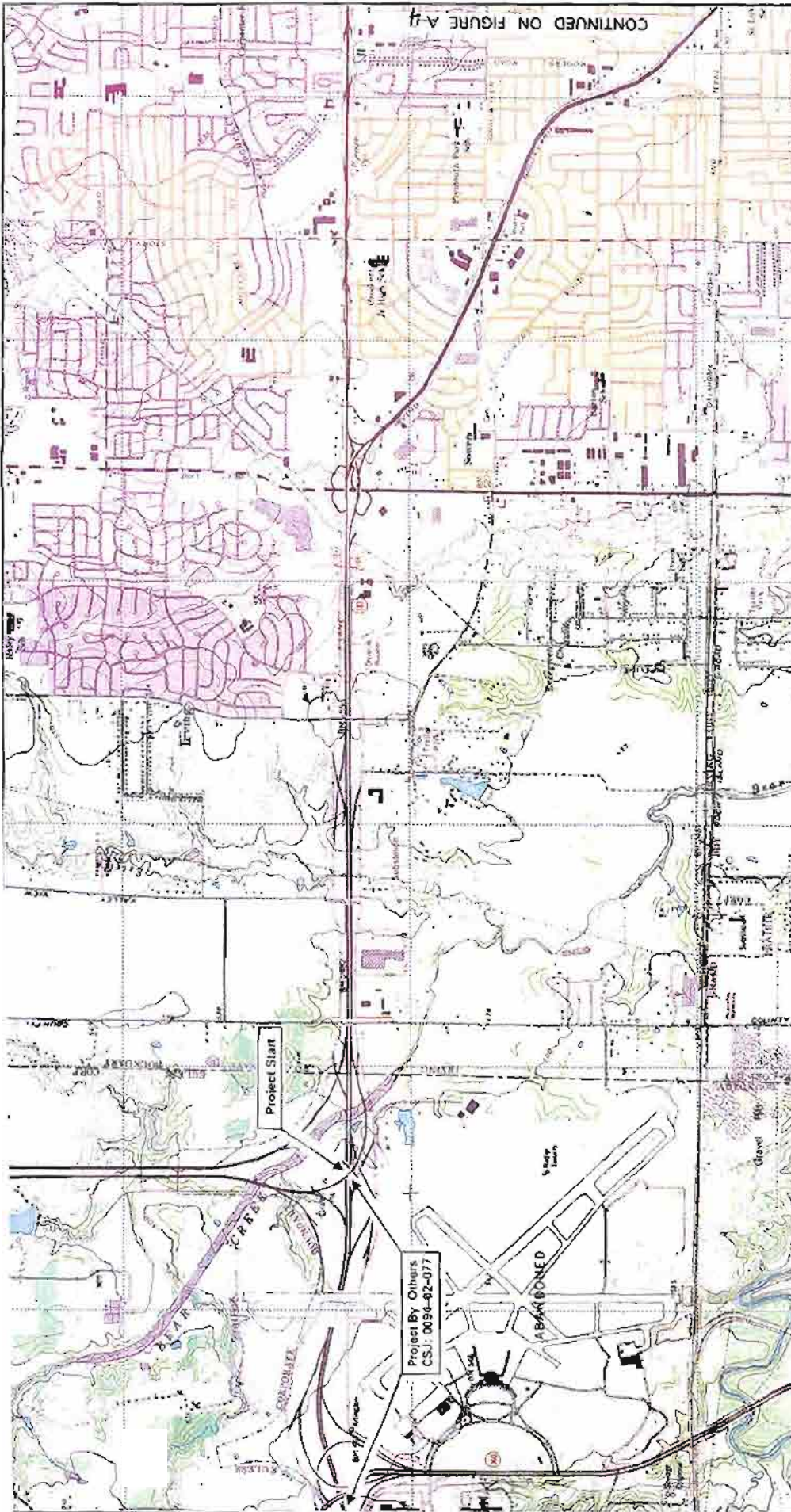


LEGEND

[Pink Line]	PROPOSED MANAGED LANES - HOV
[Yellow Line]	PROPOSED BRIDGE
[Green Line]	PROPOSED SH 183 MAINLANES
[Blue Line]	PROPOSED RAMP /DIRECT CONNECT
[Purple Line]	PROPOSED FRONTAGE /COLLECTOR ROAD
[Orange Line]	PROPOSED CROSS & LOCAL STREET
[Red Line]	APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS
[Black Dashed Line]	SH183 SCHEMATIC BY OTHERS
[Black Dotted Line]	EXISTING R.O.W.
[Red Dotted Line]	APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
[Blue Dotted Line]	RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
[Purple Dotted Line]	PROPOSED ROW APPROVED WITH AIRPORT FREEWAY SH121/SH183 PROJECT (BY OTHERS)

SH 183 WEST PROJECT LIMIT			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
		OCT. 2010	1" = 500'
NOTES	FILE	NO.	
		19474	474R-EXH-NITE
		W016	

NOTE:
REFERENCE TO SH183 SCHEMATIC BY OTHERS IS THE AIRPORT FREEWAY SH 121/SH 183 PROJECT FROM IH 820 TO SH 161, CSJ:0094-02-077; WHICH RECEIVED A FONSI ON OCTOBER 26, 2009.



CONTINUED ON FIGURE A-11

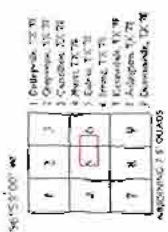
U.S.G.S. TOPOGRAPHIC MAP

S 4 183

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS, TEXAS

DATE	SCALE	NOTE	NO.
0-0	AS SHOWN	AS NOTED	AS NOTED



FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

NH

Dallas and Tarrant Counties

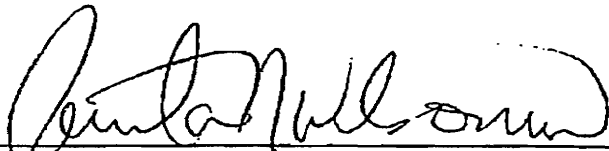
CSJs 0094-02-077, 0094-03-065, 0094-07-015 & 0094-07-020

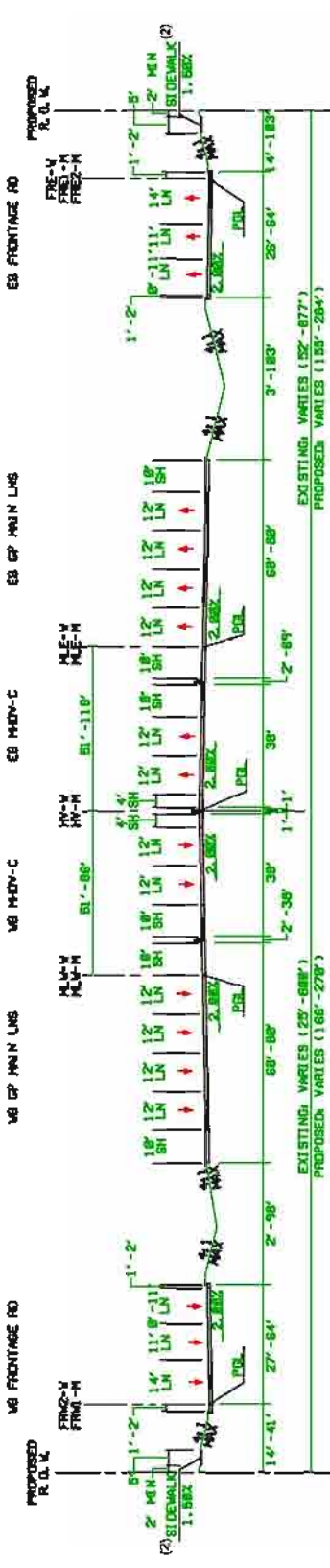
S.H. 183: From S.H. 360 to L.H. 35E

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

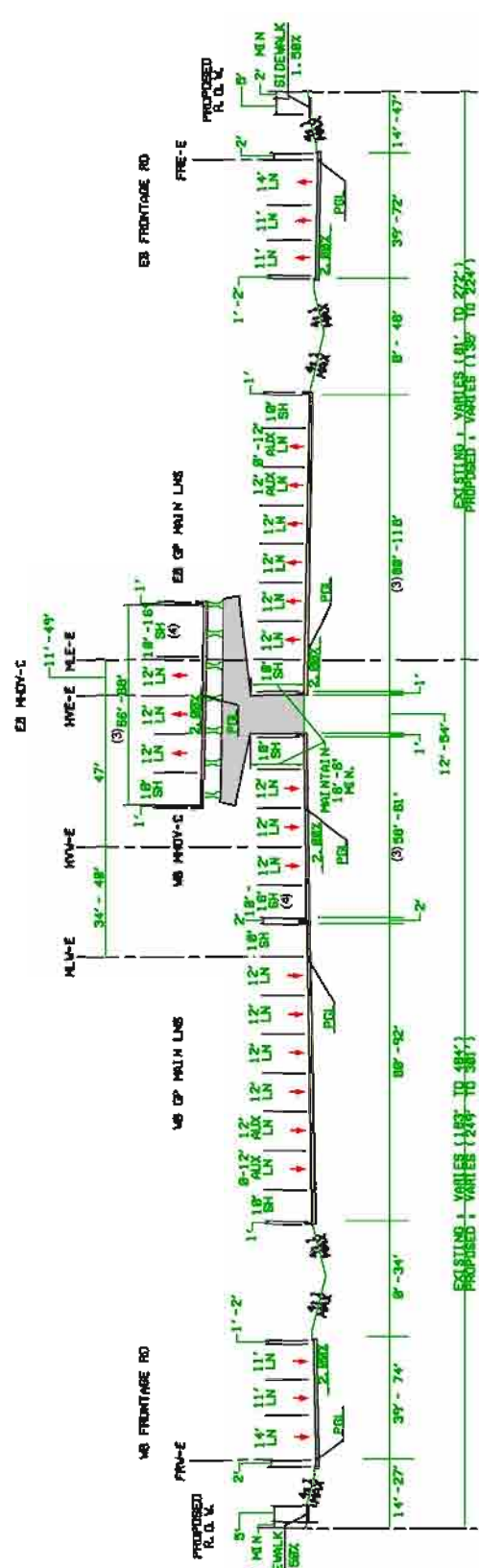
Feb 10, 2004

Date


for Federal Highway Administration



⁽¹⁾SH 183 8 GP MAIN LANES + AUXILIARY LANES + 4 MANAGEDHOV-CONCURRENT FLOW LANES + 4 / 6 FRONTAGE ROAD LANES
BELT LINE ROAD TO CARL ROAD

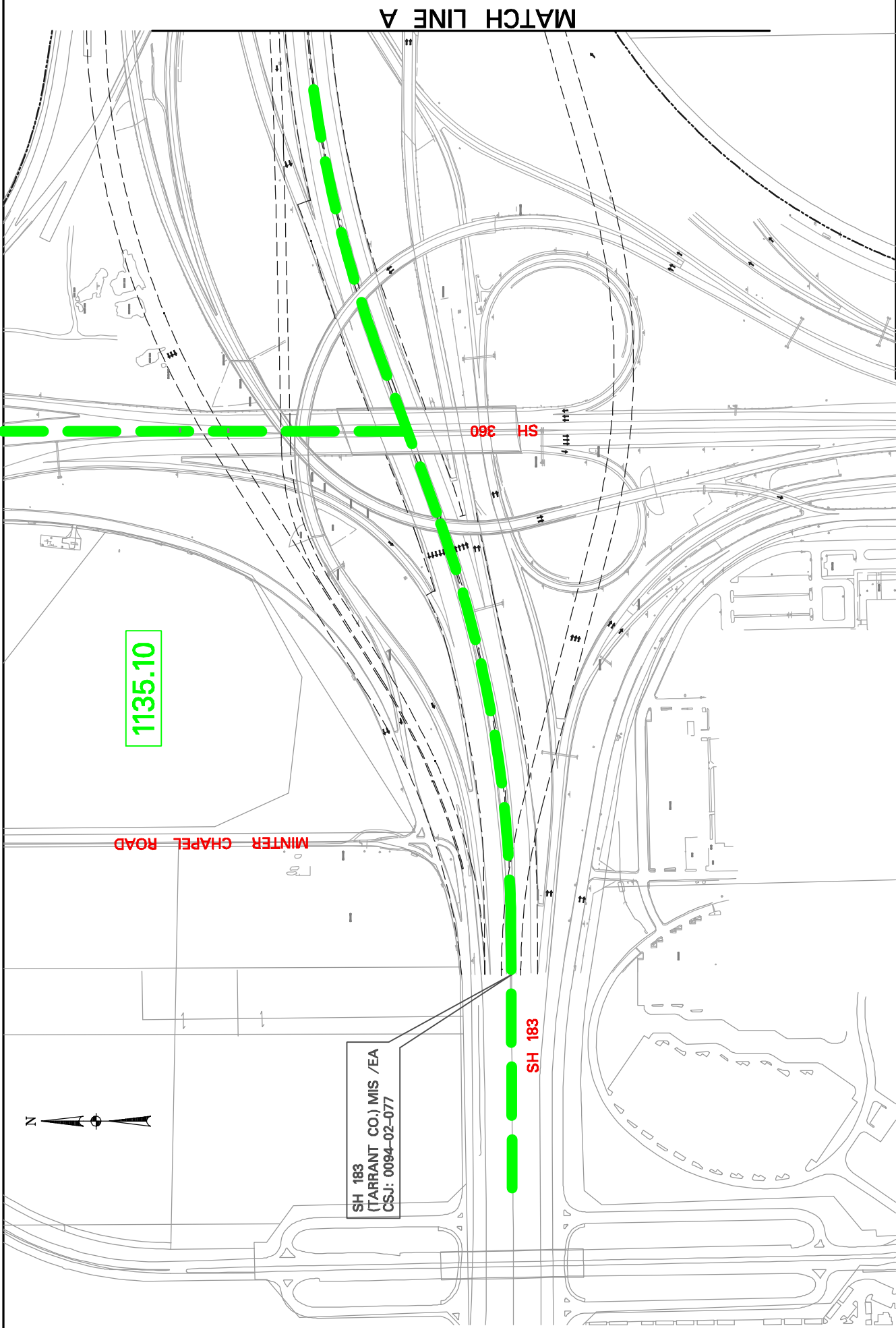


⁽²⁾SH 183 8 GP MAIN LANES + AUXILIARY LANES + 6 MANAGEDHOV-CONCURRENT FLOW LANES + 4 / 8 FRONTAGE ROAD LANES
SH 114 TO EMPIRE CENTRAL

- NOTE:**
- 1) All proposed bridge structures are not depicted in typical sections.
 - 2) Sidewalks are not provided on the proposed frontage road bridges across the BNSF railroad (located between Britain Road and Carl Road).
 - 3) Variations include striped gore widths at the proposed SH 114 merge with SH 183.
 - 4) 16' shoulders are provided for a short distance along the EB and WB MHOV-C lanes to facilitate a potential police enforcement area for the MHOV-C lanes.

PROPOSED TYPICAL SECTIONS

SH 183 Re-Evaluation
Texas Department of Transportation - Dallas, TX



MATCH LINE A

SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
HALFF	TNL	AUGUST 2010	1" = 400'
		NOTES	FILE
		19474 W016	4748-EA-R0W01
			NO.
			1 OF 10

REEVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
 EARLY ROW ACQUISITION PARCEL LIMITS
 FONSI ROW ACQUISITION PARCEL LIMITS
 PARCEL ID FOR EARLY ROW ACQUISITION
 DISPLACED PROPERTY ID #
 RESIDENTIAL PROPERTY
 CENSUS TRACT LIMIT
 CENSUS TRACT NUMBER

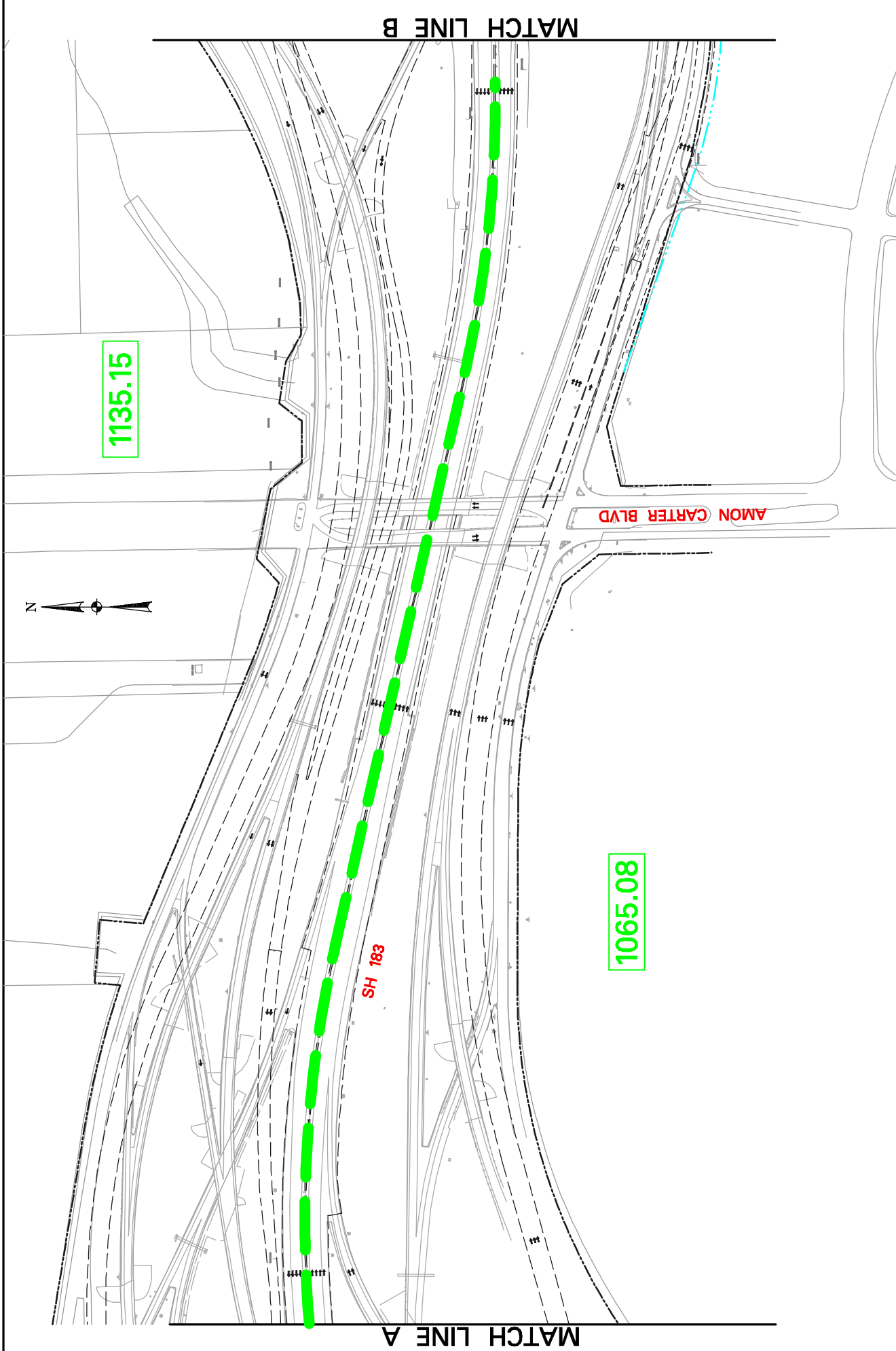
② 473 (R) 142.04

1135.10
 SH 360
 SH 183
 MINTER CHAPEL ROAD

SH 183 (TARRANT CO.) MIS /EA
 CSJ: 0094-02-077

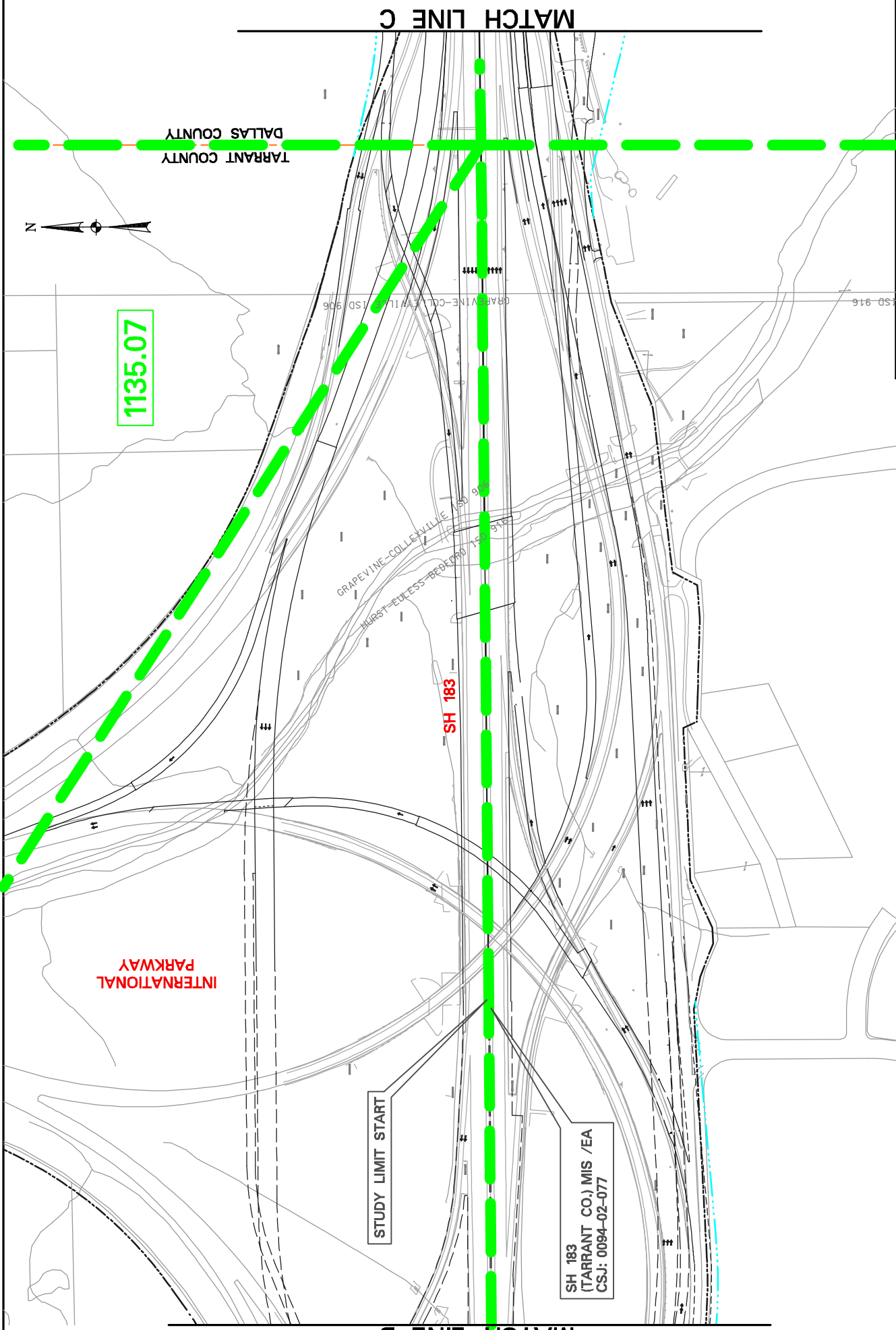
LEGEND:

	EXISTING R.O.W.
	APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
	REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
	APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS
	REEVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
	EARLY ROW ACQUISITION PARCEL LIMITS
	FONSI ROW ACQUISITION PARCEL LIMITS
	RESIDENTIAL PROPERTY
	CENSUS TRACT LIMIT
	CENSUS TRACT NUMBER



SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
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		NOTES	FILE
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			NO.
			2 OF 10

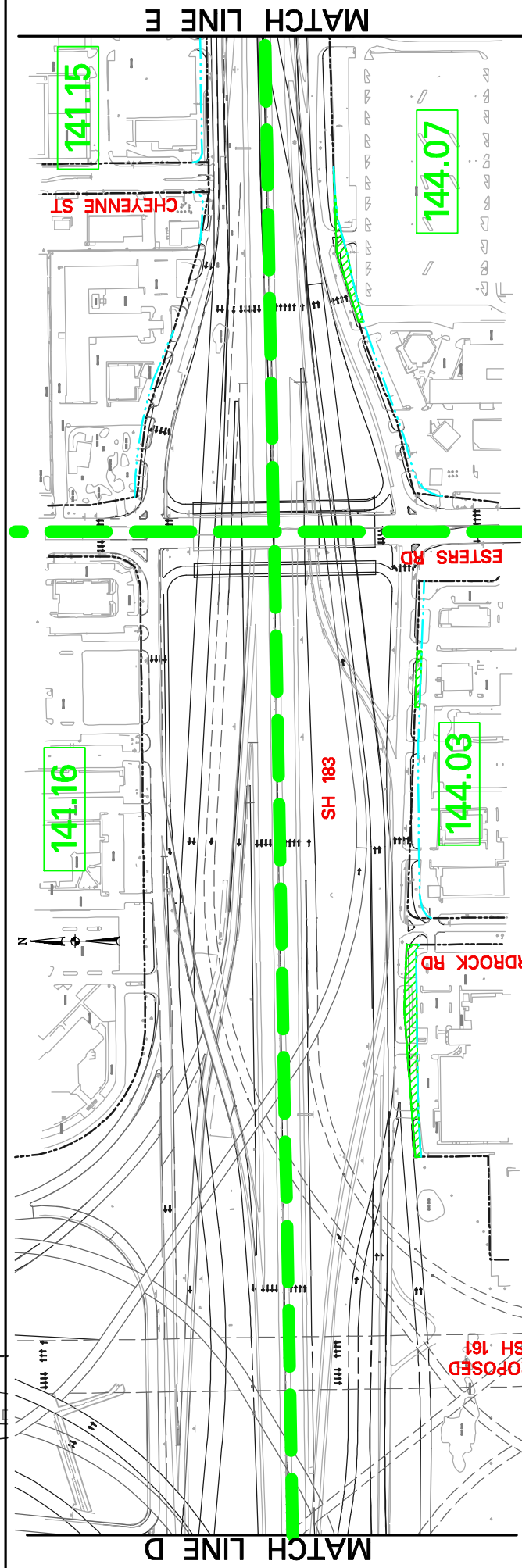
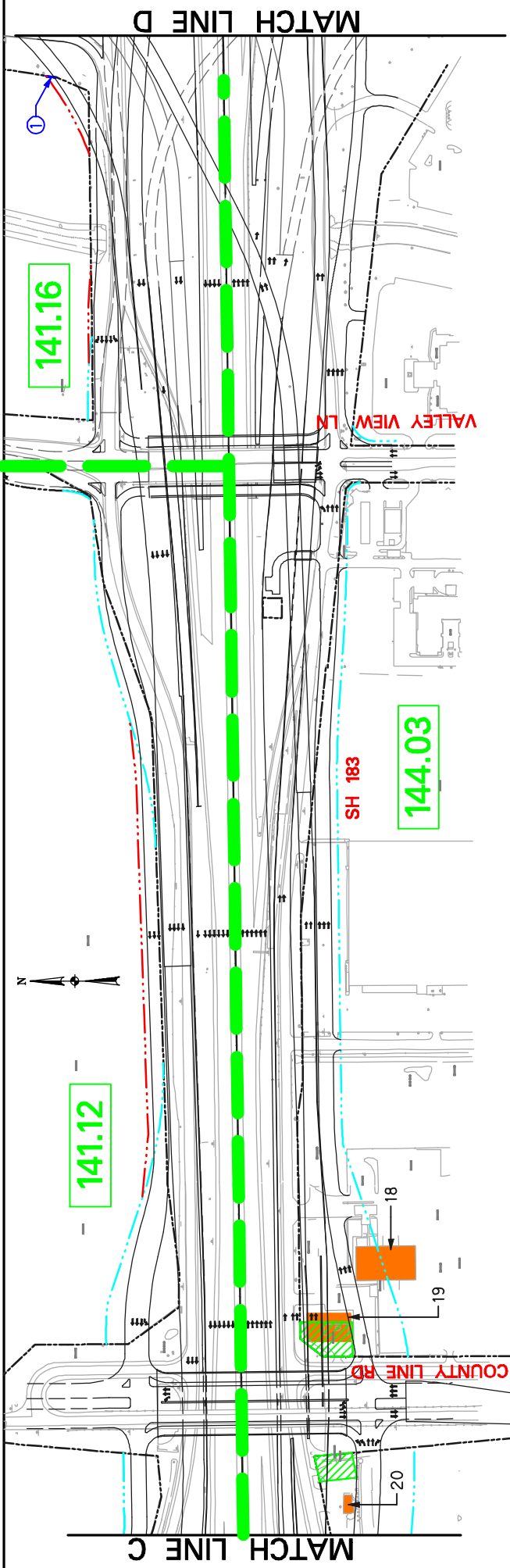
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---	APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.	EARLY ROW ACQUISITION PARCEL LIMITS	473 (R)	DISPLACED PROPERTY ID # RESIDENTIAL PROPERTY
---	RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)	FONSJ ROW ACQUISITION PARCEL LIMITS	142.04	CENSUS TRACT LIMIT
---	APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS			CENSUS TRACT NUMBER



LEGEND:

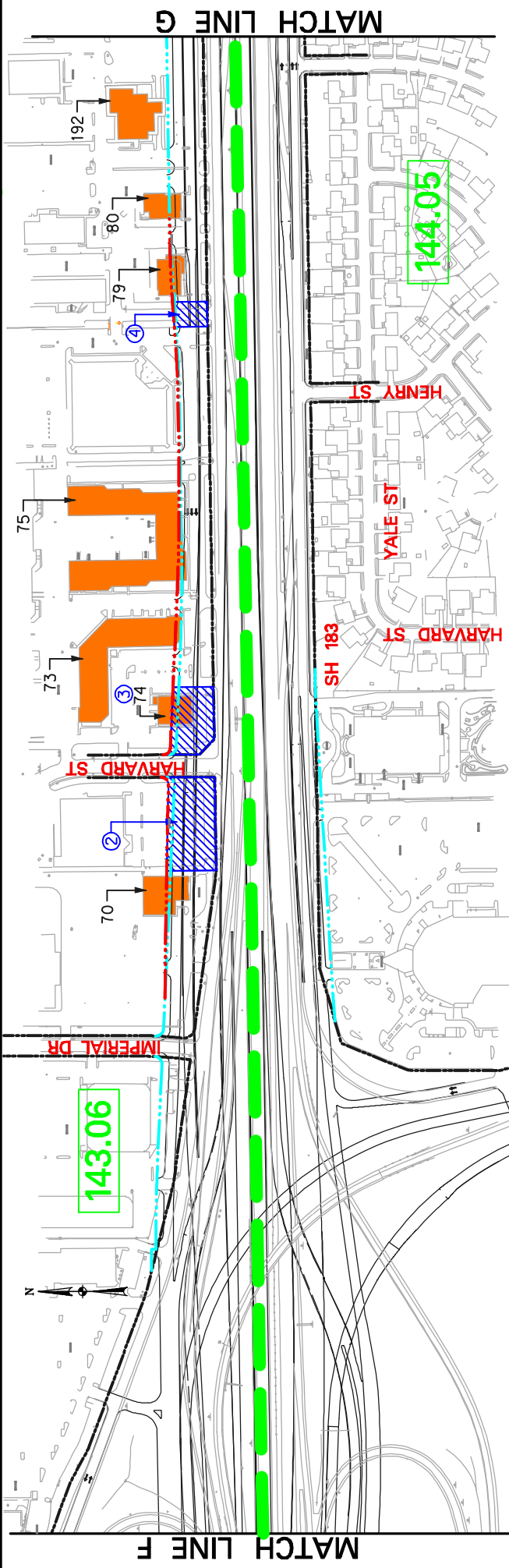
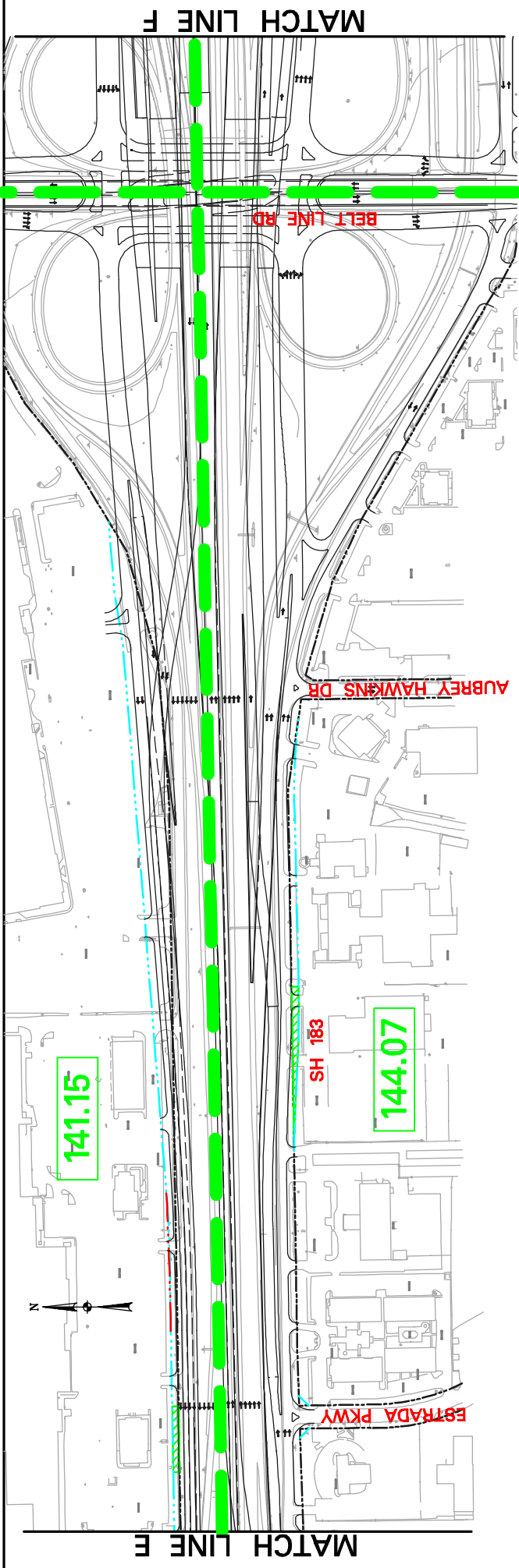
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
- APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS
- REEVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
- EARLY ROW ACQUISITION PARCEL LIMITS
- FONSI ROW ACQUISITION PARCEL LIMITS
- ② 473 (R) 142.04
- PARCEL ID FOR EARLY ROW ACQUISITION
- DISPLACED PROPERTY ID #
- RESIDENTIAL PROPERTY
- CENSUS TRACT LIMIT
- CENSUS TRACT NUMBER

SH 183 PROPOSED R.O.W.					
SH 183 RE-EVALUATION EXHIBITS					
TEXAS DEPARTMENT OF TRANSPORTATION					
DALLAS, TEXAS					
DESIGN	DRAWN	DATE	SCALE	FILE	NO.
HALFF	TNL	AUGUST 2010	1" = 400'	19474 W016	474R-EA-R0W03
					3 OF 10



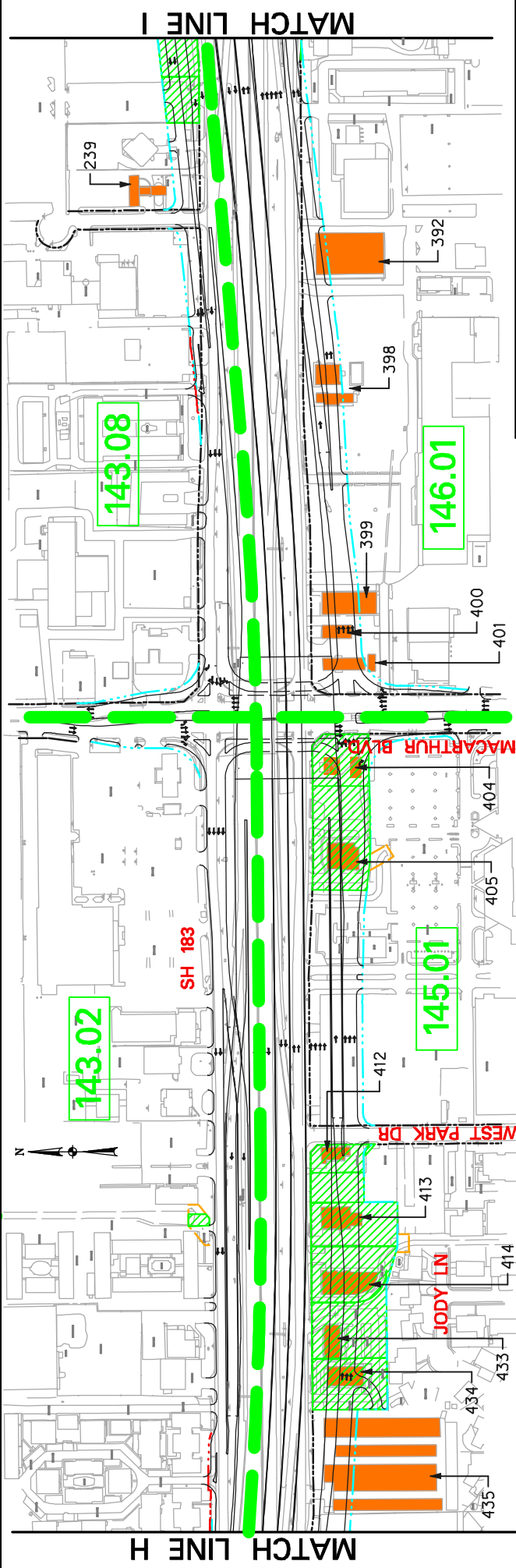
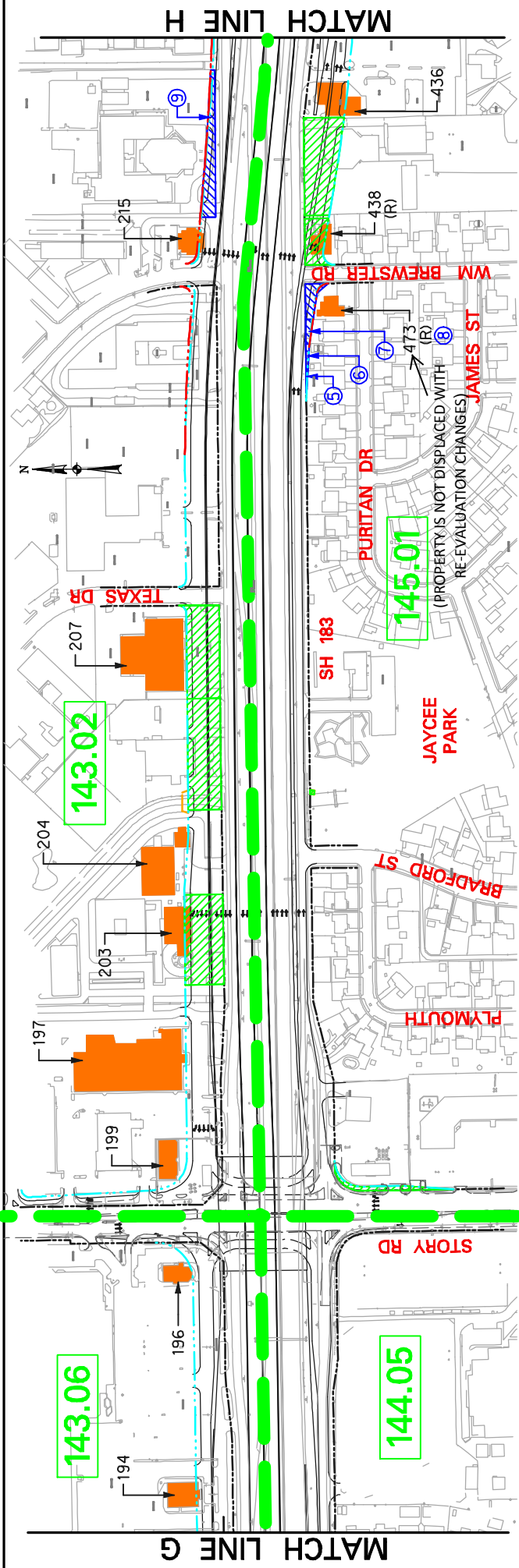
SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
HALFF	TNL	AUGUST 2010	1" = 400'
NO.	FILE	NOTES	
4 OF 10	4748-EA-R0W04	19474 W016	

LEGEND:	EXISTING R.O.W.	RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)	PARCEL ID FOR EARLY ROW ACQUISITION
---	SOLID LINE	SOLID BLUE	②
---	DASHED LINE	DIAGONAL HATCH	473
---	DOTTED LINE	DIAGONAL HATCH	(R)
---	SOLID LINE	DIAGONAL HATCH	RESIDENTIAL PROPERTY
---	SOLID LINE	DIAGONAL HATCH	CENSUS TRACT LIMIT
---	SOLID LINE	DIAGONAL HATCH	CENSUS TRACT NUMBER
---	SOLID LINE	DIAGONAL HATCH	142.04



SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
HALFF	TNL	AUGUST 2010	1" = 400'
		NOTES	FILE
		19474 W016	4748-EA-R0W05
			NO.
			5 OF 10

LEGEND:	EXISTING R.O.W.	RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)	②	PARCEL ID FOR EARLY ROW ACQUISITION
---	APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.	EARLY ROW ACQUISITION PARCEL LIMITS	473 (R)	DISPLACED PROPERTY ID # RESIDENTIAL PROPERTY
---	RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)	FONSJ ROW ACQUISITION PARCEL LIMITS	142.04	CENSUS TRACT LIMIT
---	APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS			CENSUS TRACT NUMBER



SH 183 PROPOSED R.O.W.

SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DATE	SCALE	FILE NO.
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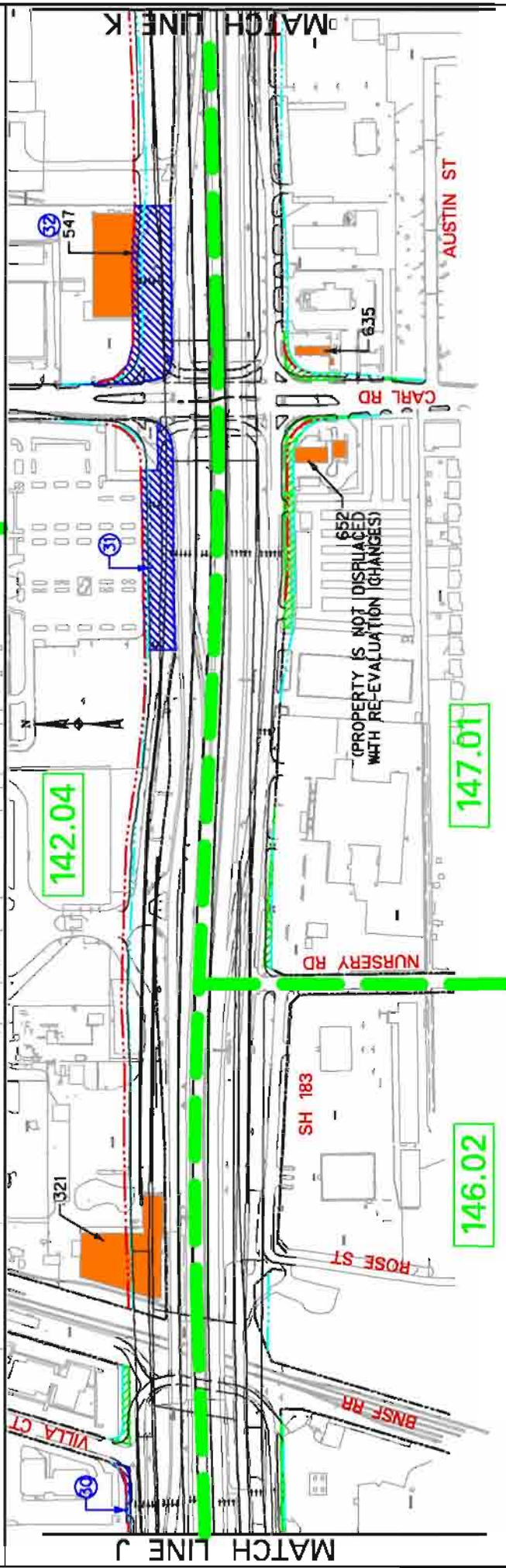
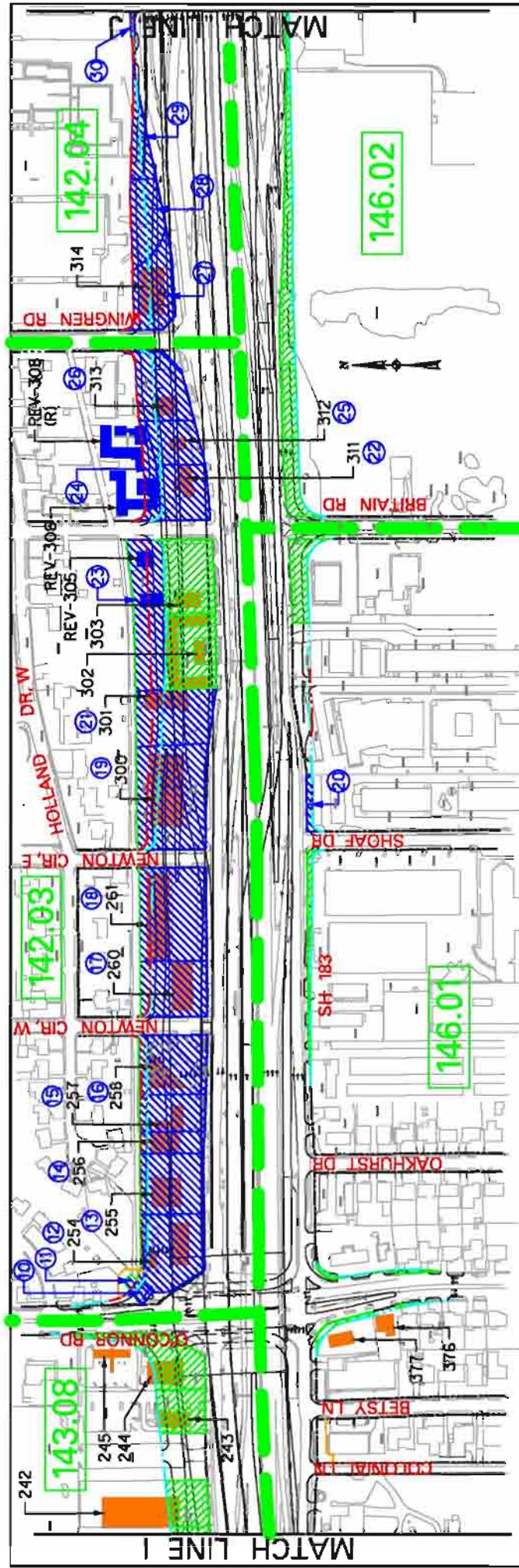
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- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
- APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS

RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
 EARLY ROW ACQUISITION PARCEL LIMITS
 FONSI ROW ACQUISITION PARCEL LIMITS

② REEVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
 473 (R) EARLY ROW ACQUISITION PARCEL LIMITS
 ② 473 (R) DISPLACED PROPERTY ID # RESIDENTIAL PROPERTY

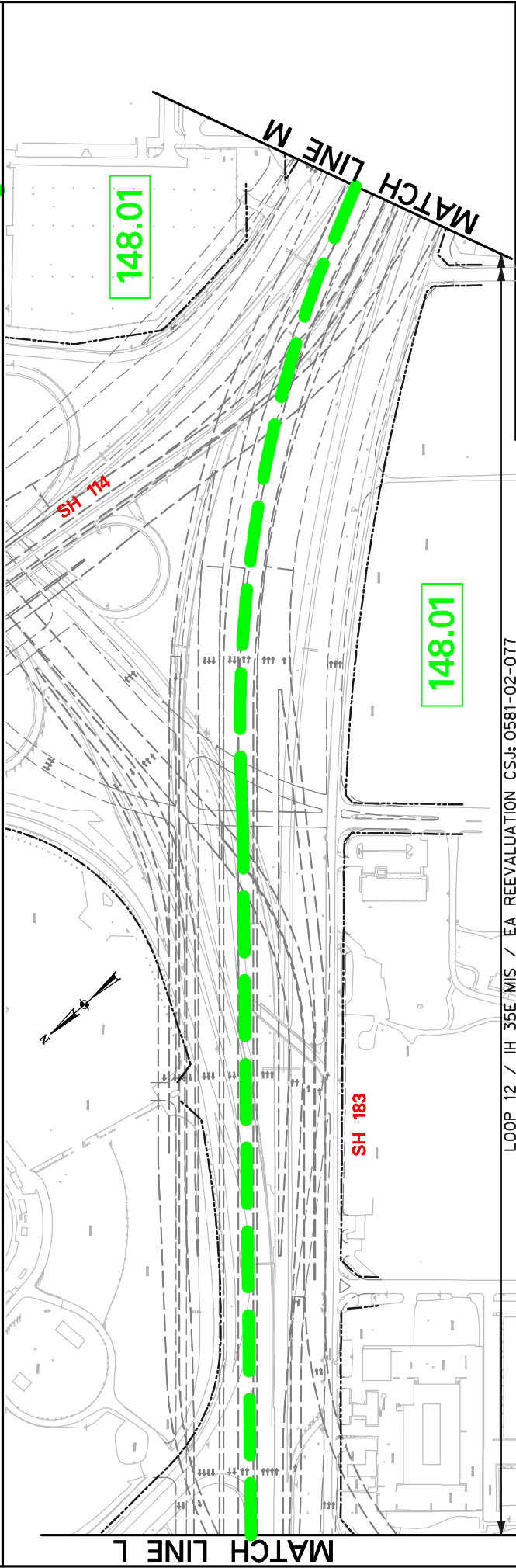
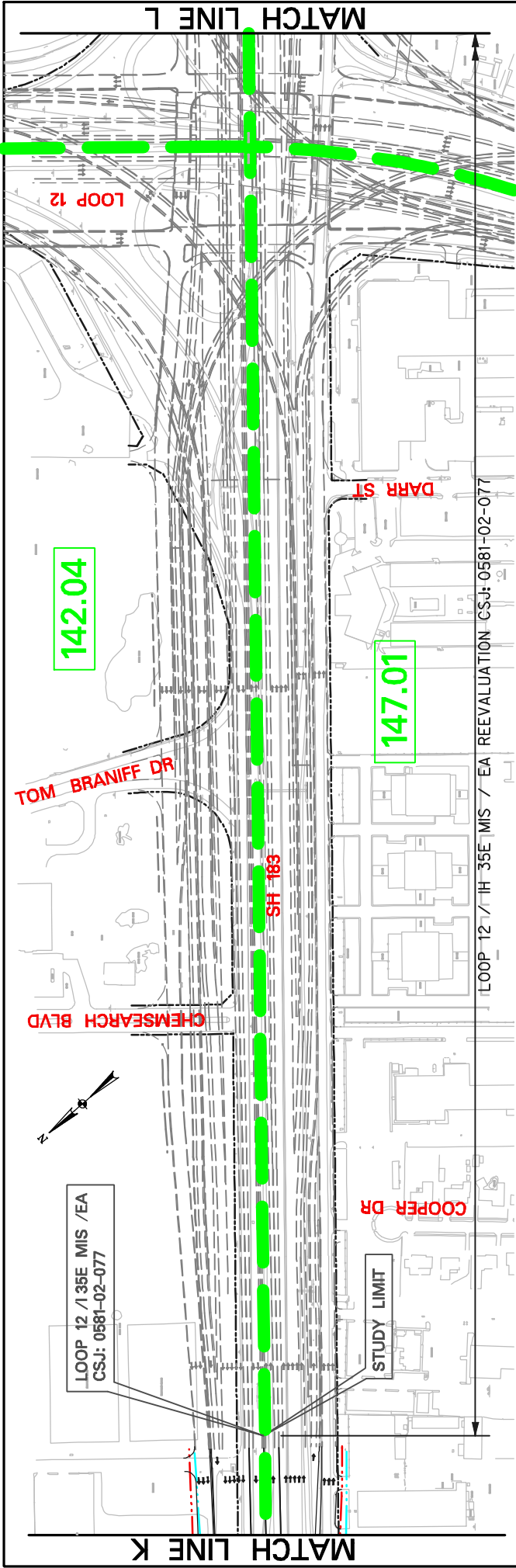
142.04 CENSUS TRACT LIMIT
 142.04 CENSUS TRACT NUMBER



SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
HALPY	TML	AUGUST 2004	1" = 400'
FILE	NOTES	1824	1 OF 10

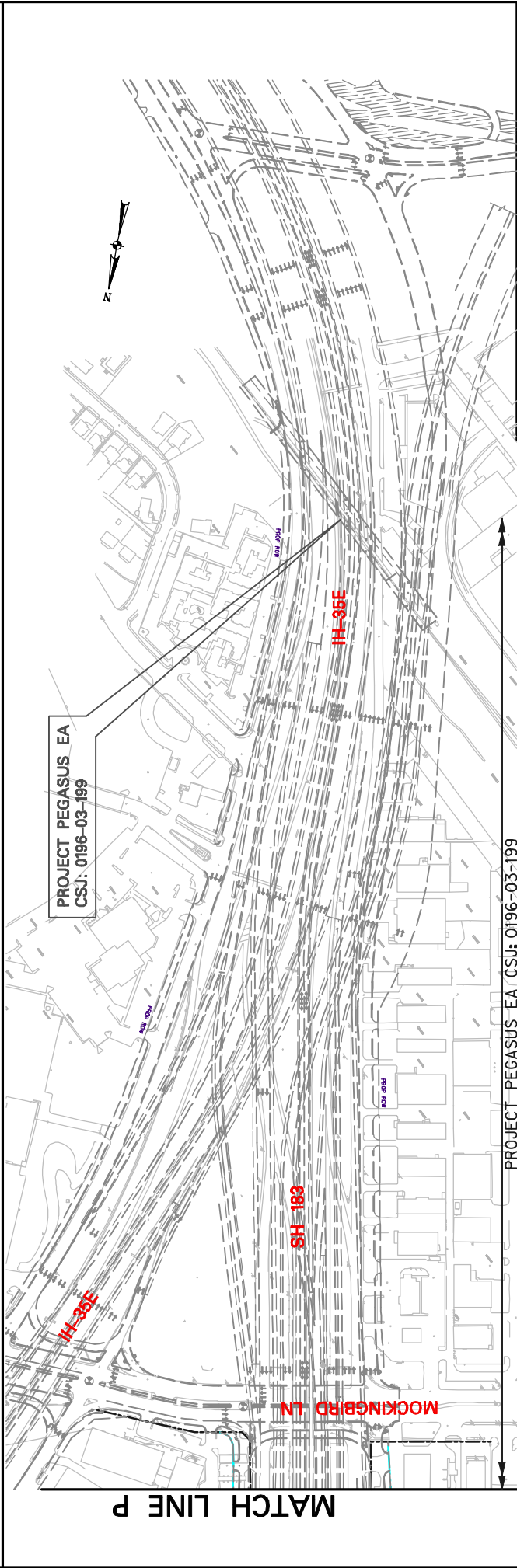
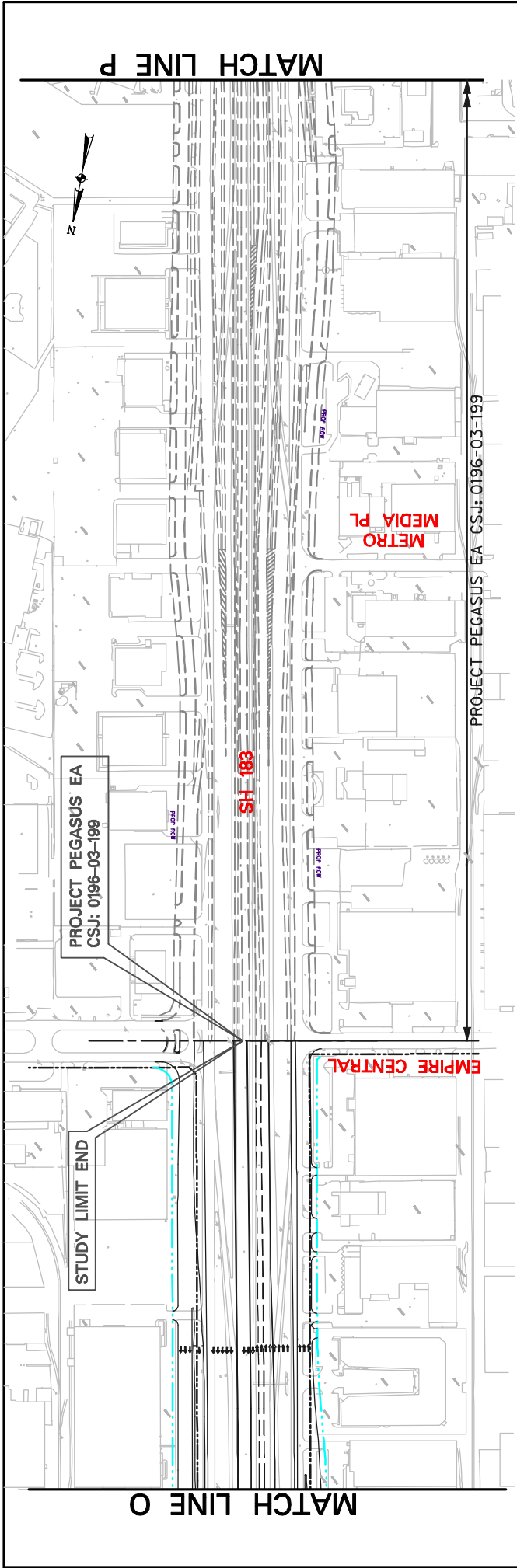
LEGEND:

- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
- APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS
- RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)
- EARLY ROW ACQUISITION PARCEL LIMITS
- FONSI ROW ACQUISITION PARCEL LIMITS
- RELOCATION POTENTIAL FOR EARLY ROW ACQUISITION
- DISPLACED PROPERTY ID # 473 (R)
- RESIDENTIAL PROPERTY
- CENSUS TRACT LIMIT
- CENSUS TRACT NUMBER 142.04



SH 183 PROPOSED R.O.W.			
SH 183 RE-EVALUATION EXHIBITS			
TEXAS DEPARTMENT OF TRANSPORTATION			
DALLAS, TEXAS			
DESIGN	DRAWN	DATE	SCALE
HALFF	TNL	AUGUST 2010	1" = 400'
		NOTES	FILE
		19A74 W016	4748-5A-R0W06
			NO.
			8 OF 10

RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)	②	PARCEL ID FOR EARLY ROW ACQUISITION
EARLY ROW ACQUISITION PARCEL LIMITS	473 (R)	DISPLACED PROPERTY ID # RESIDENTIAL PROPERTY
FONSI ROW ACQUISITION PARCEL LIMITS	142.04	CENSUS TRACT LIMIT
		CENSUS TRACT NUMBER



SH 183 PROPOSED R.O.W.

SH 183 RE-EVALUATION EXHIBITS

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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LEGEND:

- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC -
- PROPOSED R.O.W.
- RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
- APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS

RE-EVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)

- EARLY ROW ACQUISITION PARCEL LIMITS
- FONSJ ROW ACQUISITION PARCEL LIMITS

PARCEL ID FOR EARLY ROW ACQUISITION

473 (R)

DISPLACED PROPERTY ID #

RESIDENTIAL PROPERTY

CENSUS TRACT LIMIT

142.04

CENSUS TRACT NUMBER

142.04

SH 183 DISPLACED PROPERTY TYPE

SCHEMATIC #	DISPLACEMENT TYPE (# of Buildings)	
	EA APPROVED	
18	RETAIL	GLASS SALES AND SERVICE
19	RETAIL	EQUIPMENT SALES
20	RETAIL	GOLF RANGE
70	RETAIL	TOY STORE
73	OFFICE	HOME BUILDER
74	RETAIL	RESTAURANT
75	RETAIL	RETAIL SALES
79	RETAIL	RESTAURANT
80	RETAIL	RESTAURANT
192	RETAIL	RESTAURANT
194	RETAIL	RESTAURANT
196	RETAIL	RESTAURANT
197	RETAIL	STRIP CENTER
199	RETAIL	CONVENIENCE STORE
203	OFFICE	BANK
204	RETAIL	GARDEN STORE (2 BLDS)
207	RETAIL	RETAIL CENTER
215	OFFICE	BANK
239	OFFICE	BANK
242	RETAIL	WIRELESS PHONE SALES
243	RETAIL	RESTAURANT
244	RETAIL	AUTO SERVICE
245	RETAIL	CAR WASH
254	RETAIL	GAS STATION (2 BLDS)
255	RETAIL	RETAIL CENTER
256	RETAIL	WIRELESS PHONE SALES
257	RETAIL	AUTO SERVICE
258	RETAIL	GAS STATION
260	RETAIL	AUTO SERVICE
261	RETAIL	RETAIL CENTER
300	RETAIL	RETAIL CENTER
301	VACANT	VACANT
302	RETAIL	MOTEL (2 BLDS)
303	RETAIL	RESTAURANT
311	RETAIL	AUTO SERVICE
312	RETAIL	AUTO SERVICE
313	RETAIL	RESTAURANT
314	OFFICE	CLINIC (privately operated medical service)
321	OFFICE	PETROLEUM TERMINAL
376	RETAIL	AUTO SERVICE
377	RETAIL	GLASSES AND CONTACT LENSE SALES
392	RETAIL	CRAFT STORE
398	RETAIL	RESTAURANT (2 BLDS)
399	OFFICE	APARTMENT LOCATER
400	OFFICE	VETREINARY CLINIC
401	RETAIL	GAS STATION (2 BLDS)
404	RETAIL	GAS STATION (2 BLDS)
405	RETAIL	RESTAURANT
412	OFFICE	DENTIST
413	RETAIL	PAWN SHOP
414	RETAIL	ART RETAIL
433	OFFICE	OFFICE
434	OFFICE	BANK
435	WAREHOUSE	PUBLIC STORAGE (4 BLDS)
436	RETAIL	CAR SALES
438	RESIDENTIAL	SINGLE FAMILY RESIDENCE
473	RESIDENTIAL	SINGLE FAMILY RESIDENCE**
547	RETAIL	CAR SALES
562	RETAIL	RETAIL CENTER
563	RETAIL	RETAIL CENTER
564	RETAIL	RETAIL CENTER
565	OFFICE	MOVING SERVICE
635	RETAIL	GAS STATION (2 BLDS)**
652	RETAIL	GAS STATION (2 BLDS)
783	RETAIL	MOTEL
784	RETAIL	GAS STATION
Re-Evaluation Addition		
REV-306	RESIDENTIAL	QUAD-PLEX (4 HOUSING UNITS)
REV-308	RESIDENTIAL	QUAD-PLEX (4 HOUSING UNITS)
REV-305	RETAIL	CAR RENTAL (2 BLDS)

** - No longer displaced in Re-Evaluation

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0081-04-035	US 377	C,E	DENTON	TXDOT-DALLAS	\$6,960,154
LIMITS FROM:	AT UNION PACIFIC RR OVERPASS (0.4 MILES SOUTH OF IH 35E)					REV DATE:	02/2011
LIMITS TO:						MPO PROJECT ID:	20215
TIP	REPLACE WITH 6 LANE OVERPASS					FUNDING CATEGORY:	RTR
DESCRIPTION:						MTP REFERENCE:	TSM 2100, TH1 368.3
REMARKS:	ADD PROJECT TO TIP/STIP; DFW RTR-DE1						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			RTR:	Federal	State	Regional	Local		Local Contribution
Preliminary Engineering:	\$200,000	\$6,960,154		\$0	\$0	\$6,960,154	\$0	\$0	\$6,960,154
Right Of Way:	\$0								
Construction:	\$6,760,154								
Construction Engineering	\$358,577								
Contingencies:	\$517,945								
Indirects:	\$386,467								
Bond Financing:	\$0								
Total Project Cost:	\$8,223,143								
Funding by Share:			\$0	\$0	\$6,960,154	\$0	\$0	\$6,960,154	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DALLAS	0094-03-065	SH 183	E,R	IRVING	TXDOT DALLAS	\$76,120,000
LIMITS FROM:	WEST OF SH 161					REV DATE:	02/2011
LIMITS TO:	0.66 MILE WEST OF LOOP 12					MPO PROJECT ID:	20210
TIP	WIDEN EXISTING FACILITY FROM 6 TO 8 LANES, ADD 4 CONCURRENT HOV/MANAGED LANES AND 4/6 LANES FRONTAGE ROADS					FUNDING CATEGORY:	RTR, TXDOT PE/ROW
DESCRIPTION:						MTP REFERENCE:	FT1 1305, FR1 1305, HM1 8470, HM1 8475, HM1 8480
REMARKS:	DFW RTR-DE2 & DA2 FUNDS						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			RTR:	Federal	State	Regional	Local		Local Contribution
Preliminary Engineering:	\$1,000,000	\$76,120,000		\$0	\$0	\$30,120,000	\$0	\$0	\$30,120,000
Right Of Way:	\$75,120,000								
Construction:	\$721,333,358								
Construction Engineering	\$32,460,001								
Contingencies:	\$50,493,335								
Indirects:	\$35,273,201								
Bond Financing:	\$0								
Total Project Cost:	\$915,679,896								
Funding by Share:			\$36,000,000	\$5,500,000	\$30,120,000	\$4,500,000	\$0	\$76,120,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DALLAS	0094-07-015	SH 183	E,R	IRVING	TXDOT DALLAS	\$16,458,941
LIMITS FROM:	1.0 MILE EAST OF LOOP 12					REV DATE:	02/2011
LIMITS TO:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					MPO PROJECT ID:	53193
TIP	WIDEN EXISTING FACILITY FROM 6 TO 8 LANES, ADD 6 CONCURRENT HOV/MANAGED LANES AND 4/6 LANES FRONTAGE ROADS					FUNDING CATEGORY:	PE,ROW
DESCRIPTION:						MTP REFERENCE:	FT1 1310, FR1 1310, FT1 1315, FR1 1315, HM1 8485
REMARKS:	CLARIFY DESCRIPTION						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			TXDOT PE:	Federal	State	Regional	Local		Local Contribution
Preliminary Engineering:	\$4,458,941	\$16,458,941		\$0	\$4,458,941	\$0	\$0	\$0	\$4,458,941
Right Of Way:	\$12,000,000								
Construction:	\$90,998,805								
Construction Engineering	\$4,094,946								
Contingencies:	\$6,369,916								
Indirects:	\$4,449,842								
Bond Financing:	\$0								
Total Project Cost:	\$122,372,450								
Funding by Share:			\$9,600,000	\$5,658,941	\$0	\$1,200,000	\$0	\$16,458,941	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	ROCKWALL	0009-12-074	IH 30	E,R	ROYCE CITY	ROCKWALL COUNTY	\$2,910,276
LIMITS FROM:	INTERCHANGE AT ERBY CAMPBELL BLVD					REV DATE:	05/2011
LIMITS TO:						MPO PROJECT ID:	11714
TIP	CONSTRUCT INTERCHANGE AT ERBY CAMPBELL BLVD					FUNDING CATEGORY:	TXDOT PE & ROW
DESCRIPTION:						MTP REFERENCE:	INI-28.550.1
REMARKS:	TXDOT/COUNTY/COG PARTNERSHIP; REVISE FUNDING						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$1,510,276	\$2,910,276	TXDOT PE:	\$0	\$1,510,276	\$0	\$0	\$0	\$1,510,276
Right Of Way:	\$1,400,000		TXDOT ROW:	\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000
Construction:	\$19,000,000								
Construction Engineering:	\$1,386,988								
Contingencies:	\$2,773,975								
Indirects:	\$1,507,193								
Bond Financing:	\$0								
Total Project Cost:	\$27,578,433		Funding by Share:	\$0	\$2,910,276	\$0	\$0	\$0	\$2,910,276

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0091-03-021	SH 289	E,R	PROSPER, CELINA	TXDOT-DALLAS	\$7,410,890
LIMITS FROM:	FM 455					REV DATE:	05/2011
LIMITS TO:	N BUS 289C, NORTH OF CELINA					MPO PROJECT ID:	20179
TIP	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE URBAN (ULTIMATE 6 LANES)					FUNDING CATEGORY:	RTR
DESCRIPTION:						MTP REFERENCE:	RSA1-202.05
REMARKS:	REVISE SCOPE; DFW RTR-CC2 FUNDS; CONSTRUCTION PHASE IN APPENDIX D						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$3,900,469	\$7,410,890	RTR:	\$0	\$0	\$5,928,712	\$1,482,178	\$0	\$7,410,890
Right Of Way:	\$3,510,421								
Construction:	\$24,113,796								
Construction Engineering:	\$1,085,121								
Contingencies:	\$1,567,397								
Indirects:	\$1,179,165								
Bond Financing:	\$0								
Total Project Cost:	\$35,356,368		Funding by Share:	\$0	\$0	\$5,928,712	\$1,482,178	\$0	\$7,410,890

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DALLAS	0094-07-020	SH 183	E,R	DALLAS	TXDOT-DALLAS	\$32,300,000
LIMITS FROM:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					REV DATE:	05/2011
LIMITS TO:	IH 35E					MPO PROJECT ID:	54066
TIP	ADD 6 CONCURRENT HOV/MANAGED LANES TO EXISTING 8 MAINLANES AND 4/6 FRONTAGE LANES FROM SH 183 SOUTH OF SH 114 TO FUTURE TRINITY PKWY AND ADD 4 CONCURRENT HOV/MANAGED LANES TO EXISTING 6 MAINLANES AND 4/6 FRONTAGE LANES FROM TRINITY PKWY TO IH 35E					FUNDING CATEGORY:	TXDOT PE/ROW
DESCRIPTION:						MTP REFERENCE:	FT1-22.40.2, FT1-22.40.3
REMARKS:	ADD PROJECT TO TIP/STIP; CONSTRUCTION PHASE IN APPENDIX D						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$12,300,000	\$32,300,000	TXDOT PE:	\$9,840,000	\$2,460,000	\$0	\$0	\$0	\$12,300,000
Right Of Way:	\$20,000,000		TXDOT ROW:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Construction:	\$262,571,119								
Construction Engineering:	\$11,815,700								
Contingencies:	\$18,379,978								
Indirects:	\$12,839,728								
Bond Financing:	\$0								
Total Project Cost:	\$337,906,525		Funding by Share:	\$25,840,000	\$6,460,000	\$0	\$0	\$0	\$32,300,000

Attachment 6

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	COLLIN	0091-03-021	SH 289	C	PROSPER, CELINA	TXDOT-DALLAS
LIMITS FROM:	FM 455					REV DATE: 05/2011
LIMITS TO:	N BUS 289C, NORTH OF CELINA					MPO PROJECT ID: 20179
TIP	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE URBAN (ULTIMATE 6 LANES)					MTP REFERENCE: RSA1-202.05
REMARKS:	REVISE SCOPE; DFW RTR-CC2 FUNDS; CONSTRUCTION PHASE IN APPENDIX D					

Project History:

DALLAS	DALLAS	0094-07-020	SH 183	C	DALLAS	TXDOT-DALLAS
LIMITS FROM:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					REV DATE: 05/2011
LIMITS TO:	IH 35E					MPO PROJECT ID: 54066
TIP	ADD 6 CONCURRENT HOV/MANAGED LANES TO EXISTING 8 MAINLANES AND 4/6 FRONTAGE LANES FROM SH 183 SOUTH OF SH 114 TO TRINITY PKWY AND ADD 4 CONCURRENT HOV/MANAGED LANES TO EXISTING 6 MAINLANES AND 4/6 FRONTAGE LANES FROM TRINITY PKWY TO IH 35E					MTP REFERENCE: FT1-22.40.2, FT1-22.40.3
REMARKS:	REVISE SCOPE					

Project History:

45. SH 183 Corridor

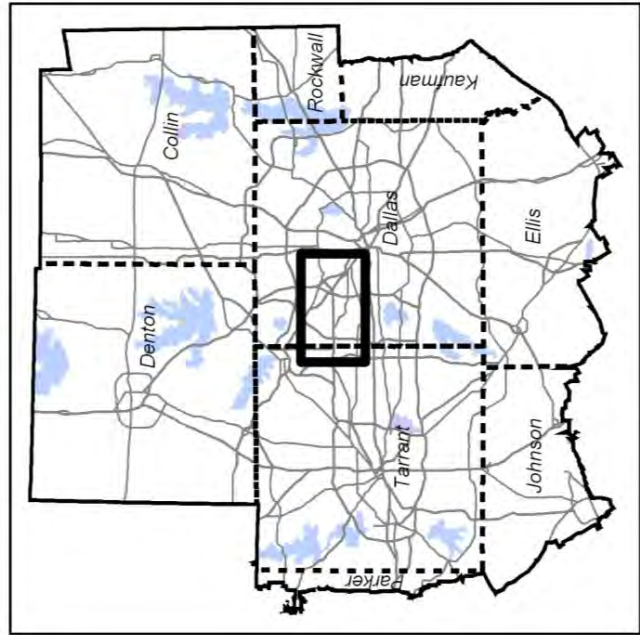
Highway Segments: FT1 1305, FR1 1305, FT1 1310, FR1 1310, FT1 1315, FR1 1315, HM1 8470, HM1 8475, HM1 8480, HM1 8485, HM1 8490

GENERAL DESCRIPTION

The SH 183 corridor project limits extend from SH 161 in Irving to IH 35E in Dallas. Between SH 161 and Loop 12, SH 183 will be reconstructed to accommodate 8 general purpose lanes (plus auxiliary lanes) and 4 continuous frontage road lanes (plus auxiliary lanes near ramp locations and cross streets). The corridor will also include 4 concurrent HOV/managed lanes with two proposed access points: 1) general purpose lane and frontage road access at Belt Line Road and 2) frontage road access at O'Connor Road.

Between Loop 12 and Trinity Parkway, SH 183 will be reconstructed for 6 to 8 general purpose lanes (plus auxiliary lanes), 4 concurrent HOV/managed lanes, and 6 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets). Frontage road bridges will be built across the Elm Fork of the Trinity River improving local access between the Texas Stadium area in Irving and Regal Row in Dallas. Also, the SH 114 HOV/managed lanes will merge with the SH 183 HOV/managed lanes to provide 6 concurrent lanes through this portion of the corridor.

Overview Map



Detail Map



Corridor 45

Between Trinity Parkway and IH 35E the corridor will be constructed to accommodate 6 to 8 general purpose lanes (plus auxiliary lanes) and 6 concurrent HOV/managed lanes. This section of the corridor will also have 4 to 6 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets).

TxDOT CSJ#: 0094-03-065, 0094-07-015, 0094-07-020, 0918-45-365
 Estimated Total Project Cost: **\$1.457 billion**

All improvements for this project are expected to be completed by 2019. The Texas Department of Transportation Dallas District is the responsible agency for this project.

RECOMMENDED IMPROVEMENTS

SH 183 Corridor

Highway Segments	Limits	Project Description	Cost
FT1 1305 FR1 1305 HM1 8470 HM1 8475 HM1 8480	SH 161 to Loop 12	8 general purpose lanes + auxiliary lanes. 4 concurrent HOV/managed lanes with access at Belt Line Road and O'Connor Road. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets).	\$1,039 million
FT1 1305 FR1 1305 HM1 8480	Loop 12 to SH 114	6 general purpose lanes + auxiliary lanes. 4 concurrent HOV/managed lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets).	\$418 million
FT1 1310 FR1 1310 FT1 1315 FR1 1315 HM1 8485	SH 114 to Trinity Parkway	8 general purpose lanes + auxiliary lanes. 6 concurrent HOV/managed lanes. 6/8 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets).	
FT1 1315 FR1 1315 HM1 8490	Trinity Parkway to IH 35E	6 general purpose lanes + auxiliary lanes. 6 concurrent HOV/managed lanes with access at Trinity Parkway. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross streets).	

Contacts:

Chad McKeown
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
P.O. Box 5888
Arlington, Texas 76005-5888

Nasser Askari, P.E.
Texas Dept. of Transportation Dallas District
P.O. Box 133067
Dallas, Texas 75313-3067

Supporting Documents:

SH 183/West Fork Corridor Major Investment Study: Final Report,
Halff Associates, Inc., Dallas, April 2000.

Mobility 2025 Update: The Metropolitan Transportation Plan,
NCTCOG, May 2001.

Mobility 2025: The Metropolitan Transportation Plan, 2004 Update,
NCTCOG, January 2004.

Mobility 2025: The Metropolitan Transportation Plan, Amended April
2005, NCTCOG, April 2005.

Mobility 2030: The Metropolitan Transportation Plan for the Dallas-
Fort Worth Area, NCTCOG, January 2007.

Web site: <http://www.dot.state.tx.us/dal/mis/sh183stage2/index.htm>

Roadway Corridor Fact Sheet 29 SH 183 – Dallas County

Project Description

SH 183 in Dallas County will be reconstructed to add general purpose lanes, continuous frontage roads, and an HOV/managed lane system. At the western end of the project, improvements will begin at SH 161, interfacing with the planned North Tarrant Express project and will continue east to the interchange of IH 35E and the planned Trinity Parkway.

Corridor Information

ROUTE	LIMITS	COST
SH 183 – Dallas County	SH 161 to IH 35E	\$1,457,312,800

Demographic Information Within One Mile of Corridor

POPULATION PROFILE	MAJOR EMPLOYERS
Population	ACS Retail Solutions
Number of Households	Central Freight Lines
Population Below Poverty	Conwell Corporation
Population over 65	Baylor Medical Center - Irving
African American	NCH Corp.
Hispanic	Atrium Aluminum Companies
Asian/Pacific Islander	Silverleaf Resorts
American Indian/Native Alaskan	Con-Way Southern
Total Minority	

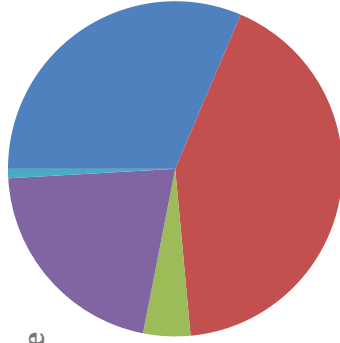
Source: Census 2000

Source: NCTCOG Employment Database, 2010

Legislative Districts Within One Mile of Corridor

TEXAS SENATE	TEXAS HOUSE OF REPRESENTATIVES	UNITED STATES CONGRESS
Florence Shapiro-8	Todd Smith-92	Kenny Marchant-24
Chris Harris-9	Eric Johnson-100	Eddie Bernice Johnson-30
John J. Carona-16	Rafael Anchia-103	Pete Sessions-32
Royce West-23	Linda Harper-Brown-105	
	Rodney Anderson-106	

Land Use



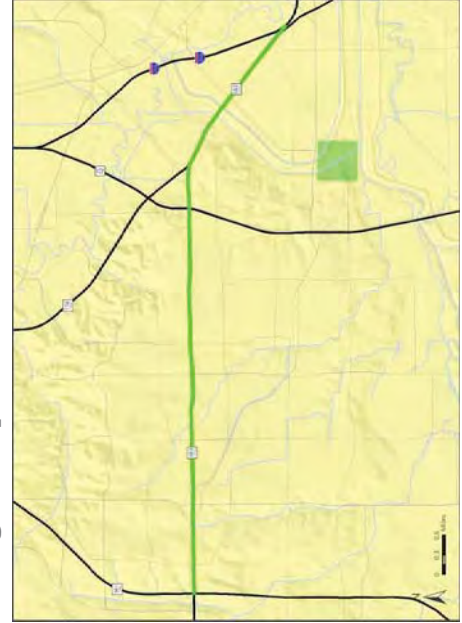
NCTCOG Regional Ecosystem Framework Score* (Range: 14 - 37)

SUBWATERSHED NAME	REF COMPOSITE SCORE
Headwaters Turtle Creek	16
Bachman Branch-Elm Fork Trinity River	20
Estelle Creek-Bear Creek	25
Delaware Creek-West Fork Trinity River	26

*Lower REF score indicates less resource vulnerability, higher score indicates more resource vulnerability.

Legend

Ecological Importance in Corridor

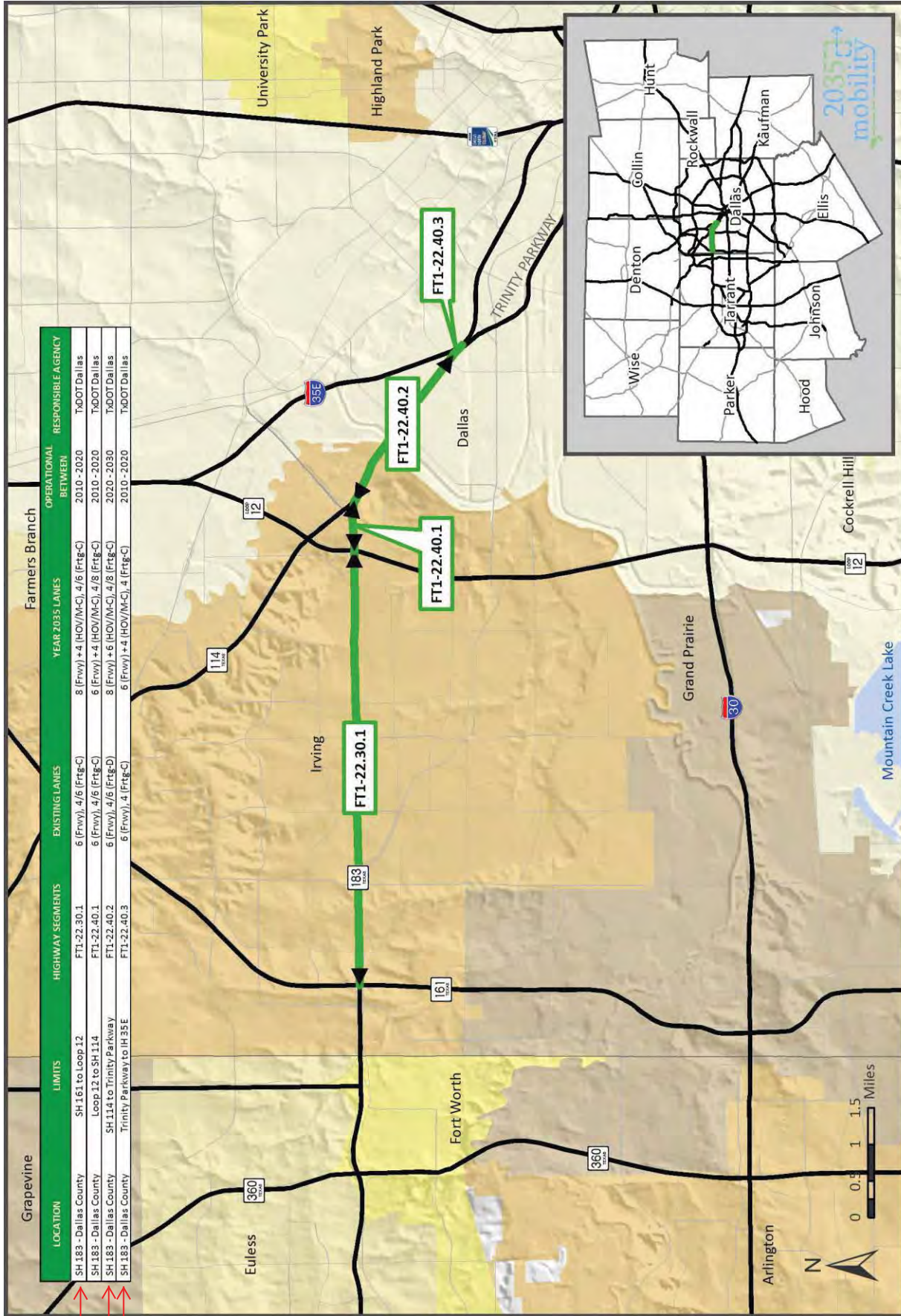


- 1 – Lowest Ecological Importance
- 2 – Medium-Low Ecological Importance
- 3 – Medium Ecological Importance
- 4 – Medium-High Ecological Importance
- 5 – High Ecological Importance

EPA's Regional Ecosystem Assessment Protocol Ecological Importance is a combination of Diversity, Rarity, and Sustainability Layers. The top 1% highly important ecological areas in each ecoregion are blue, followed by the top 2 to 10%, 11 to 25%, 26 to 50%, and 51 to 100% (yellow). This layer should be used as a screening tool to identify the optimum ecological areas for protection and mitigation. More information at www.nctcog.org/traces.



SH 183 – Dallas County



Lane Descriptions: Fwy - Freeway main lane, Toll - Tolloed main lane, HOV - High occupancy vehicle lane, HOV-C - Concurrent HOV lane, HOV-R - Reversible HOV lane, HOV/M-C - concurrent HOV/managed lane, HOV/M-R - Reversible HOV/managed lane, Frg-C - Continuous frontage road, Frg-D - Discontinuous frontage road, DC - Direct connect ramp, C-D - Collector-distributor road. Some facilities are staged and may have interim improvements that are not consistent with the proposed build. New facility locations indicate transportation needs and do not represent specific alignments. Roadway operational characteristics will be determined through ongoing project development.

Fact Sheet ID	Project Corridor	Location	Limits	MTP ID	Lane Summary *		Year Operational Between **	Responsible Agency ***	YOE Total Project Cost
					Existing	2035			
24	Sam Rayburn Tollway (SH 121)	Sam Rayburn Tollway (SH 121)	US 75 to Hillcrest Road	FT1-11.30.1	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 4/8 (Frtg-C)	2010 - 2020	NTTA	\$110,000,000
24	Sam Rayburn Tollway (SH 121)	Sam Rayburn Tollway (SH 121)	Hillcrest Road to SH 289	FT1-11.30.2	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)	2010 - 2020	NTTA	cost included above
24	Sam Rayburn Tollway (SH 121)	Sam Rayburn Tollway (SH 121)	SH 289 to Dallas North Tollway	FT1-11.30.3	6 (Toll), 6 (Frtg-C)	8 (Toll), 4/8 (Frtg-C)	2010 - 2020	NTTA	cost included above
25	Sam Rayburn Tollway (SH 121)	Sam Rayburn Tollway (SH 121)	Dallas North Tollway to Business SH 121 (West)	FT1-11.40.1	6 (Toll), 2/8 (Frtg-D)	8 (Toll), 2/8 (Frtg-D)	2010 - 2020	NTTA	cost included above
25	SH 121 - Dallas County	SH 121 - Dallas County	Business SH 121 (West) to Tarrant County Line	FT1-11.50.1	4 (Frwy), 6 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	2010 - 2020	TxDOT Dallas	\$135,279,000
26	SH 114	SH 114	FM 156 to IH 35W	FT1-12.20.3	2 (ART)	6 (Frwy), 4/8 (Frtg-C)	2030 - 2035 **	TxDOT Dallas	\$47,398,000
26	SH 114	SH 114	W of Business SH 114 to Trophy Club Road	FT1-12.30.3	0	4/6 (Frwy), 4/6 (Frtg-D)	2010 - 2020	TxDOT Dallas	\$42,396,500
27	SH 161/SH 360 Toll Connector	SH 161/SH 360 Toll Connector	SH 360/Sublett Road to President George Bush Turnpike - Western Extension (SH 161)	FT1-41.10.1	0	4 CD (Toll)	2020 - 2030	NTTA	\$126,787,000
28	SH 170	SH 170	US 81/US 287 to IH 35W	FT1-10.10.2	0	6 (Toll), 4/6 (Frtg-D)	2010 - 2020	NTTA	\$344,772,000
28	SH 170	SH 170	IH 35W to SH 114	FT1-10.20.1	6 (Frtg)	6 (Toll), 4/8 (Frtg-C)	2010 - 2020	NTTA	\$407,000,000
29	SH 183 - Dallas County	SH 183 - Dallas County	SH 161/President George Bush Turnpike - Western Extension to Loop 12	FT1-22.30.1	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 4 (HOV/IM-C), 4/6 (Frtg-C)	2010 - 2020	TxDOT Dallas	\$1,220,312,800
29	SH 183 - Dallas County	SH 183 - Dallas County	Loop 12 to SH 114	FT1-22.40.1	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 4 (HOV/IM-C), 4/8 (Frtg-C)	2010 - 2020	TxDOT Dallas	cost included above
29	SH 183 - Dallas County	SH 183 - Dallas County	SH 114 to Trinity Parkway	FT1-22.40.2	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy) + 6 (HOV/IM-C), 4/8 (Frtg-C)	2020 - 2030 **	TxDOT Dallas	\$237,000,000
29	SH 183 - Dallas County	SH 183 - Dallas County	Trinity Parkway to IH 35E	FT1-22.40.3	6 (Frwy), 4 (Frtg-C)	6 (Frwy) + 4 (HOV/IM-C), 4 (Frtg-C)	2010 - 2020	TxDOT Dallas	cost included above
30	SH 360	SH 360	Brown Blvd./Avenue K to IH 30	FT1-9.20.3	6 (Frwy), 4/6 (Frtg-C)	6 (Reconstruct), 6 (Frtg-C)	2020 - 2030	TxDOT Fort Worth	\$325,000,000
30	SH 360	SH 360	IH 30 to IH 20	FT1-9.30.1	6 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	2020 - 2030	TxDOT Fort Worth	\$130,000,000
31	SH 360 Toll Road	SH 360 Toll Road	Sublett Road/Camp Wisdom Road to Debbie Lane	FT1-9.40.2	4 (Frtg)	8 (Toll), 4/6 (Frtg-C)	2010 - 2020	NTTA	\$604,000,000
31	SH 360 Toll Road	SH 360 Toll Road	Debbie Lane to Lone Star Road	FT1-9.40.3	4 (Frtg)	6 (Toll), 4/6 (Frtg-C)	2010 - 2020	NTTA	cost included above
31	SH 360 Toll Road	SH 360 Toll Road	Lone Star Road to US 287	FT1-9.40.4	2 (Frtg)	6 (Toll), 4/6 (Frtg-C)	2010 - 2020	NTTA	cost included above
31	SH 360 Toll Road	SH 360 Toll Road	US 287 to US 67	FT1-9.50.1	0	6 (Toll), 4/6 (Frtg-C)	2030 - 2035	NTTA	cost included above
32	US 175	US 175	SH 310 to IH 20	FT1-36.10.1	6 (Frwy), 4 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	2030 - 2035	TxDOT Dallas	\$100,500,000
33	US 287 - Ellis County	US 287 - Ellis County	Business US 287 to SH 34	FT1-1.110.5	2 (ART)	4 (Frwy), 4 (Frtg-D)	2010 - 2020	TxDOT Dallas	\$45,195,000
33	US 67 - Cleburne Bypass	US 67 - Cleburne Bypass	SH 34 to IH 45	FT1-1.110.6	2 (ART)	4 (Frwy), 4 (Frtg-D)	2020 - 2030	TxDOT Dallas	\$37,196,000
34	US 67 - Cleburne Bypass	US 67 - Cleburne Bypass	Nolan River Bridge to SH 174 (West Bypass)	FT1-38.60.3	2 (ART), 2/4 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	2010 - 2020	TxDOT Fort Worth	\$12,800,000
34	US 67 - Cleburne Bypass	US 67 - Cleburne Bypass	SH 174 to Spur 102 (East Bypass)	FT1-38.60.2	2 (ART), 2 (Frtg-D)	4 (Frwy), 4 (Frtg-C)	2020-2030	TxDOT Fort Worth	\$35,000,000
35	US 75 - North Collin County	US 75 - North Collin County	County Line Road to Collin County Loop	FT1-23.10.1	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	2030 - 2035	TxDOT Dallas	\$323,832,000

MTP ID	Facility	From	To	Avg Daily Vol	Avg Peak Vol/Lane	Avg Peak Cap/Lane	Pk Hr LOS	Lanes*	Lanes Warranted
121.10.3	PGBT (East)	SH 78	IH 30	57,400	1,110	2,300	C+	6	4
PGBT (North)									
120.10.1	PGBT (North)	IH 35E	Dallas North Tollway	156,100	1,870	2,111	E	8 / 10	8
120.20.1	PGBT (North)	Dallas North Tollway	US 75	145,000	1,737	2,167	E	8 / 10	10
PGBT (West)									
123.10.1	PGBT (West)	Belt Line Road	IH 635	200,600	2,586	2,156	F	8 / 10	10
123.20.1	PGBT (West)	IH 635	Belt Line Road (Carrollton)	131,700	2,546	2,433	F	6 / 10	8
123.20.2	PGBT (West)	Belt Line Road (Carrollton)	IH 35E	107,700	1,785	2,329	D	6 / 10	8
PGBT WE SH 161									
15.20.1	PGBT WE SH 161	SH 183	IH 30	151,100	2,353	2,288	F	6 / 10	10
15.30.1	PGBT WE SH 161	IH 30	IH 20	72,400	976	2,350	C+	6 / 10	4
Sam Rayburn Tollway SH 121									
11.30.1	Sam Rayburn Tollway SH 121	US 75	Hillcrest Road	129,000	1,987	2,363	E	4 / 10	8
11.30.2	Sam Rayburn Tollway SH 121	Hillcrest Road	SH 289	188,100	2,897	2,300	F	8	12
11.30.3	Sam Rayburn Tollway SH 121	SH 289	Dallas North Tollway	202,400	2,771	2,244	F	8 / 10	14
11.40.1	Sam Rayburn Tollway SH 121	Dallas North Tollway	BU 121 (W)	211,900	2,934	2,256	F	8 / 12	14
SH 114									
12.20.3	SH 114	FM 156	IH 35W	54,100	1,192	2,167	C+	4 / 8	4
12.30.3	SH 114	SH 170/BU 114	Trophy Club Drive/SH 170	114,100	2,369	2,300	F	4 / 8	8
12.50.1	SH 114	SH 121	Northwest Hwy. (Spur 348)	160,400	2,658	2,429	F	6 / 10	10
12.50.2	SH 114	Northwest Hwy. (Spur 348)	Loop 12	142,000	3,294	2,380	F	4 / 6	10
12.50.3	SH 114	Loop 12	SH 183	118,500	3,437	2,550	F	4 / 6	6
SH 121									
11.50.1	SH 121	BU 121 (Denton County Line)	Stars and Stripes Blvd. (Tarrant County Line)	249,600	2,632	2,200	F	10 / 12	12
SH 161									
15.10.1	SH 161	PGBT/Belt Line Road	SH 183	198,100	2,553	2,167	F	6 / 10	10
SH 183									
22.30.1	SH 183	PGBT WE (SH 161)	Loop 12	214,000	2,758	2,267	F	6 / 12	10
22.40.1	SH 183	Loop 12	SH 114	151,700	2,514	2,129	F	6 / 8	10
22.40.2	SH 183	SH 114	Trinity Parkway	219,900	2,634	2,222	F	6 / 12	10
22.40.3	SH 183	Trinity Parkway	IH 35E	179,000	3,216	2,300	F	6	10

Fact Sheet ID	Project Corridor	Location	Limits	MTP ID	Lane Summary *		Year Operational Between **	Responsible Agency ***	YOE Total Project Cost
					Existing	2035			
4	North Tarrant Express	IH 35W (Seg 3A)	SH 183 to SH 121	FT1-5.50.2	6 (Frwy), 4 (Frtg-D)	8 (Frwy) + 4 (HOV/M-C), 4/8 (Frtg-C)	2020 - 2030 **	TxDOT Fort Worth (CDA)	cost included above
4	North Tarrant Express	IH 35W (Seg 3A)	SH 121 to IH 30	FT1-5.60.1	8 (Frwy), 4 (Frtg-D)	8 (Frwy) + 4/8 CD + 2 (HOV/M-C), 4/6 (Frtg-D)	2020 - 2030 **	TxDOT Fort Worth (CDA)	cost included above
4	North Tarrant Express	US 287 (Seg 3A)	IH 35W to IH 30	FT1-52.10.1	6 (Frwy), 4 (Frtg-D)	6 (Frwy) + 2 (HOV/M-C), 4 (Frtg-D)	2010 - 2020	TxDOT Fort Worth (CDA)	cost included above
5	North Tarrant Express	IH 820 (Seg 1)	IH 35W to US 377	FT1-150.20.1	4 (Frwy), 4 (Frtg-D)	6 (Frwy) + 4 (HOV/M-C), 4/8 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$645,014,000
5	North Tarrant Express	IH 820 (Seg 1)	US 377 to SH 121/SH 183	FT1-150.20.2	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy) + 4 (HOV/M-C), 4/8 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	cost included above
6	North Tarrant Express	SH 121 (Seg 2W)	IH 820 to SH 183	FT1-11.90.1	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy) + 6 (HOV/M-C), 4/8 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$881,816,000
6	North Tarrant Express	SH 121 (Seg 2W)	SH 183 to FM 157/Mid-Cities Blvd.	FT1-11.80.2	6 (Frwy), 4 (Frtg-C)	6, 4/8 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$49,776,000
6	North Tarrant Express	SH 183 (Seg 2E)	SH 121 to SH 360	FT1-22.10.1	6 (Frwy), 4 (Frtg-C)	6 (Frwy) + 6 (HOV/M-C), 4/8 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$700,000,000
6	North Tarrant Express	SH 183 (Seg 2E)	SH 360 to President George Bush Turnpike - Western Extension (SH 161)	FT1-22.20.1	6 (Frwy) + 4 (CD from SH 360 to International Pkwy.), 2/6 (Frtg-C)	8 (Frwy) + 4 (CD from SH 360 to International Pkwy.) + 6 (HOV/M-C), 2/6 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	cost included above
7	North Tarrant Express	IH 820 (Seg 4)	SH 121/SH 183 Interchange to SH 121/SH 10 Interchange	FT1-151.10.1	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 2 (HOV/M-C), 4/8 (Frtg-C)	2020 - 2030	TxDOT Fort Worth (CDA)	\$249,490,000
7	North Tarrant Express	IH 820 (Seg 4)	SH 121/SH 10 Interchange to Randol Mill Road	FT1-151.20.1	4 (Frwy)	8 (Frwy), 2/6 (Frtg-D)	2020 - 2030	TxDOT Fort Worth (CDA)	cost included above
7	North Tarrant Express	SH 121 (Seg 4)+G29	IH 820 to Handley Ederville	FT1-11.100.1	6 (Frwy), 4 (Frtg-C)	6 (Frwy) + 2 (HOV/M-C), 4/6 (Frtg-C)	2020 - 2030	TxDOT Fort Worth (CDA)	cost included above
8	Pegasus Partial Implementation	IH 30	Sylvan Avenue to IH 35E	FT1-28.50.5	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy) + 1 (HOV/M-R), 4/6 (Frtg-C)	2010 - 2020	TxDOT Dallas	\$444,546,000
8	Pegasus Partial Implementation	IH 35E/IH 30	IH 30 (West) to IH 30 (East)	FT1-7.80.1 FT1-58.50.6	8 (Frwy), 4 (Frtg-C)	11 (Frwy) + 7 CD + 2 (HOV/M-R), 4 (Frtg-D)	2010 - 2020	TxDOT Dallas	\$500,000,000
8	Pegasus Partial Implementation	IH 35E	IH 30 to Colorado Blvd.	FT1-7.80.2	8 (Frwy) + 1 (HOV-R)	6 (Frwy) + 10 CD + 2 (HOV-MR)	2010 - 2020	TxDOT Dallas	cost included above
8	Pegasus Partial Implementation	IH 35E	Colorado Blvd. to 8th Street	FT1-7.80.3	8 (Frwy)+1 (HOV-R), 4 (Frtg-C)	10 (Frwy) + 2 (HOV/M-R), 4 (Frtg-C)	2010 - 2020	TxDOT Dallas	cost included above
8	Pegasus Partial Implementation	Jefferson Memorial Bridge	IH 35E/Colorado Blvd. to Memorial Drive/Hotel Street	NRSA1-DAL-	0	6 (ART)	2010 - 2020	TxDOT Dallas	\$75,000,000
9	SH 114/SH 121 DFW Connector	FM 2499	South of Gerault Road to SH 121	FT1-54.10.1	6 (ART)	4 (Frwy), 2/6 (Frtg-D)	2010 - 2020	TxDOT Fort Worth (CDA)	cost included below
9	SH 114/SH 121 DFW Connector	IH 635	SH 121 to Royal Lane	FT1-130.10.1	6 (Frwy)	10 (Frwy)	2010 - 2020	TxDOT Fort Worth (CDA)	\$5,119,000
9	SH 114/SH 121 DFW Connector	SH 114	Kimball Avenue to SH 121 (West)	FT1-12.30.5	4 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/10 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$760,914,000
9	SH 114/SH 121 DFW Connector	SH 114	SH 121 (West) to E of International Pkwy.	FT1-12.40.1	8 (Frwy), 4/6 (Frtg-C)	13 (Frwy) + 4 (HOV/M-C), 4/10 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	cost included above
9	SH 114/SH 121 DFW Connector	SH 121	Dallas County Line to FM 2499	FT1-11.50.2	4 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	2010 - 2020	TxDOT Fort Worth (CDA)	\$143,594,000

MTP ID	Facility	From	To	Avg Daily Vol	Avg Peak Vol/Lane	Avg Peak Cap/Lane	Pk Hr LOS	Lanes*	Lanes Warranted
SH 170									
10.10.2	SH 170	US 287	IH 35W	10,400	201	2,250	C+	4 / 8	2
10.20.1	SH 170	IH 35W	SH 114	44,000	851	2,333	C+	4 / 8	4
SH 183									
22.10.1	SH 183	SH 121	SH 360	207,600	2,676	2,178	F	6 / 10	10
22.20.1	SH 183	SH 360	PGBT WE (SH 161)	230,000	2,964	2,244	F	6 / 12	12
22.50.1	SH 183	IH 20	Vickery Blvd.	53,500	1,442	2,375	C+	4 / 6	4
SH 360									
9.10.1	SH 360	SH 121	Stone Myers Parkway	67,800	1,527	2,300	D	4 / 6	4
9.10.2	SH 360	Stone Myers Parkway	Mid-Cities Blvd.	104,300	2,349	2,100	F	4 / 6	6
9.10.3	SH 360	Mid-Cities Blvd.	SH 183	120,700	1,699	2,163	D	6 / 10	8
9.20.1	SH 360	SH 183	Post N Paddock Road	158,200	2,436	2,000	F	4 / 10	8
9.20.2	SH 360	Post N Paddock Road	Brown Blvd./Avenue K	173,000	2,664	2,014	F	6 / 8	8
9.20.3	SH 360	Brown Blvd./Avenue K	IH 30	156,900	2,416	2,300	F	6 / 10	10
9.30.1	SH 360	IH 30	IH 20	218,700	2,620	2,278	F	8 / 12	12
9.40.1	SH 360	IH 20	Sublett Road	138,300	2,485	2,350	F	6 / 8	8
SH 360 Toll									
9.40.2	SH 360 Toll	Sublett Road	Debbie Lane	93,100	1,543	2,286	D	4 / 10	6
9.40.3	SH 360 Toll	Debbie Lane	Lone Star Road	52,800	875	2,186	C+	6 / 8	4
SH 360/SH 161 Connector									
41.10.1	SH 360/SH 161 Connector	SH 360/Sublett Road	PGBT WE (SH 161)	18,600	501	2,300	C+	4	2
Southwest Parkway/Chisholm Trail Parkway									
31.10.1	Southwest Parkway/Chisholm Trail Parkway	IH 30	IH 20	31,800	571	2,300	C+	6	2
31.20.1	Southwest Parkway/Chisholm Trail Parkway	IH 20	Altamesa Blvd./Dirks Road	40,200	666	2,214	C+	6 / 8	2
31.20.2	Southwest Parkway/Chisholm Trail Parkway	Altamesa Blvd./Dirks Road	FM 1187	35,900	1,041	2,300	C+	4	2
31.20.3	Southwest Parkway/Chisholm Trail Parkway	FM 1187	US 67	22,700	751	2,300	C+	4	2
Spur 280/US 287									
52.10.1	Spur 280/US 287	IH 30	IH 35W	94,400	1,696	2,083	E	4 / 8	6
52.10.2	Spur 280/US 287	IH 35W	Grove Street	78,300	1,407	2,450	C+	4 / 8	4

APPENDIX A12

EARLY ACQUISITION DOCUMENTATION

TxDOT has early acquired 32 properties extending beyond the approved EA-FONSI proposed right-of-way. All of the early acquisition properties are located within the proposed Re-Evaluation right-of-way, except for an additional 1.04 acres located beyond the proposed Re-Evaluation right-of-way on the north side of SH 183 between Newton Circle and Britain Road (see **Appendix A8**, Sheet 7 of 10). Some of these early acquisition properties were acquired in their entirety, and others included only a small portion of a property. The locations of these 32 early acquisition properties are shown in **Appendix A8**. The 32 early acquisition properties are made up of the following:

- Four single-family residential properties;
- A multi-family residential property consisting of two quad-plexes (single owner) with a total of 8 units;
- Two city-owned properties; and
- 25 commercial properties.

Three of the commercial properties are retail centers with multiple tenants; therefore, there are a total of 43 businesses associated with the 25 commercial properties. **Table 1** provides detailed information relating to each of the early acquired properties, including the property location, type, date acquired, whether the business or residence was relocated within the project area, and the relocation address/details.

TABLE 1. EARLY ACQUISITION PROPERTIES

Map ID ¹	Multiple Tenants	Parcel Location (address)	Land Use ² ; Property Description	Acres	Date Acquired	Relocated in Project Area	Relocation Address / Details	EJ Populations Present If Yes: (Census Block Group - Block) ³
1	No	4900 W Airport Fwy Irving, TX 75062	Commercial; Vacant	0.0008	10/5/2009	No Relocation (vacant)	N/A	No
2	No	2901 W Airport Fwy Irving, TX 75062	Commercial; Don Herring Mitsubishi	0.74	3/14/2008	Yes	2901 W Airport Fwy Irving, TX 75062	No
3	No	2849 W Airport Fwy Irving, TX 75062	Commercial; Los Lupes	0.47	5/15/2008	Yes	3880 Irving Mall Irving, TX 75062	No
4	No	2611 W Airport Fwy Irving, TX 75062	Commercial; Motel 6	0.14	Working on Close	No Relocation (portion of parcel)	N/A	No
5	No	1817 Puritan Dr Irving, TX 75061	Residential; Single Family	0.005	1/14/2009	No Relocation (portion of parcel)	N/A	Yes (145.01/2 - 2000)
6	No	1813 Puritan Dr Irving, TX 75061	Residential; Single Family	0.01	9/11/2008	No Relocation (portion of parcel)	N/A	Yes (145.01/2, Block 2000)
7	No	1809 Puritan Dr Irving, TX 75061	Residential; Single Family	0.02	6/26/2009	No Relocation (portion of parcel)	N/A	Yes (145.01/2 - 2000)
8	No	1803 Puritan Dr Irving, TX 75061	Residential; Single Family	0.07	7/7/2009	No Relocation (portion of parcel)	N/A	Yes (145.01/2 - 2000)
9	No	1615 W Airport Fwy Irving, TX 75062	Commercial; Plymouth Park United Methodist Church	0.23	5/12/2008	No Relocation (portion of parcel)	N/A	Yes (143.02/5 - 5008)
10	No	--	City Owned; Drainage Culvert	0.08	3/6/2009	No Relocation	N/A	No
11	No	--	City Owned; Drainage Easement	0.02	3/6/2009	No Relocation	N/A	No
12	No	431 W Airport Fwy Irving, TX 75062	Commercial; Texas Car Title and Payday Loan Services, Inc	0.73	2/18/2009	Yes	729 W Airport Fwy Irving, TX 75062	No
13	Yes (see 13a-13j)	425 W Airport Fwy Irving, TX 75062	Commercial; Retail Shopping	0.65	7/3/2008	See 13a - 13j (below)	See 13a - 13j (below)	No

Map ID ¹	Multiple Tenants	Parcel Location (address)	Land Use ² : Property Description	Acres	Date Acquired	Relocated in Project Area	Relocation Address / Details	EJ Populations Present If Yes: (Census Block Group - Block) ³
--	13a	Suite 101	Commercial; India Video and Audio	--	--	Yes	2625 Texas Dr, Ste. A Irving, TX 70061	No
--	13b	Suite 102	Commercial; Irving Office Supply	--	--	Yes	2107 Wilesta Dr. Irving, TX 70061	No
--	13c	Suite 103	Commercial; Indian Food & Grocery	--	--	Yes	555 W Airport Fwy Irving, TX 75062	No
--	13d	Suite 200	Commercial; Barbaric Ink	--	--	Yes	829 E Irving Blvd Irving, TX 75060	No
--	13e	Suite 210	Commercial; Imee C. Casipit Insurance and Financial Services	--	--	Yes	2121 W Airport Fwy, Ste 103, Irving, TX 75062	No
--	13f	Suite 202	Commercial; Top Tickets	--	--	Yes	800 W Airport Fwy Irving, TX 75062	No
--	13g	Suite 203	Commercial; Khoobsurat Beauty Parlor	--	--	Yes	2811 N MacArthur Blvd Irving, TX 75062	No
--	13h	Suites 201 & 204	Commercial; Feyaland Insurance Services	--	--	Yes	3850 W Valley View Ln Irving, TX 75062	No
--	13i	Suite 206	Commercial; Shree Boutique	--	--	Yes	2807 N MacArthur Blvd Irving, TX 75062	No
--	13j	Suite 205	Commercial; M R Pida Insurance and Financial Services	--	--	No	701 E Pioneer Pkwy Arlington, TX 76010	No
14	No	419 W Airport Fwy Irving, TX 75062	Commercial; Vacant Retail	0.23	1/23/2009	No Relocation (vacant)	N/A	No
15	No	411 W Airport Fwy Irving, TX 75062	Commercial; Econo Lube & Tune, Co.	0.41	4/24/2008	No	Shut down - corporate office is out of state	No
16	No	401 W Airport Fwy Irving, TX 75062	Commercial; Popeye's Chicken in gas station and Chevron	0.67	4/14/2008	No	338 E Camp Wisdom Duncanville, TX 75116	No

Map ID ¹	Multiple Tenants	Parcel Location (address)	Land Use ² : Property Description	Acres	Date Acquired	Relocated in Project Area	Relocation Address / Details	EJ Populations Present If Yes: (Census Block Group - Block) ³
17	No	327 W Airport Fwy Irving, TX 75062	Commercial; Zach's Tires	0.62	10/29/2009	Yes	908 N Britain Rd Irving, TX 75061	No
18	Yes (see 18a - 18h)	301 W Airport Fwy Irving, TX 75062	Commercial; Retail Shopping	1.03	8/13/2008	See 18a - 18h (below)	See 18a - 18h (below)	No
--	18a	307 W Airport Fwy	Commercial; Inna, Inc. dba India Imports Super Market	--	--	Yes	2521 W Airport Fwy Irving, TX 75062	No
--	18b	307 W Airport Fwy	Commercial; India Imports Video & Audio	--	--	Yes	2521 W Airport Fwy Irving, TX 75062	No
--	18c	315 W Airport Fwy	Commercial; Emu's Pizza	--	--	Unknown	Moved without notice, address unknown.	No
--	18d	317 W Airport Fwy	Commercial; E-Palace Restaurant	--	--	Unknown	Tenant vacated prior to initiation of negotiations.	No
--	18e	319 W Airport Fwy	Commercial; Sheetal Fashions	--	--	No	100 S Central Pkwy, #19, Richardson, TX 75080	No
--	18f	321 W Airport Fwy	Commercial; Chotani Jewelers	--	--	Yes	2431 W Airport Fwy Irving, TX 75062	No
--	18g	325 W Airport Fwy	Commercial; All American Realtors	--	--	Yes	2301 B. N. O'Connor Rd Irving, TX 75062	No
--	18h	325 W Airport Fwy	Commercial; Sungum Beauty Salon	--	--	Yes	In the plaza at 535 W Airport Fwy, Irving, TX 75062	No
19	Yes (see 19a-19c)	219 W Airport Fwy Irving, TX 75062	Commercial; Retail Shopping	1.17	7/18/2008	See 19a - 19c (below)	See 19a - 19c (below)	Yes (142.03/4 - 4009)
--	19a	Suite 100	Commercial; Royal Sweets and Fast Food	--	--	Yes	In the plaza at 535 W Airport Fwy Irving, TX 75062	Yes (142.03/4 - 4009)
--	19b	Suite 150	Commercial; Asia Saree Clothes	--	--	Yes	In the plaza at 535 W Airport Fwy Irving, TX 75062	Yes (142.03/4 - 4009)

Map ID ¹	Multiple Tenants	Parcel Location (address)	Land Use ² : Property Description	Acres	Date Acquired	Relocated in Project Area	Relocation Address / Details	EJ Populations Present If Yes: (Census Block Group - Block) ³
--	19c	Suite 200	Commercial; Mom's Spice & Restaurant	--	--	No	315 E Hurst Blvd Hurst, TX 76053	Yes (142.03/4 – 4009)
20	No	120 W Airport Fwy Irving, TX 75062	Commercial; Airport Inn	0.22	7/28/2008	No Relocation (portion of parcel)	Business no longer in operation and parcel has been cleared ⁴	Yes (146.01/2 – 2004)
21	No	129 W Airport Fwy Irving, TX 75062	Commercial; Loyalty Auto Group	0.70	10/1/2008	No	Business was discontinued	Yes (142.03/4 – 4009)
22	No	103 E Airport Fwy Irving, TX 75062	Commercial; A&B Muffler and Brake	0.47	2/25/2009	No	3336 E Illinois Ave Dallas, TX 75216	No
23	No	2215 N. Britain Rd Irving, TX 75062	Commercial; Enterprise Rental Car	0.78	9/8/2009	Yes	2210 MacArthur Blvd Irving, TX 75062	Yes (142.03/4 – 4009)
24	Yes (see 24a –24g)	2206 N Britain Rd Irving, TX 75062	Residential; Multi-family	0.21	5/29/2008	See 24a - 24g (below)	See 24a - 24g (below)	No
--	24a	2202 N Britain Rd	Residential; Multi-family	--	--	Yes	2545 Toler Ln Irving, TX 75062	No
--	24b	2204 N Britain Rd	Residential; Multi-family	--	--	Yes	709 W Lynn Dr Irving, TX 75062	No
--	24c	2306 N Britain Rd	Residential; Multi-family	--	--	No	7244 Eccles Dr Dallas, TX 75227	No
--	24d	2210 N Britain Rd	Residential; Multi-family	--	--	Yes	3313 McDermott St Irving, TX 75061	No
--	24e	2212 N Britain Rd	Residential; Multi-family	--	--	Yes	2805 Bryn Mawr Dr Irving, TX 75062	No
--	24f	2214 N Britain Rd	Residential; Multi-family	--	--	No	13716 W Rim Dr Euless, TX 76040	No
--	24g	2203 Wingren	Residential; Multi-family	--	--	No	2211 Ragland Rd Mansfield, TX 76063	No

Map ID ¹	Multiple Tenants	Parcel Location (address)	Land Use ² : Property Description	Acres	Date Acquired	Relocated in Project Area	Relocation Address / Details	EJ Populations Present If Yes: (Census Block Group - Block) ³
25	No	115 E Airport Fwy Irving, TX 75062	Commercial; Auto Deals	0.39	8/1/2009	Unknown	Unknown	No
26	No	129 E Airport Fwy Irving, TX 75062	Commercial; Whataburger	0.56	7/30/2009	Yes	2250 W Walnut Hill Ln Irving, TX 75038	No
27	No	205 E Airport Fwy Irving, TX 75062	Commercial; K Clinic	0.54	10/13/2008	No	5414 Forest Ln Irving, TX 75244	Yes (142.04/1 – 1000)
28	No	215 E Airport Fwy Irving, TX 75062	Commercial; Motel	0.43	5/23/2008	No Relocation (portion of parcel)	Business no longer in operation and parcel has been cleared ⁴	Yes (142.04/1 – 1000)
29	No	315 E Airport Fwy Irving, TX 75062	Commercial; Vacant Offices	0.33	10/21/2009	No Relocation (vacant)	N/A	Yes (142.04/1 – 1000)
30	No	415 E Airport Fwy Irving, TX 75062	Commercial; One Irving Plaza	0.08	9/3/2009	No Relocation (portion of parcel)	N/A	Yes (142.04/1 – 1000)
31	No	1251 E Airport Fwy Irving, TX 75062	Commercial; Vacant Car Dealership	1.04	10/16/2009	No Relocation (vacant)	N/A	No
32	No	2200 Carl Rd Irving, TX 75062	Commercial; Park Place Volvo	1.20	3/9/2009	No	6113 Lemmon Ave Dallas, TX 75209	Yes (142.04/2 – 2014)

Notes:

N/A = not applicable

-- = no data

1. See **Appendix A8** for Map ID number locations.
2. Land use at the time of the parcel acquisition
3. See **Table 2** for EJ Census block details.
4. TxDOT early acquired only a small portion of the parcel from the property owner that would not affect the business functionality, thus requiring no relocation by TxDOT. The City of Irving purchased the remainder of the parcel from the property owner.

Because only a portion of the four single-family residential properties was acquired, the proposed right-of-way line would have no direct impact to any of these residential structures (**Table 1**: Map ID 5-8); therefore none of the single-family residences were relocated. In contrast, all seven tenants of the multi-family residence (**Table 1**: Map ID 24, tenants 24a – 24g) were relocated, four within the project area. These seven tenants were offered decent, safe, and sanitary (DS&S) housing within their financial means according to the Uniform Act, and none were determined to be Section 8 housing.

A breakdown of the 43 businesses affected by early acquisition is as follows:

- 22 businesses were relocated within the project service area;
- Four businesses were not relocated because the property was vacant;
- Five businesses were not relocated because only a small portion of the parcel was acquired that did not affect the functionality of the business;
- Seven businesses were relocated outside of the project service area;
- Two businesses were discontinued following negotiations; and
- Three businesses were vacated prior to negotiations; thus their relocations status is unknown.

There are seven Census tracts, nine Census block groups, and 14 Census blocks that encompass the 32 early acquisition properties. Of these 14 Census blocks, six contain minority populations that are 50 percent or greater (i.e., EJ populations). As shown in **Table 2**, three of these six EJ Census blocks (Census blocks 2000, 5008, and 2004) reported high Hispanic or Latino populations; one Census block reported a high percent Asian population (Census block 1000); and the remaining two Census blocks (4009 and 2014) reported high combined Asian and Hispanic or Latino populations. None of the Census blocks encompassing early acquisition properties reported specific or combined minority populations that are at least 50 percentage points higher than their respective block groups.

TABLE 2. CENSUS BLOCKS CONTAINING EARLY ACQUIRED PROPERTIES WITH MINORITY POPULATIONS OF 50 PERCENT OR GREATER

Census Tract / Block Group	Block	Total Population	Percent White Alone	Percent Black or African American Alone	Percent American Indian and Alaska Native Alone	Percent Asian Alone	Percent Native Hawaiian and Other Pacific Islander Alone	Percent Some Other Race Alone	Percent Two or More Races	Percent Hispanic or Latino of Any Race
145.01/2	2000	74	50%	1%	0%	0%	0%	0%	0%	49%
143.02/5	5008	1084	18%	8%	1%	1%	0%	0%	0%	71%
142.03/4	4009	44	32%	7%	5%	32%	0%	0%	0%	25%
146.01/2	2004	875	25%	6%	0%	3%	0%	0%	3%	63%
142.04/1	1000	907	12%	12%	0%	49%	1%	0%	6%	19%
142.04/2	2014	599	41%	11%	0%	18%	0%	0%	6%	24%

As previously detailed, 31 of the 43 businesses affected by early acquisition would either be relocated within the project area or did not require relocation. The remaining 12 businesses include the following:

- Seven businesses relocated outside of the project service area: an insurance/financial services office, a service station, an Indian clothing store, an Indian food restaurant, a vehicle service center, a medical clinic, and a Volvo dealership;
- Two discontinued businesses: a vehicle service center (with corporate offices out of state) and a small used car dealership; and
- Three businesses vacated prior to negotiations: a pizza restaurant, an Indian food restaurant, and used car dealership/rental service.

Four of the above 12 businesses (not relocated within the project service area) are located within EJ Census blocks. As shown in **Table 1**, these businesses include a discontinued used car dealership (Map ID 21), a relocated Indian food restaurant (Map ID 19 (tenant 19c)), a relocated medical clinic (Map ID 27), and a relocated Volvo dealership (Map ID 32). In addition, there are eight early acquired businesses located within EJ Census blocks that were either relocated within the project service area or did not require relocation.

The 1999 median household income for the Census block groups encompassing early acquired properties ranges from \$20,365 to \$57,917. There is one Census block group (142.04/2) containing populations whose median household incomes are less than the HHS 2010 poverty guideline of \$22,050 for a four-person family. The only early acquisition properties located within this Census block group include two car dealerships, one vacant (Map ID 31), and the other relocated outside the project service

area (Map ID 32). In addition, none of the Census block groups encompassing early acquisition parcels reported a percent income below poverty level (in 1999) of 50 percent or greater.

The 12 businesses not relocated within the project area are all service-oriented. There appear to be other businesses throughout the project area that provide similar services as to accommodate for the removal of these 12 businesses. For example, there are no fewer than 20 medical clinics within one-mile of the proposed project including several women's health clinics, rehabilitation facilities, private practices, a workman's compensation facility, emergency care facilities, and mental health facilities. Similarly, there are no fewer than 20 auto service centers and 20 insurance and financial service agencies within one-mile of the proposed project. Further, several of the early acquired businesses relocated within the project service area provide Indian-oriented services (e.g., **Table 1:** Map ID 18 (tenants 18a and 18b) and Map ID 19 (tenants 19a and 19b)); and there are at least ten Indian-oriented businesses within one-mile of the proposed project including Indian-oriented restaurants, grocery stores, and retail facilities. Based on the availability of similar services within the project area, the removal of these 12 businesses would not hinder the needs and interests of any special populations such as the disabled, elderly, minority, or low income persons; nor result in disproportionately high and adverse impacts to EJ populations. **Section 7.10.1** presents a detailed demographic analysis for the SH 183 project corridor.

The early acquisition of parcels did not limit the evaluation of alternatives for the SH 183 improvements. As described in **Sections 2.0 and 5.0** of the Re-Evaluation, TxDOT initiated the study of the SH 183 area in 1998 with the SH 183/West Fork Corridor Major Investment Study (MIS). The MIS focused on transportation needs for east-west travel in the SH 183 corridor from SH 360 to IH 35E. Developed through on-going coordination with the MIS's Community Advisory Work Group, the Project Coordination Work Group (technical and staff representatives from stakeholder agencies), and comments received at four different public meetings, a recommended plan of action was developed that included, among other things (e.g., enhanced transportation management, improvements to major east-west arterials, etc.) the widening of SH 183 and the inclusion of a managed HOV system. The final MIS was issued in April 2000 and was integrated into the MTP.

On January 2001, TxDOT initiated the SH 183 Preliminary Engineering and Environmental Assessment Study (PE/EA) to develop and evaluate conceptual alternatives for the reconstruction and improvement of SH 183. The public scoping process for the PE/EA incorporated a community outreach program that included three series of public meetings, project coordination work group meetings, and community group meetings. Based on preliminary engineering feasibility studies, environmental sensitivity studies, and community input, a total of six general cross section alternatives for the reconstruction and improvement of SH 183 were considered, with each cross section evaluated on three different alignments (widen south, widen north, or widen both sides). Further technical studies and community input detailed the potential

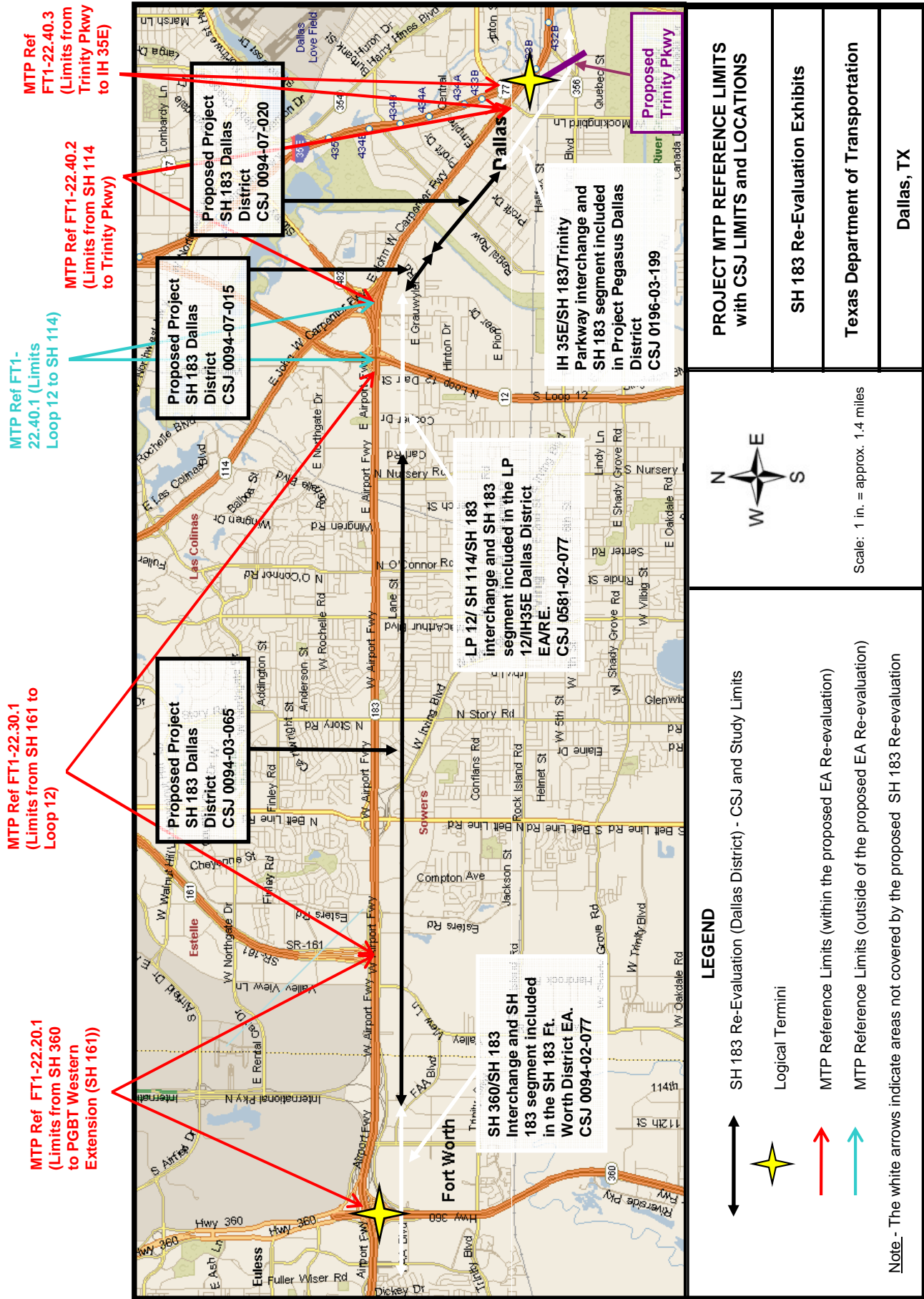
impacts of each proposed alternative. Throughout the planning and alternatives development process, a primary goal was to avoid and minimize the need for additional right-of-way and displacements. Community stakeholder preferences resulted in minor alignment shifts and modifications resulting in avoidance and minimization of impacts to residential areas and other sensitive areas such as parks, a school, and a church. A preferred alternative for the proposed SH 183 improvements was identified at the conclusion of the PE study; and environmental clearance through an FHWA FONSI was issued on February 10, 2004.

Design revisions occurred after the FONSI (see **Section 4.0** of the Re-Evaluation) modifying the preferred alternative. The public was informed of the design revisions in an April 2005 City of Irving Public Meeting, and public comments were obtained. **Section 5.0** of the Re-Evaluation summarizes comments received and subsequently addressed by TxDOT. These included questions and answers regarding potential relocations/displacements and the right-of-way acquisition process, which would occur in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program. In 2006, the schematic design changes to the preferred alternative were deemed satisfactory to proceed to public involvement by FHWA.

Two State funded projects are associated with the proposed SH 183 improvements. These projects include the construction of the proposed noise walls detailed in **Section 7.6** and **Appendix C** (CSJ: 0094-03-103) and the construction of the eastbound frontage road from west of Story Road to William Brewster Street that was approved as part of the SH 183 EA/FONSI (CSJ: 0094-03-105). Both of these projects were let in August 2010; and therefore, the early acquisition of parcels was initiated. These early acquisitions also served as a goodwill gesture to potential displacees based on a lengthy environmental clearance and public involvement process. The development of the preferred alternative (i.e., Build Alternative), as previously described, was not influenced or affected by the advanced acquisitions that have been completed to date.

All of the early acquisitions listed in **Table 1** were acquired by TxDOT in accordance with the Uniform Relocation Assistance and Real Property Policy Act of 1970, as Amended; and no categorical exclusion documents were prepared when the properties were acquired. None of the early acquisition properties contain resources protected by Section 4(f) and none of the early acquisitions influenced land use change on adjacent properties. Additional cultural resource coordination was necessary based on an additional 1.04 acres of early acquisition property that extended outside of the Re-Evaluation right-of-way. Cultural resources coordination efforts were initiated in August 2010. As detailed in **Section 7.8** of the Re-Evaluation, none of the properties associated with this additional 1.04 acres were eligible for inclusion in the NRHP; and no archeological historic properties or State Archeological Landmarks would be affected. TxDOT right-of-way specialists, the City of Irving, and the Irving Economic Development Partnership

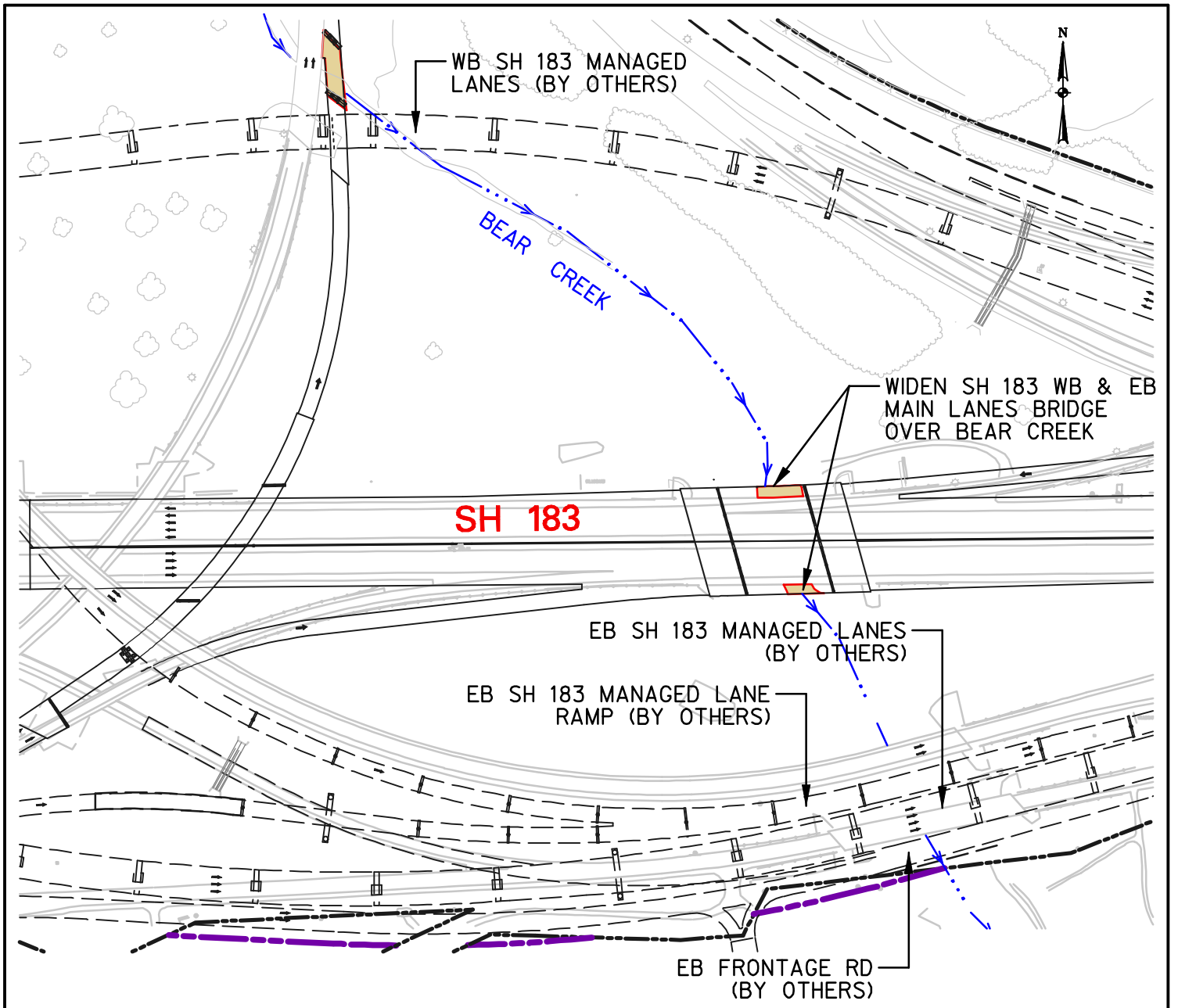
worked closely with displacees to ensure relocation within the same service area if possible; and if not, that the negotiation, acquisition, and/or relocation process was conducted in a satisfactory and timely manner, and in accordance with the Uniform Act. All required records and complete documentation regarding the acquired parcels and relocations are located at TxDOT Dallas District and available for inspection by FHWA.



CSJs: 0094-03-065; -07-015; -07-020

Appendix B Content List

Item	Topic	Date	Page
Jurisdictional Waters of the U.S. - Bear Creek – SH 183 Main Lanes	-	-	B1-a
Jurisdictional Waters of the U.S. - Bear Creek . NB Ramp to International Parkway	-	-	B1-b
Jurisdictional Waters of the U.S. - Estelle Creek	-	-	B2
Jurisdictional Waters of the U.S. - Dry Creek	-	-	B3
Jurisdictional Waters of the U.S. - Delaware Creek	-	-	B4
Jurisdictional Waters of the U.S. - Unnamed Tributaries #1 and #2	-	-	B5
Jurisdictional Waters of the U.S. - Unnamed Tributary #3	-	-	B6
Jurisdictional Waters of the U.S. - Unnamed Tributary #4	-	-	B7
Jurisdictional Waters of the U.S. - Elm Fork Trinity River	-	-	B8
Aerial Photograph showing Water Crossings	-	-	B9 – B13
TPWD Coordination Letters	-	-	B14-a – B14-b
Stream Data Forms	-	-	B15
Woodlands Data Forms	-	-	B16



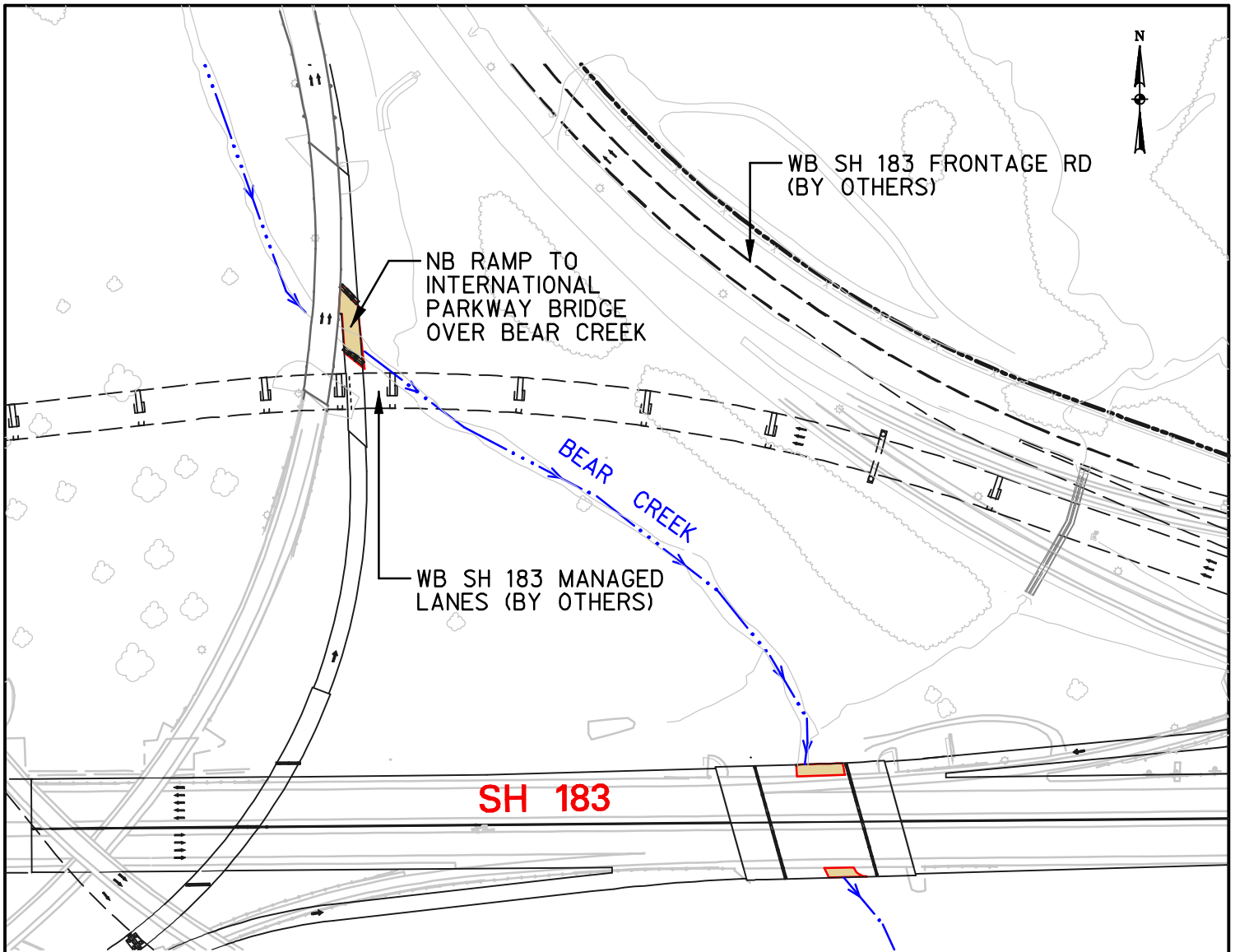
RE-EVALUATION CHANGE = NO CHANGE

POTENTIAL IMPACTS TO WATERS OF THE U.S. - BEAR CREEK			
WIDEN EASTBOUND & WESTBOUND SH 183 MAIN LANES BRIDGE			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0 AC	0 AC	0 AC

LEGEND

- PROPOSED BRIDGE WIDENING OVER JURISDICTIONAL WATERS
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
- PROPOSED ROW (BY OTHERS)

JURISDICTIONAL WATERS OF THE U.S.						
BEAR CREEK - SH 183 MAIN LANES						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 250'	13474 W018	4T4Cuv01-R	B1-a



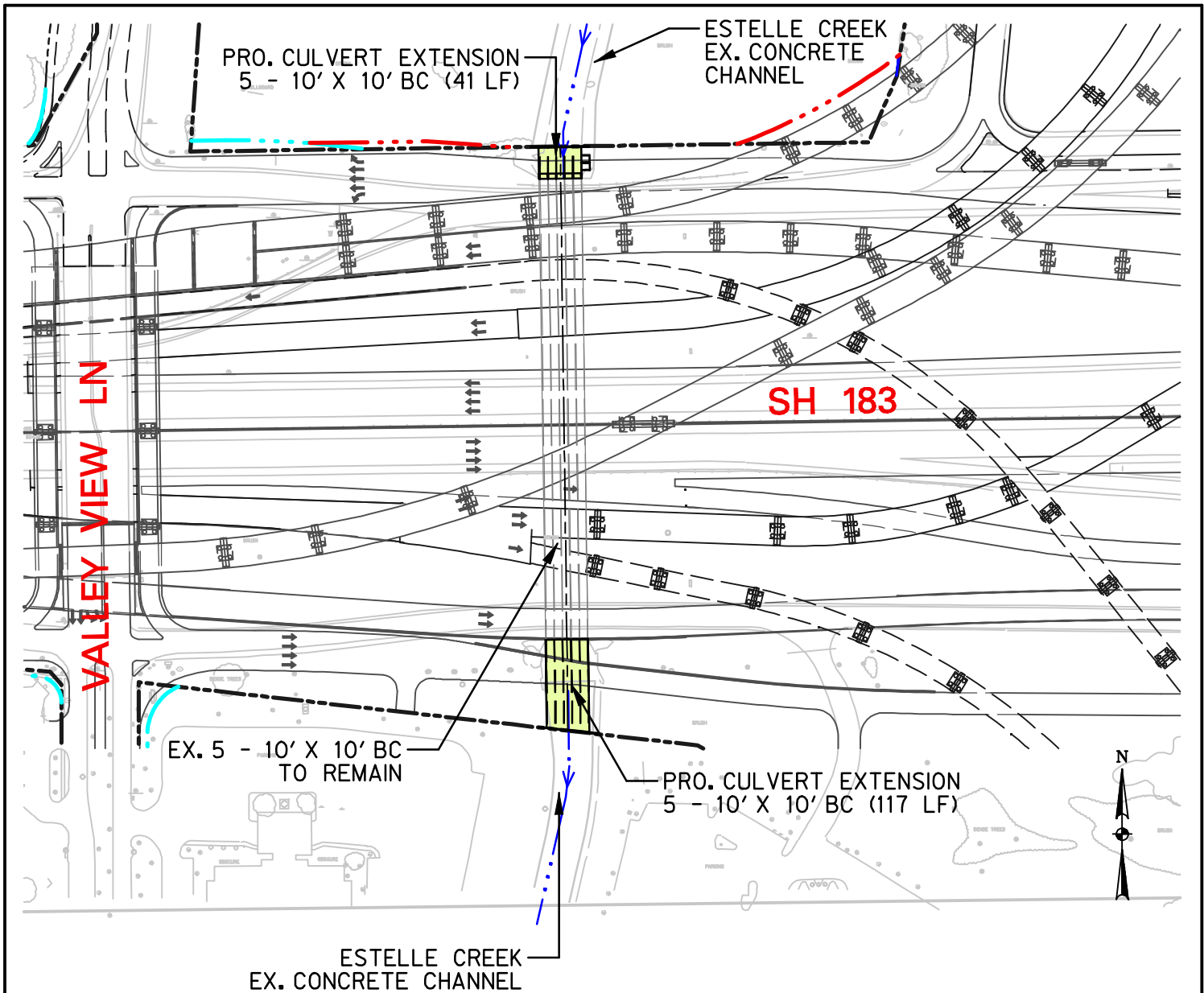
RE-EVALUATION CHANGE = NO CHANGE

POTENTIAL IMPACTS TO WATERS OF THE U.S. - BEAR CREEK			
NORTHBOUND RAMP TO INTERNATIONAL PARKWAY			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0 AC	0 AC	0 AC

LEGEND

- PROPOSED BRIDGE WIDENING OVER JURISDICTIONAL WATERS
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)

JURISDICTIONAL WATERS OF THE U.S.						
BEAR CREEK - NB RAMP TO INT. PKWY.						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 250'	13474 W018	474CuV018-R	B1-D



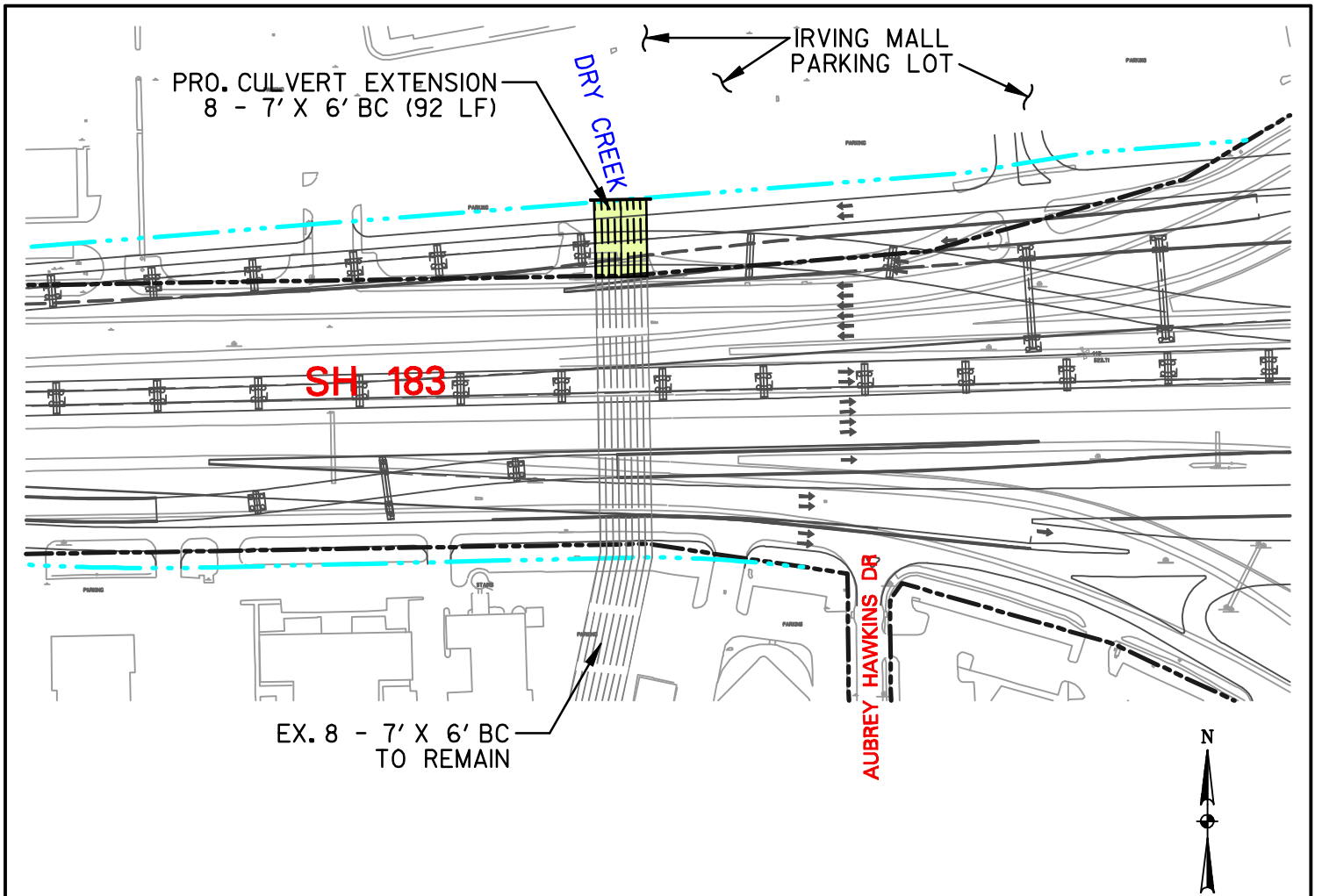
RE-EVALUATION CHANGE = EXTEND BOX CULVERT AT STA. 154+60

POTENTIAL IMPACTS TO WATERS OF THE U.S. - ESTELLE CREEK			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.13 AC	0 AC	0.20 AC

LEGEND

- EXISTING CULVERT TO REMAIN
- PROPOSED CULVERT
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)

JURISDICTIONAL WATERS OF THE U.S.						
ESTELLE CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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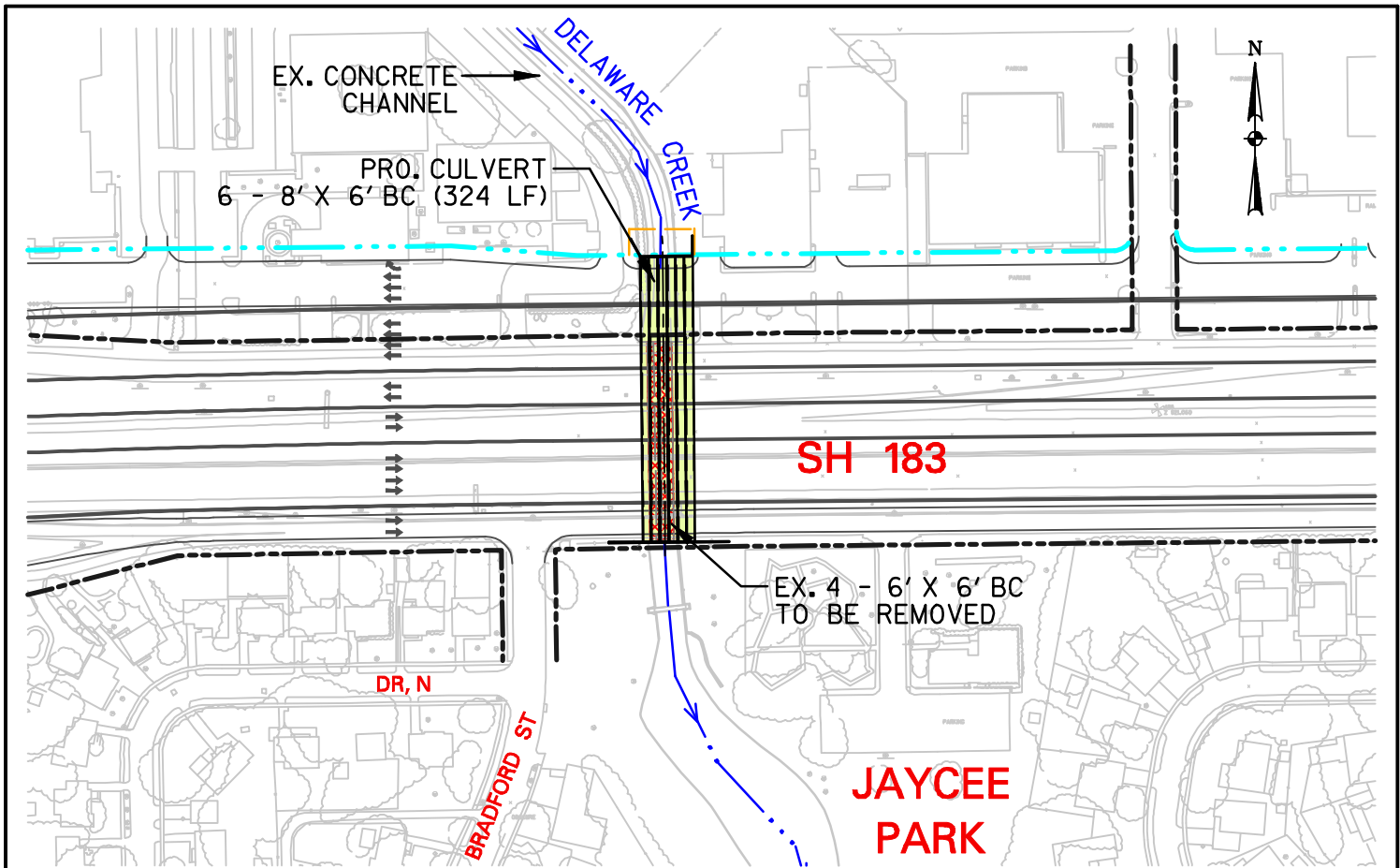
RE-EVALUATION CHANGE = EXTEND BOX CULVERT AT STA. 220+00

POTENTIAL IMPACTS TO WATERS OF THE U.S. - DRY CREEK			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.06 AC	0 AC	0.09 AC

LEGEND

- EXISTING CULVERT TO REMAIN
- PROPOSED CULVERT
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)







JURISDICTIONAL WATERS OF THE U.S.						
DRY CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 200'	19474 W018	474CUIV03-R	B3



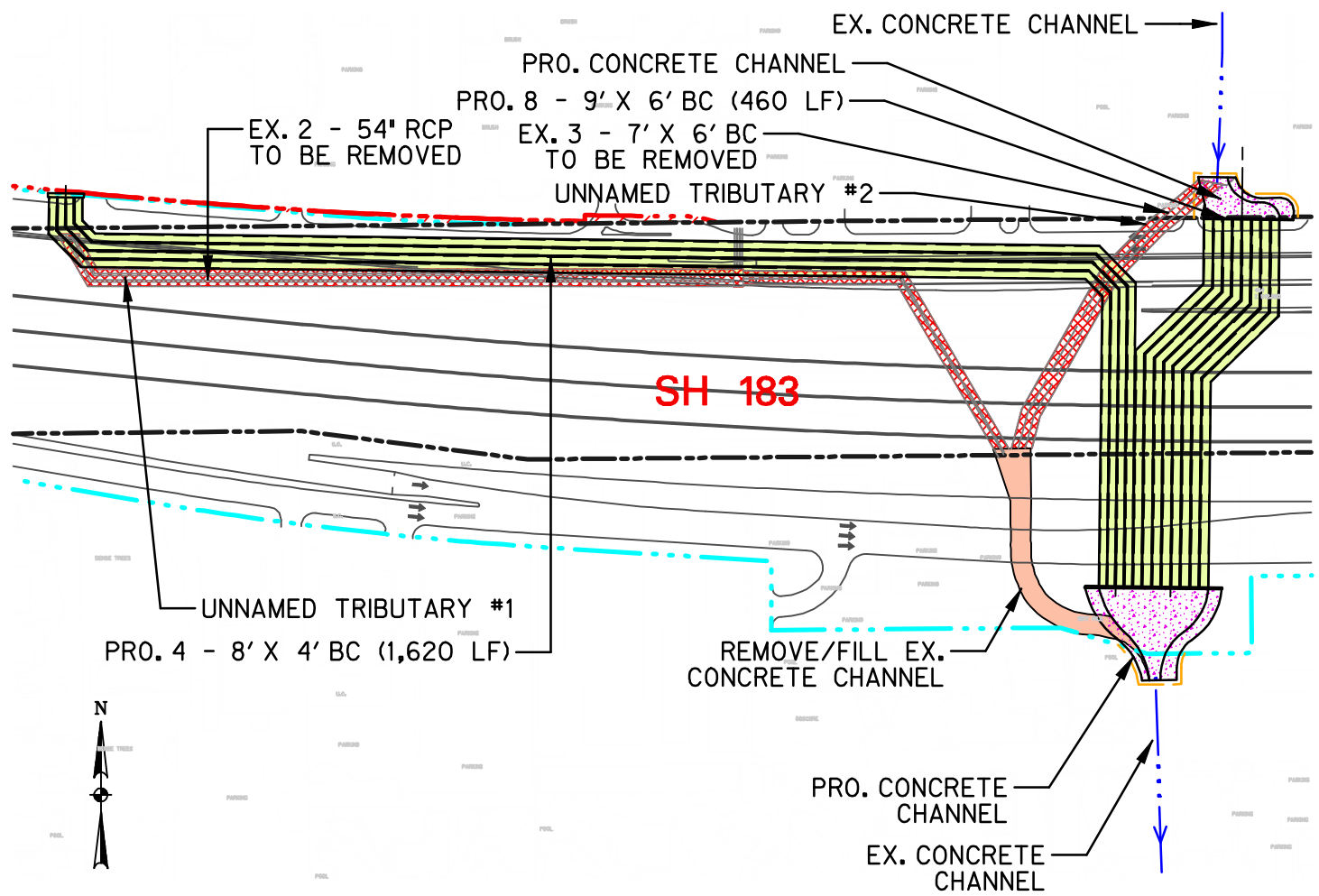
RE-EVALUATION CHANGE = REPLACE BOX CULVERT AT STA. 299+57

POTENTIAL IMPACTS TO WATERS OF THE U.S. - DELAWARE CREEK			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	.045 AC	0 AC	0.19 AC

LEGEND

-  EXISTING CULVERT TO BE REMOVED
-  PROPOSED CULVERT
-  EXISTING R.O.W.
-  APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
-  REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
-  PROPOSED DRAINAGE EASEMENT

JURISDICTIONAL WATERS OF THE U.S.						
DELAWARE CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 200'	13474 W018	474CUIV04-R	B4



TRIB #1 - RE-EVALUATION CHANGE = REPLACE BOX CULVERT AT STA 327+29			
POTENTIAL IMPACTS TO WATERS OF THE U.S. - UNNAMED TRIB #1			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.006 AC	0 AC	0.70 AC*

* PERMANENT IMPACTS DUE TO FILLING EX. CHANNEL ARE INCLUDED IN TRIB #1

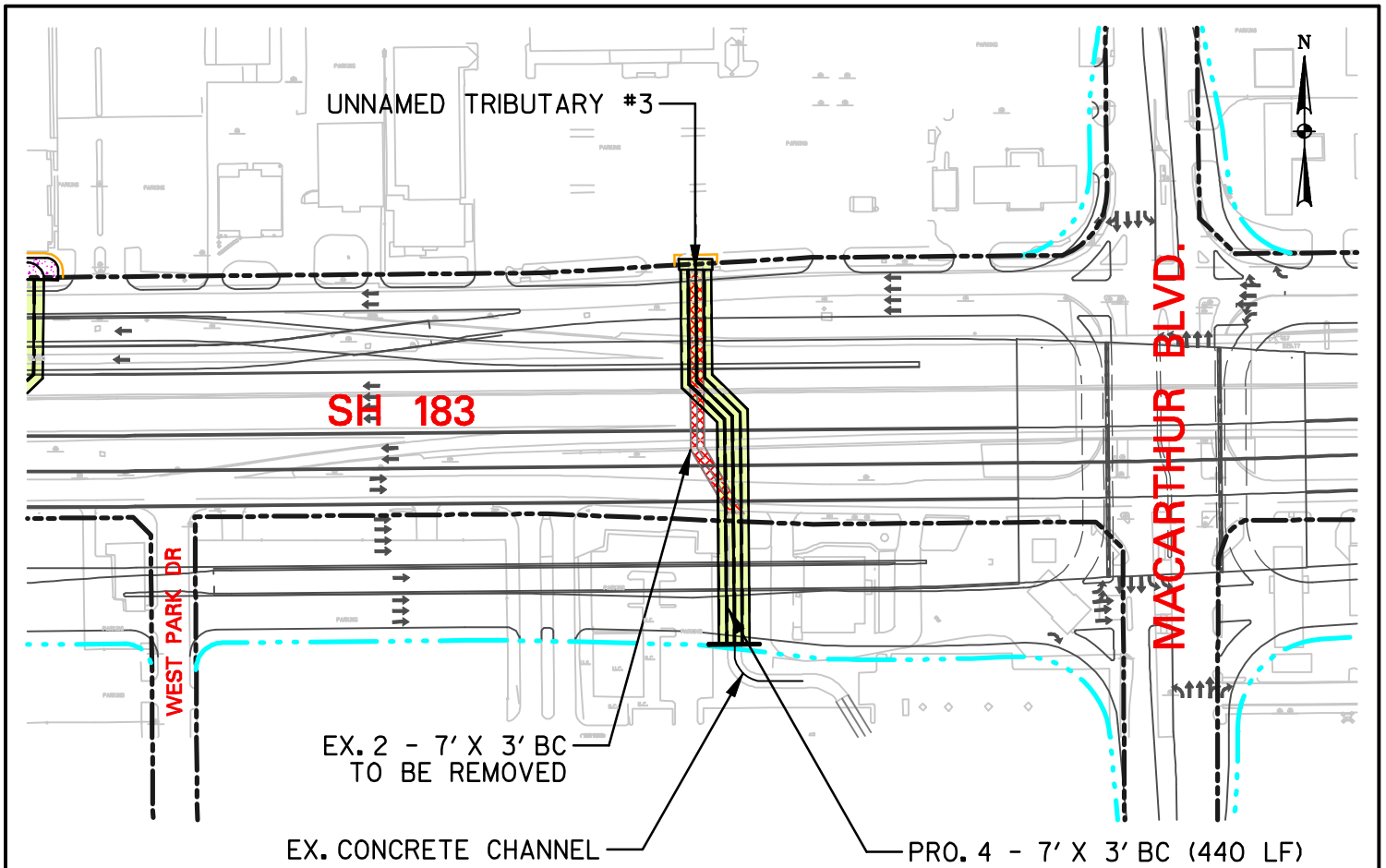
TRIB #2 - RE-EVALUATION CHANGE = REPLACE BOX CULVERT AT STA. 327+92			
POTENTIAL IMPACTS TO WATERS OF THE U.S. - UNNAMED TRIB #2			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.43 AC	0 AC	0.23 AC

LEGEND

- EXISTING CULVERT TO BE REMOVED
- PROPOSED CULVERT
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
- PROPOSED DRAINAGE EASEMENT
- FILL EXISTING CHANNEL
- PROPOSED CONCRETE CHANNEL

CSJ: 0094-07-065; -07-015; -07-020

JURISDICTIONAL WATERS OF THE U.S.						
UNNAMED TRIBUTARIES #1 & 2						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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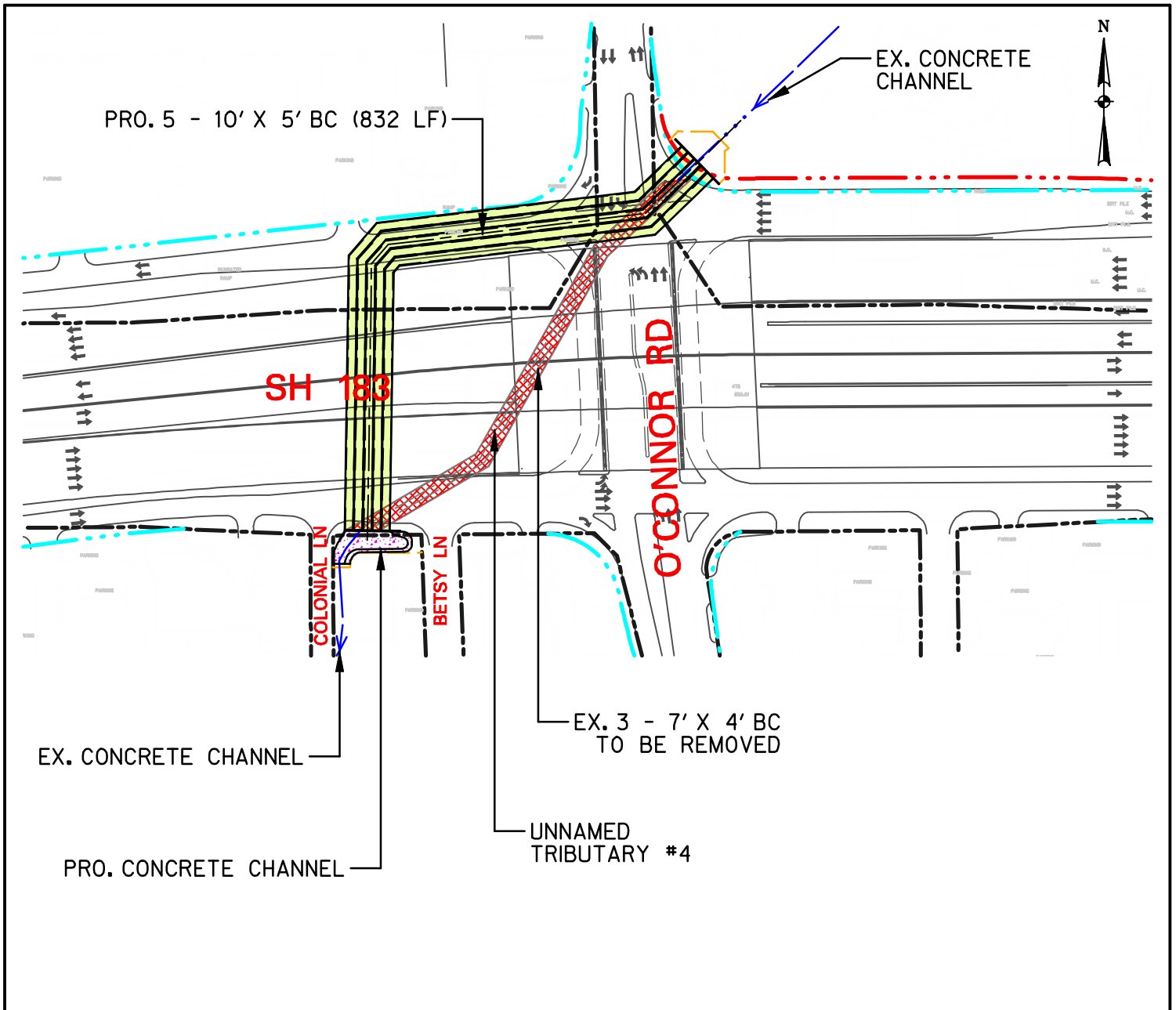
RE-EVALUATION CHANGE = REPLACE BOX CULVERT AT STA. 336+93

POTENTIAL IMPACTS TO WATERS OF THE U.S. - UNNAMED TRIB #3			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.214 AC	0 AC	0.15 AC

LEGEND

- EXISTING CULVERT TO BE REMOVED
- PROPOSED CULVERT
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
- PROPOSED DRAINAGE EASEMENT







JURISDICTIONAL WATERS OF THE U.S.						
UNNAMED TRIBUTARY #3						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 200'	19474 W018	474CULV06-R	B6



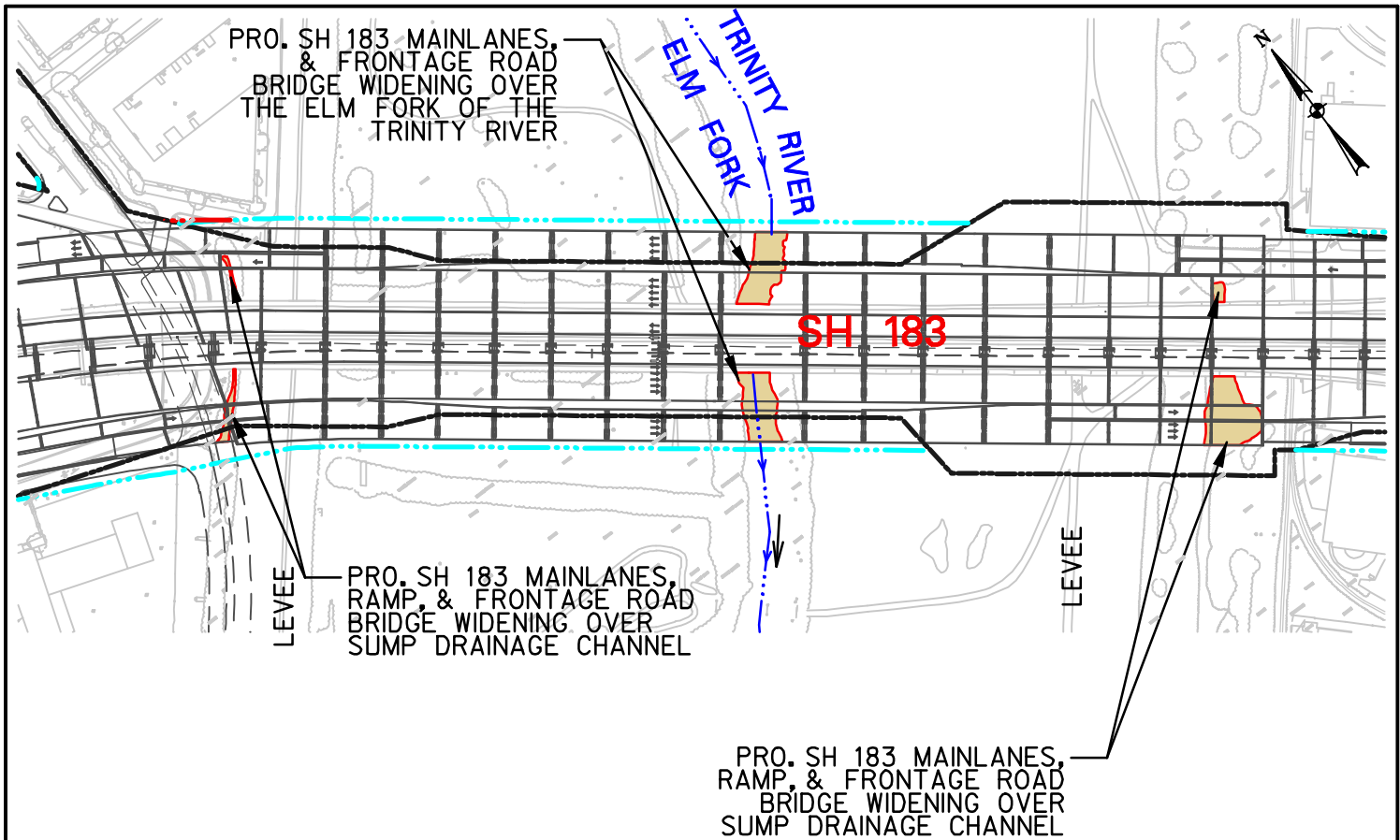
RE-EVALUATION CHANGE = REPLACE BOX CULVERT AT STA. 362+41

POTENTIAL IMPACTS TO WATERS OF THE U.S. - UNNAMED TRIB #4			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0.01 AC	0 AC	0.43 AC

LEGEND

-  EXISTING CULVERT TO BE REMOVED
-  PROPOSED CULVERT
-  EXISTING R.O.W.
-  APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
-  REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
-  PROPOSED DRAINAGE EASEMENT

JURISDICTIONAL WATERS OF THE U.S.						
UNNAMED TRIBUTARY #4						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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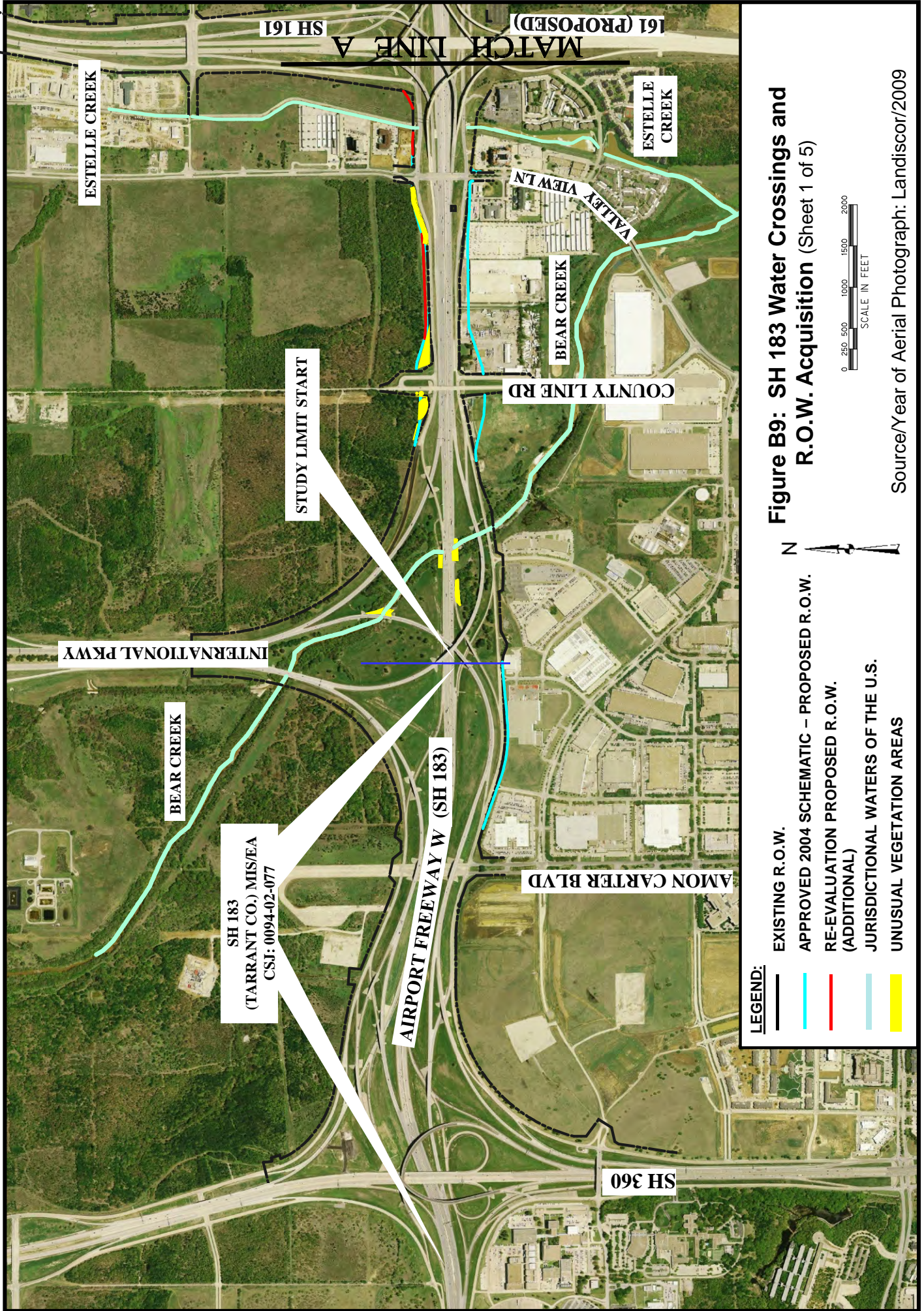
RE-EVALUATION CHANGE = NO CHANGE

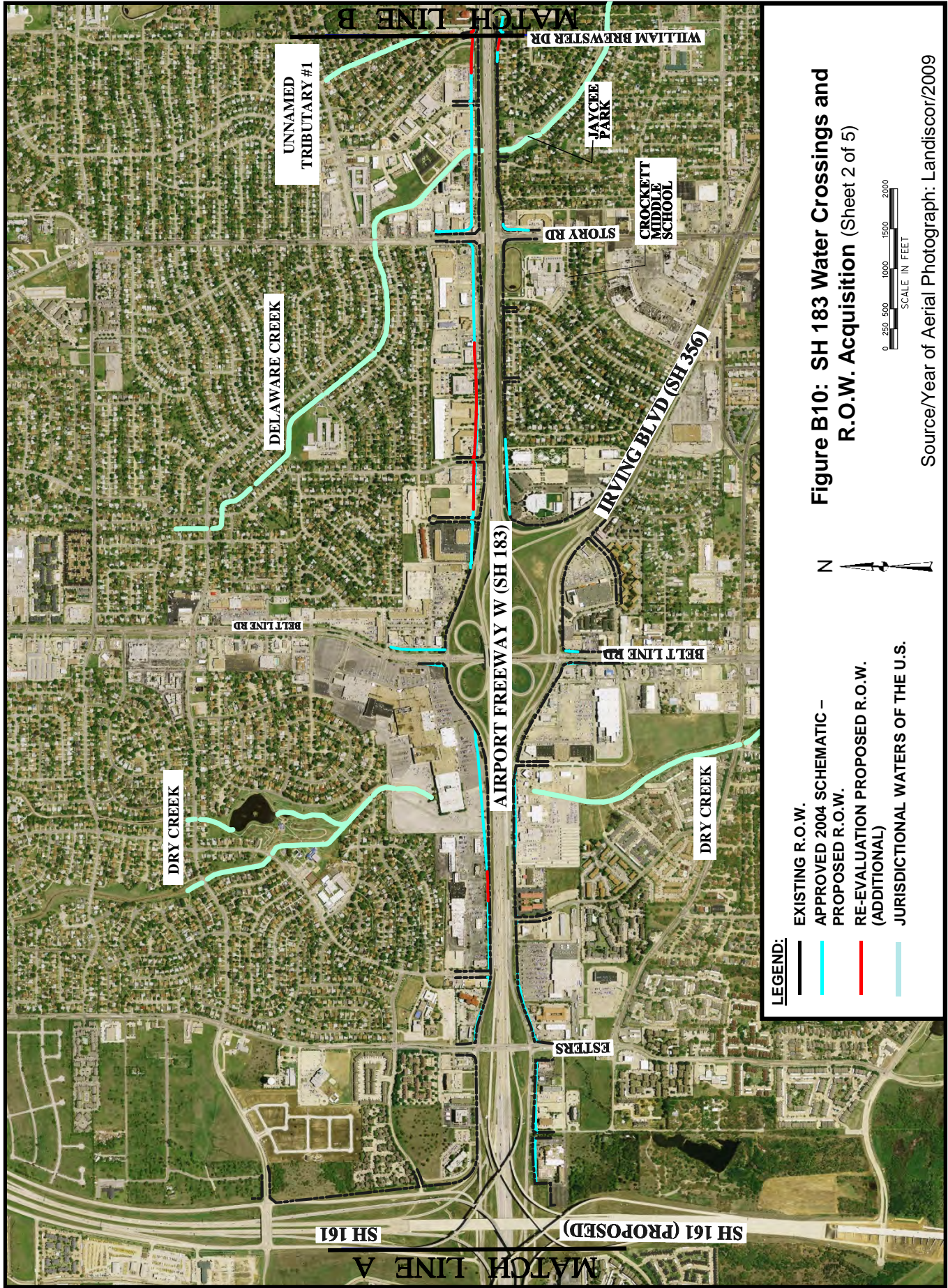
POTENTIAL IMPACTS TO WATERS OF THE U.S. TRINITY RIVER ELM FORK			
2004 APPROVED E.A.		VALUES FOR RE-EVALUATION	
TEMP. FILL IMPACTS	PERM. FILL IMPACTS	TEMP. FILL IMPACTS	PERM. FILL IMPACTS
0 AC	0 AC	0 AC	0 AC

LEGEND

- PRO. BRIDGE WIDENING OVER JURISDICTIONAL WATERS
- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
- REEVALUATION PROPOSED R.O.W. (ADDITIONAL)

JURISDICTIONAL WATERS OF THE U.S.						
ELM FORK OF THE TRINITY RIVER						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THP	NOV, 2010	1" = 350'	19474 W018	474Culv08-R	BB





LEGEND:

- EXISTING R.O.W.
- APPROVED 2004 SCHEMATIC – PROPOSED R.O.W.
- RE-EVALUATION PROPOSED R.O.W. (ADDITIONAL)
- JURISDICTIONAL WATERS OF THE U.S.

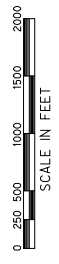
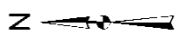
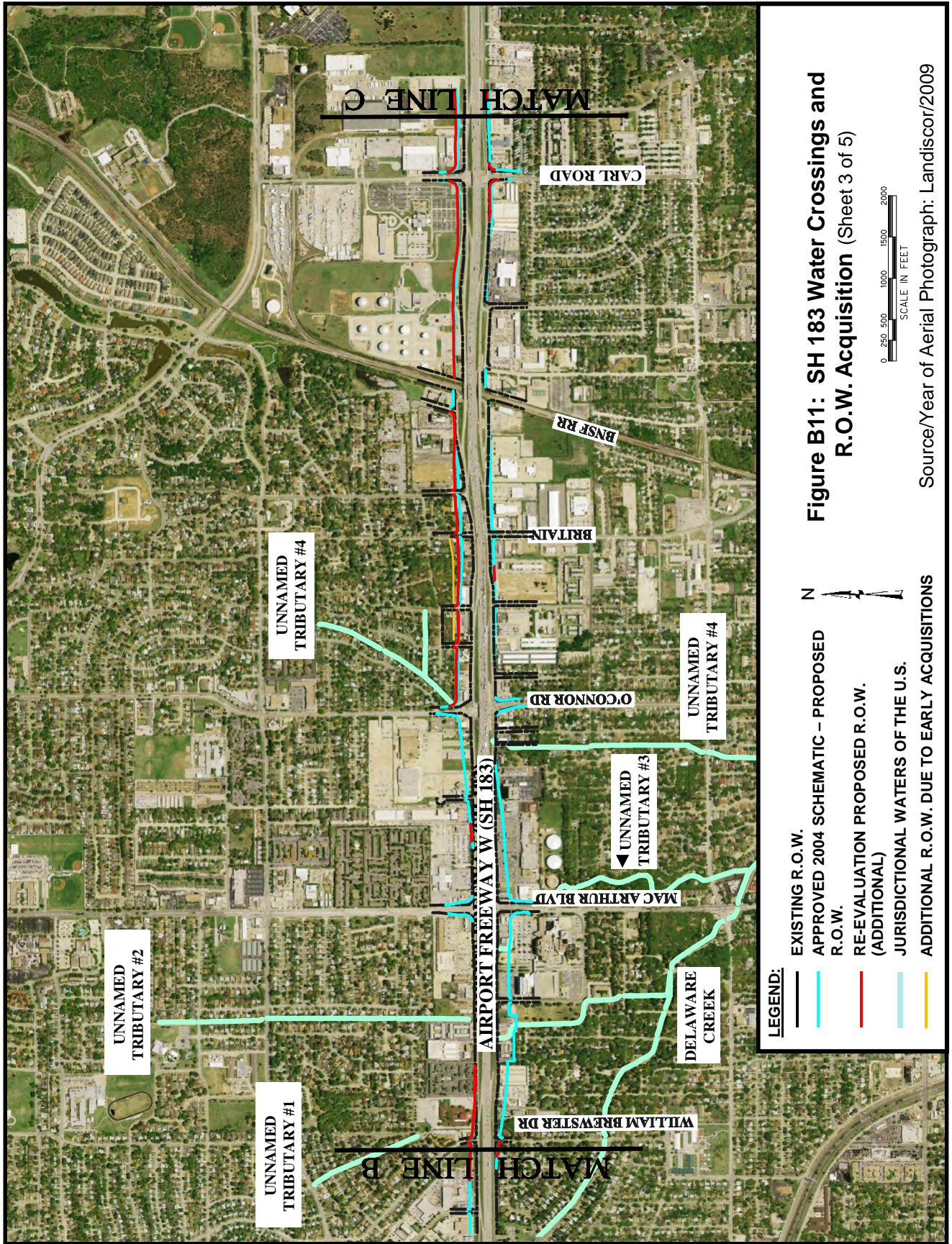
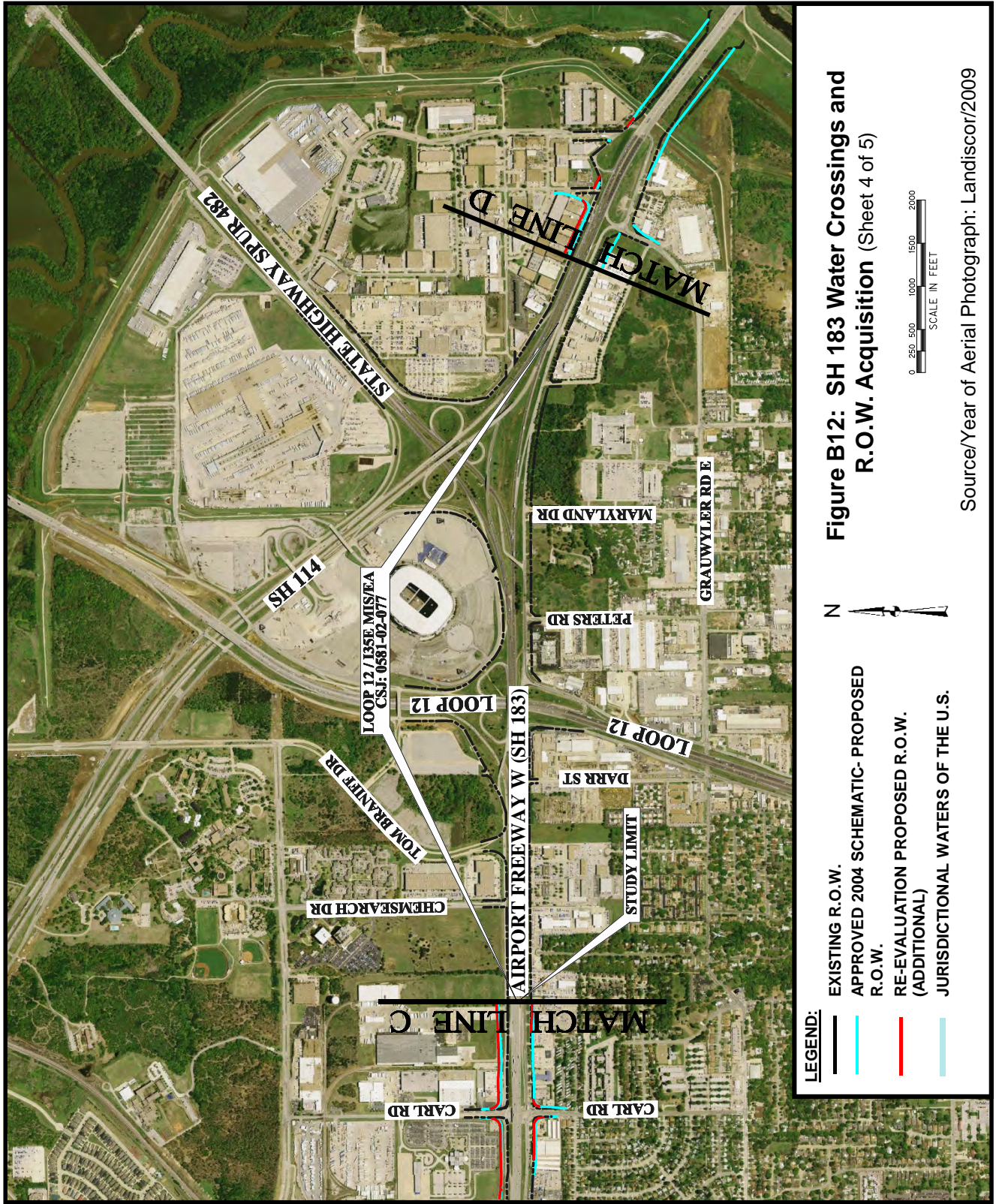
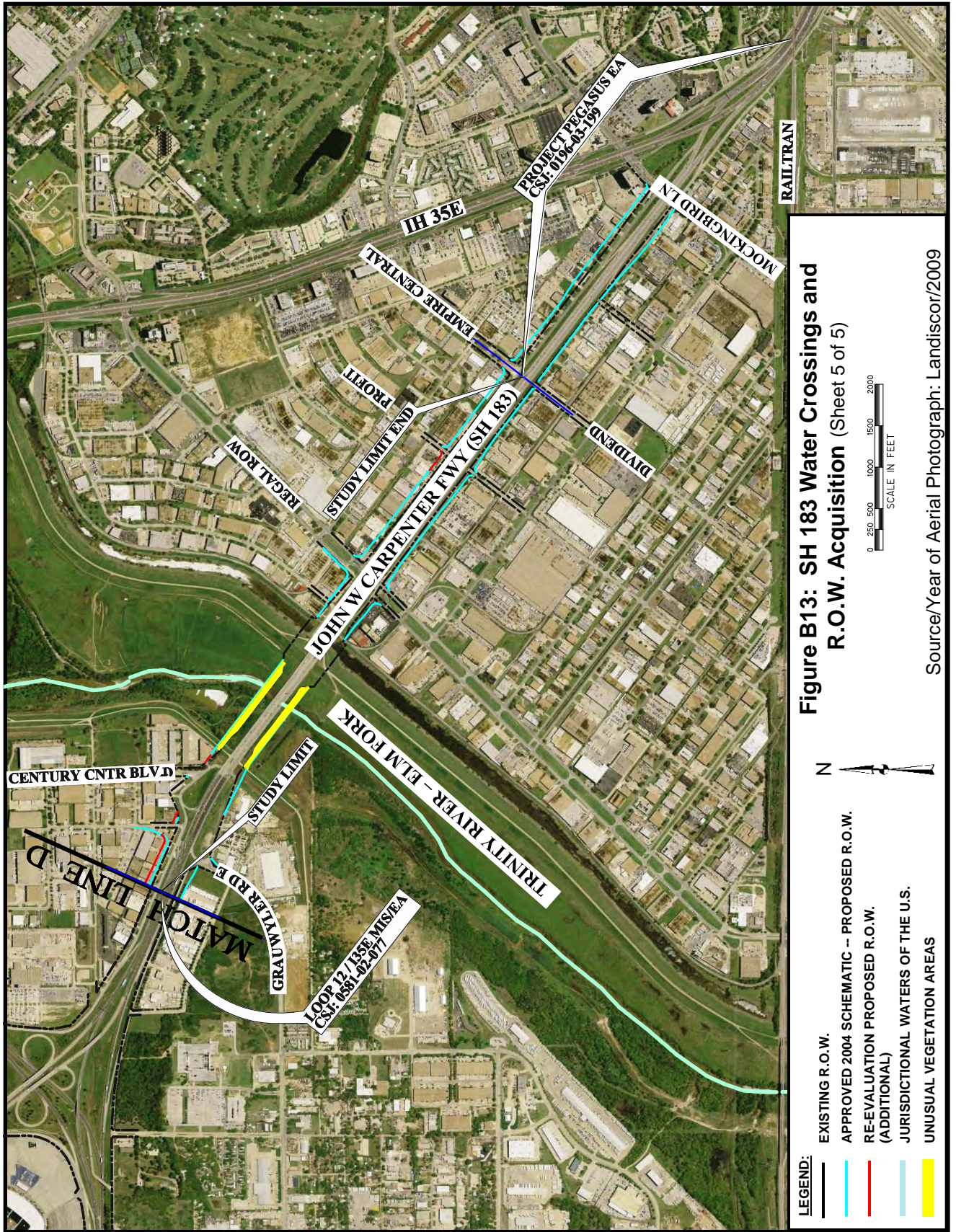


Figure B10: SH 183 Water Crossings and R.O.W. Acquisition (Sheet 2 of 5)

Source/Year of Aerial Photograph: Landiscor/2009









October 17, 2003

PROJECT
OCT 22 2003
MANAGEMENT

Ms. Elvia Gonzalez
Project Management Section
Environmental Affairs Division
Texas Department of Transportation
DeWitt C. Greer State Highway Building
125 E. 11th Street
Austin, TX 78701-2483

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ROBERT L. COOK
EXECUTIVE DIRECTOR

RE: S.H. 183: From S.H. 360 to I.H. 35E, Dallas County, CSJs 0094-03-065,
0094-07-015 & 0094-07-020

Dear Ms. Gonzalez:

This urban state highway reconstruction and improvement will required about 72.6 acres of new right-of-way (ROW): urban landscape 66.28, riparian 3.62, open water channel 0.20, and wooded areas 2.50 acres, respectively. Habitat for compensatory mitigation of 3.5 acres at one or two locations will include replacing lost vegetation on an acre-per-acre basis. Trees to be lost (6-18" dbh) include Cedar Elm, Bois d'Arc, Green Ash, Sugarberry, Black Willow, Post Oak, Live Oak, American Elm, Eastern Cottonwood, and Pecan. Mitigation for the loss of woodland vegetation will include large trees (Oaks--Bur, Chinkapin, Shumard) and Pecan) and small trees/shrubs (Possum-haw, Mexican Plum, Common Persimmon, Carolina Buckthorn and Flameleaf Sumac). Large trees will be planted at a stocking rate of 30 per acre and small trees/shrubs will be planted at a stocking rate of 60 per acre.

This is in compliance with the TXDOT/TPWD Memorandum of Understanding.

Sincerely,

Ray C. Telfair II

Ray C. Telfair II, Ph.D.
Wildlife Habitat Assessment Program
Wildlife Division

RCT



Take a kid
hunting or fishing



Visit a state park
or historic site

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512-389-4800

www.tpwd.state.tx.us

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

10/30/03 THU 10:38 [TX/RX NO 6502]



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701 2483 • (512) 463-8585

February 14, 2011

Texas Parks & Wildlife Dept.

FEB 16 2011

Wildlife Habitat Assessment Program

Environmental Document Coordination

CSJ: 0094-03-065

Highway: SH 183, Widen

From: West of SH 161

To: IH 35E

County: Dallas

Potential Impacts: **MITIGATION**, species, habitat, channel

Ms. Kathy Boydston
Texas Parks and Wildlife Department
Wildlife Division – Wildlife Habitat Assessment Program
4200 Smith School Road
Austin, Texas 78744

Dear Ms. Boydston:

Consistent with the Memorandum of Understanding signed by our two agencies, attached is a copy of the environmental document covering the subject project for your review and comment. Any comments you may have on this document will assist the Department in ensuring that the Department's projects are sensitive to the natural resources of the state.

Please submit any comments you may have within 45 days from the date of this letter. If you do not have any comments on the document, please sign and date the bottom of this letter and return a copy to the Environmental Affairs Division. If no response is received after the 45 days have expired, we will proceed with project development. If you have any questions regarding this project please contact me at (512) 416-2511.

Sincerely,

Stirling J. Robertson, Ph.D.
Ecological Resources Management
Environmental Affairs Division

Attachment



NO COMMENT: *Jarvis B. Hardin - support proposed mitigation*
DATE: *3/24/11*
Wildlife Habitat Assessment Program

DATE REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
PRESERVE THE VALUE OF TRANSPORTATION ASSETS

Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: Bear Creek
USGS Topo Quad Name: Euless, TX
Associated Wetland(s) _____
Location Data: _____

County/State: Dallas, Texas
Stream Number (303(d) List): _____
GPS Data: _____
Culvert: No

Stream Type: Ephemeral Intermittent Perennial
Stream Flow Direction: SE
OHWM Width (ft): 50'
OHWM Height (in): approx. 6'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): gravel, sand

Water Quality:

Clear Slightly Turbid Turbid Very Turbid
Color of water if other than clear: Brown (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles
Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation

Other: _____

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

Frogs, invertebrates, turtles

Riparian Vegetation: List species observed.

Black willow, American elm, cedar elm, cottonwood, inland sea oak

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

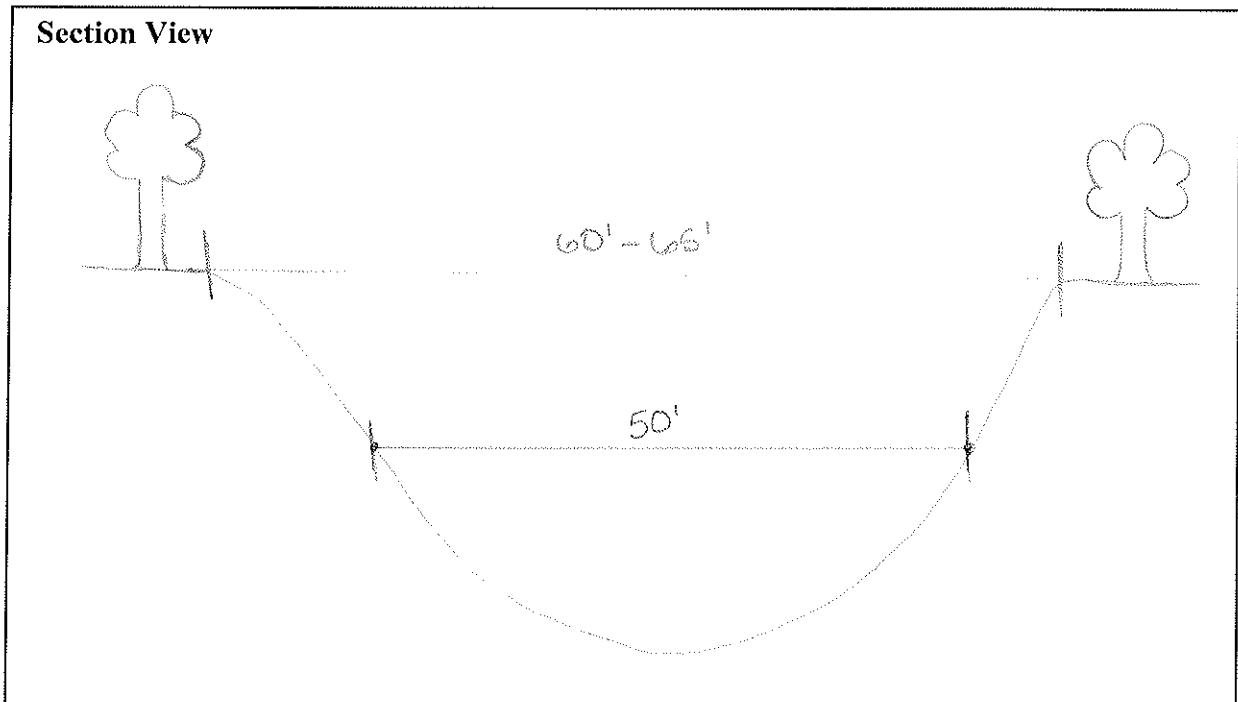
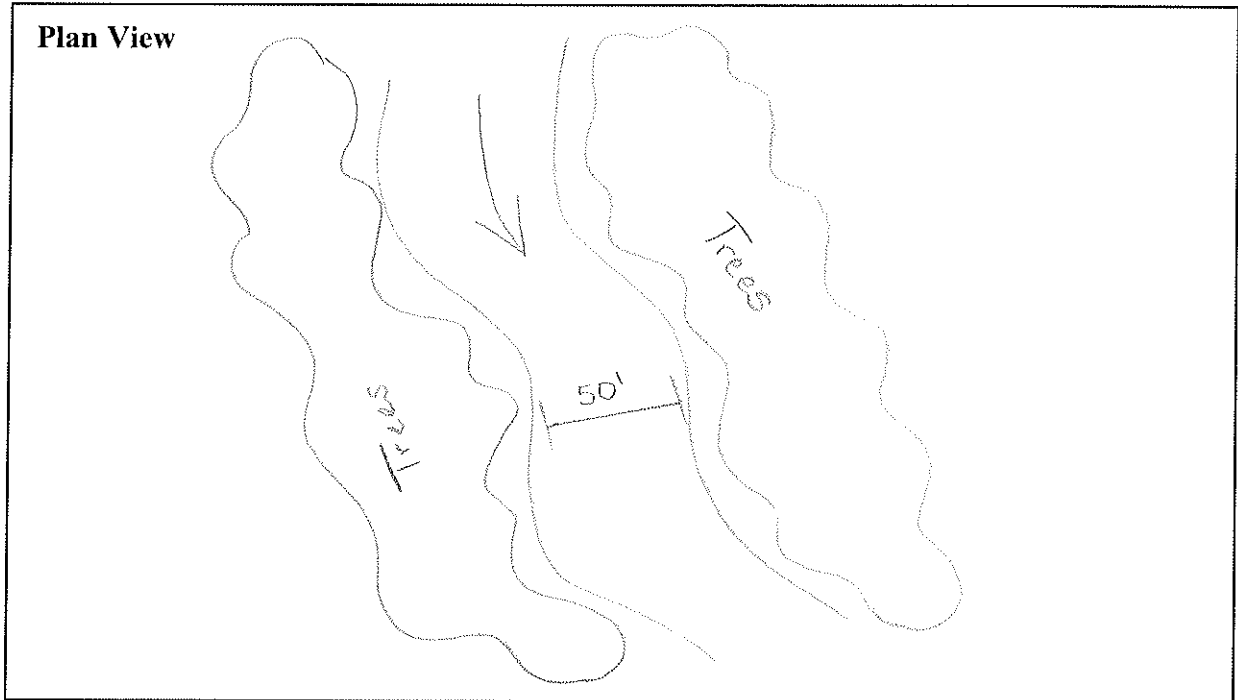
None observed

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: Estelle Creek

County/State: Dallas, Texas

USGS Topo Quad Name: Eules, TX

Stream Number (303(d) List): _____

Associated Wetland(s): _____

GPS Data: _____

Location Data: _____

Culvert: Yes (5 at 10'X10')

Stream Type:

Ephemeral

Intermittent

Perennial

Stream Flow Direction: South

OHWB Width (ft): 40'

OHWB Height (in): 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:

Clear

Slightly Turbid

Turbid

Very Turbid

Color of water if other than clear. Brown (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar

Sand/Gravel beach/bar

Mud bar

Gravel riffles

Overhanging trees/shrubs

Deep pool/hole/channel

Aquatic vegetation

Other: none – concrete channel

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None observed – concrete channel and maintained turf grass

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

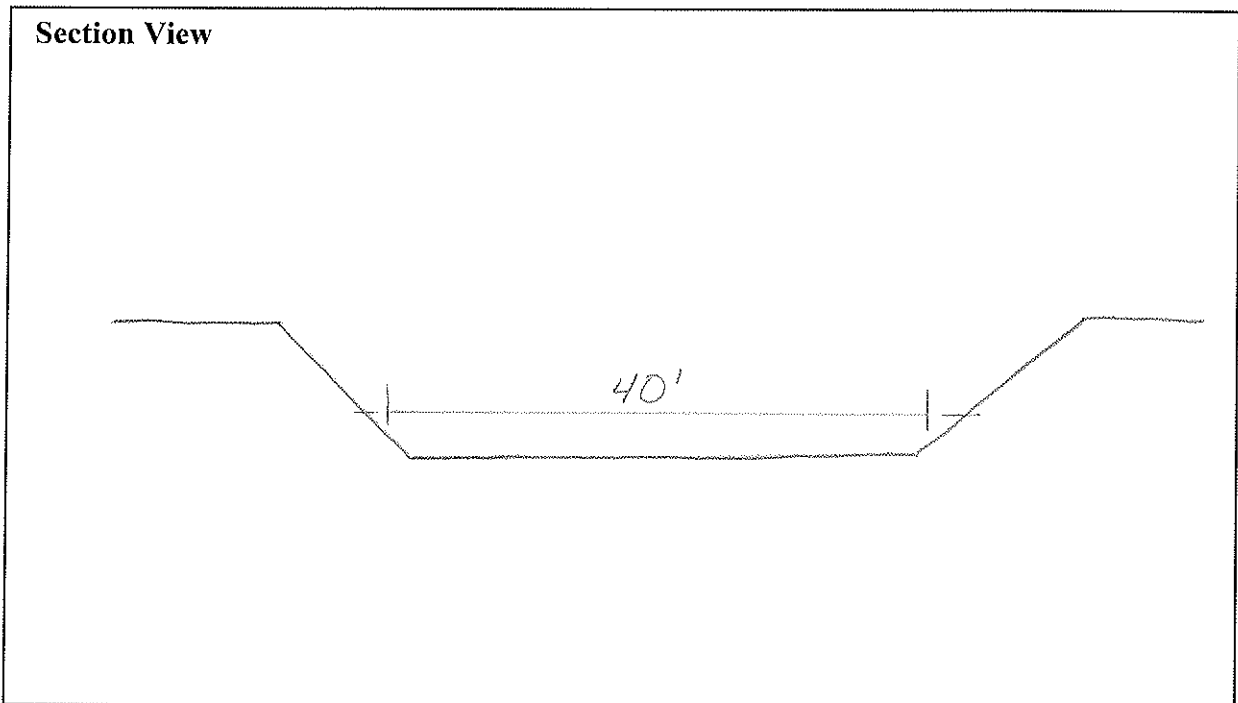
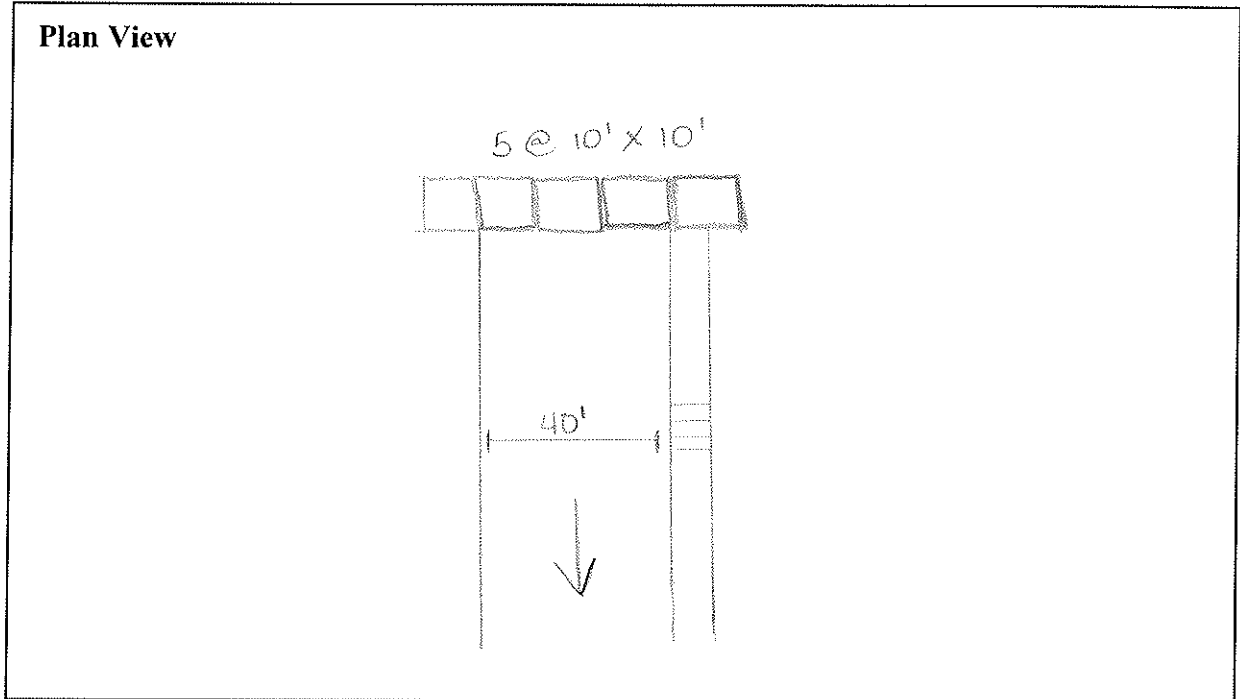
None observed

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: n/a (dry creek)

County/State: Dallas, Texas

USGS Topo Quad Name: Irving, TX

Stream Number (303(d) List): _____

Associated Wetland(s): n/a

GPS Data: _____

Location Data: _____

Culvert: Yes (8 at 7'X6')

Stream Type: **Ephemeral** **Intermittent** **Perennial**

Stream Flow Direction: South

OHWM Width (ft): 20' - 40' (40' at culverts, then narrows)

OHWM Height (in): 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:

Clear **Slightly Turbid** Turbid Very Turbid

Color of water if other than clear: Brown (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles

Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation

Other: none - concrete channel

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None observed

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

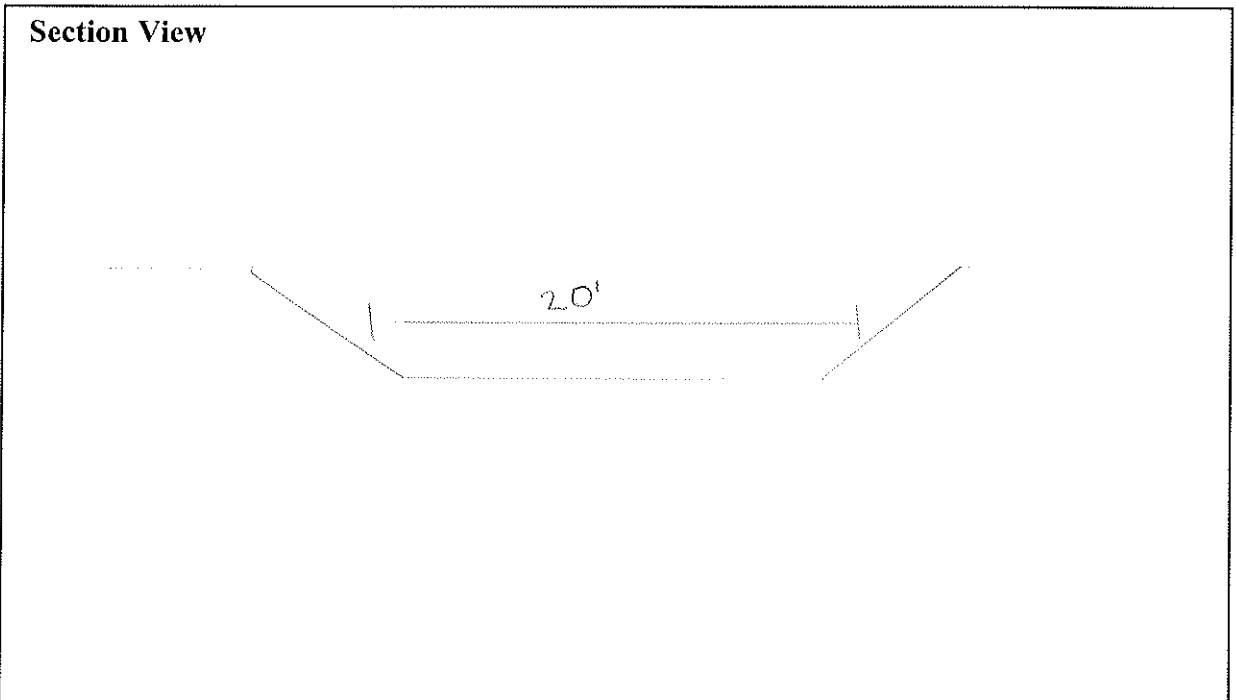
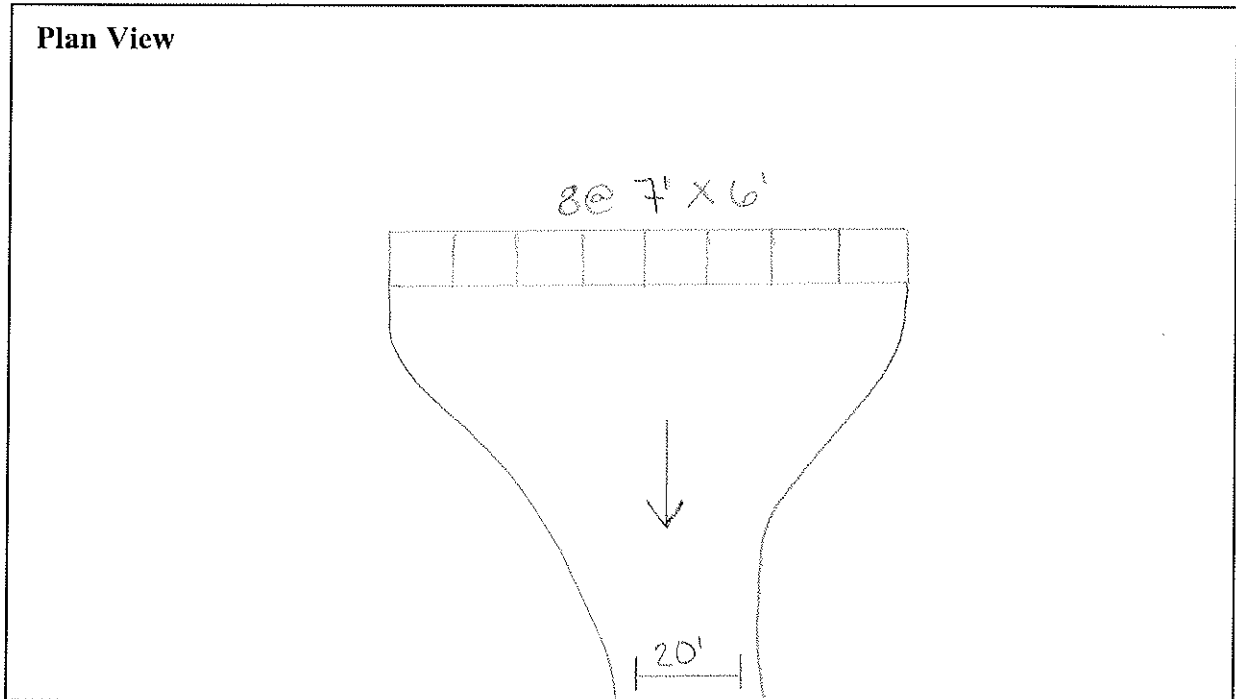
None observed

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: Delaware Creek

County/State: Dallas, Texas

USGS Topo Quad Name: Irving, TX

Stream Number (303(d) List): _____

Associated Wetland(s): n/a

GPS Data: _____

Location Data: _____

Culvert: Yes (4 at 6'X6')

Stream Type: **Ephemeral** **Intermittent** **Perennial**
Stream Flow Direction: South
OHWM Width (ft): 35'
OHWM Height (in): 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:

Clear **Slightly Turbid** Turbid Very Turbid
Color of water if other than clear. Brown (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles
Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation

Other: none observed – concrete channel

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None - maintained vegetation → concrete

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

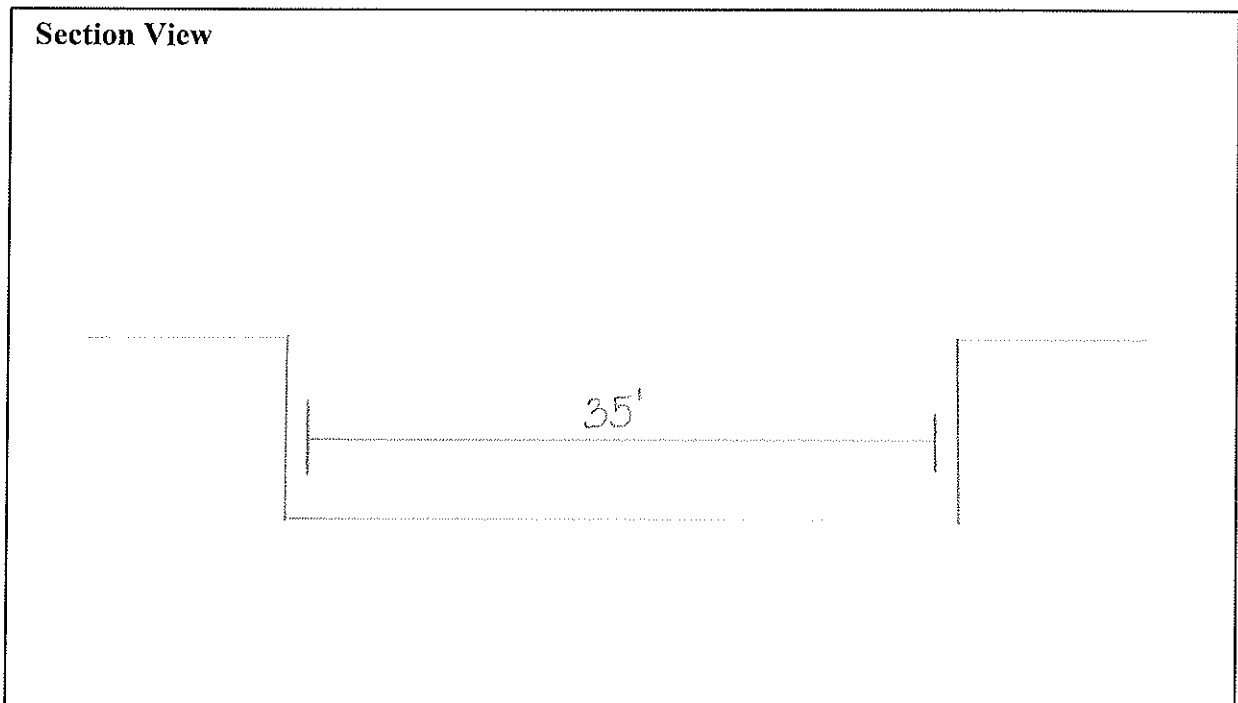
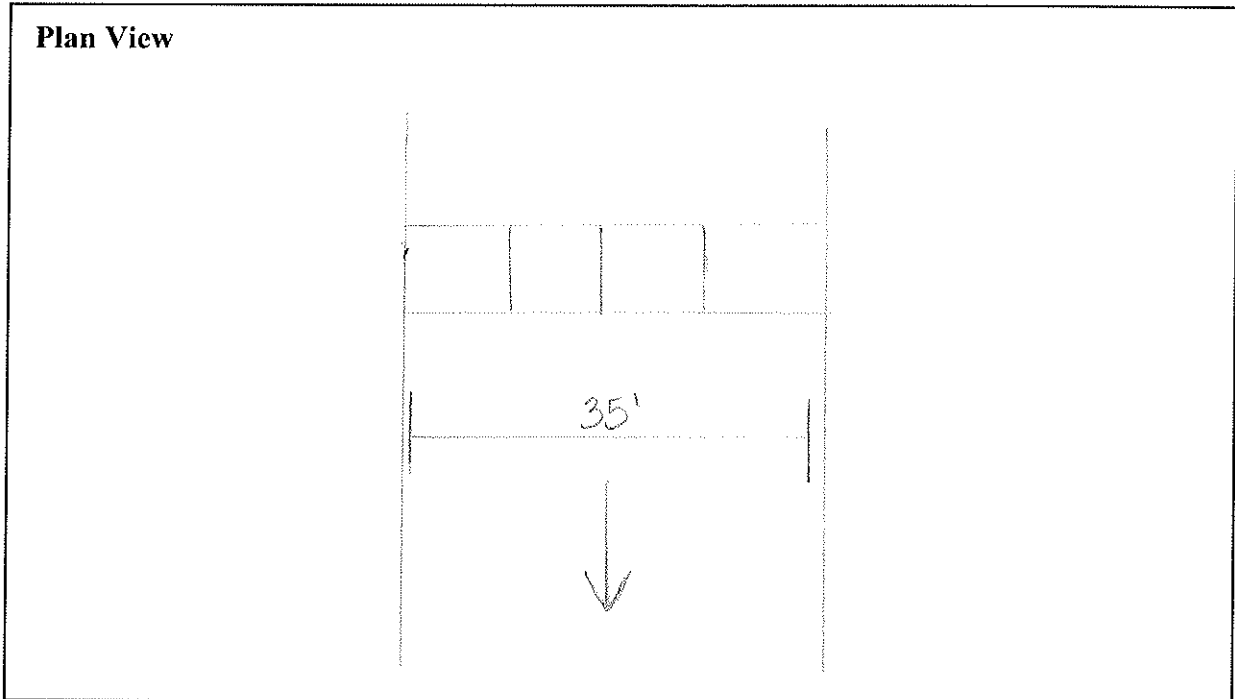
None observed

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: n/a

County/State: Dallas, Texas

USGS Topo Quad Name: Irving, TX

Stream Number (303(d) List): _____

Associated Wetland(s): n/a

GPS Data: _____

Location Data: _____

Culvert: Yes (underground)

Stream Type:

Ephemeral

Intermittent

Perennial

Stream Flow Direction: SE

OHWM Width (ft): 30' (all underground)

OHWM Height (in): 1' - 2'?? (all underground)

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:

Clear Slightly Turbid Turbid Very Turbid
Color of water if other than clear: n/a – all underground

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles
Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation

Other: none

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None – all underground

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

None

Stream Data Form (continued)

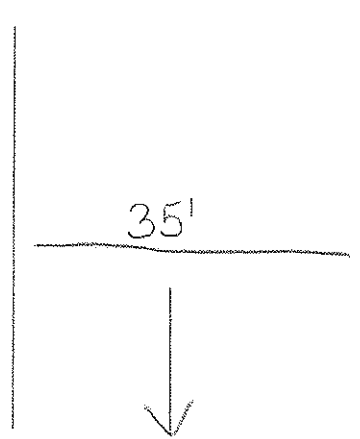
Please provide a plan and section view sketch of the stream channel.

Sketch should include:

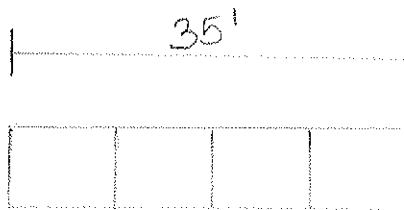
- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.

Plan View

-Underground Culvert



Section View



all underground

Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: n/a
USGS Topo Quad Name: Irving, TX
Associated Wetland(s): n/a
Location Data: _____

County/State: Dallas, Texas
Stream Number (303(d) List): _____
GPS Data: _____
Culvert: Yes

Stream Type: Ephemeral Intermittent Perennial
Stream Flow Direction: South
OHWM Width (ft): 25'
OHWM Height (in): 1' - 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:
Clear Slightly Turbid Turbid Very Turbid
Color of water if other than clear: Brown (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles
Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation
Other: none observed

Aquatic Orgauisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

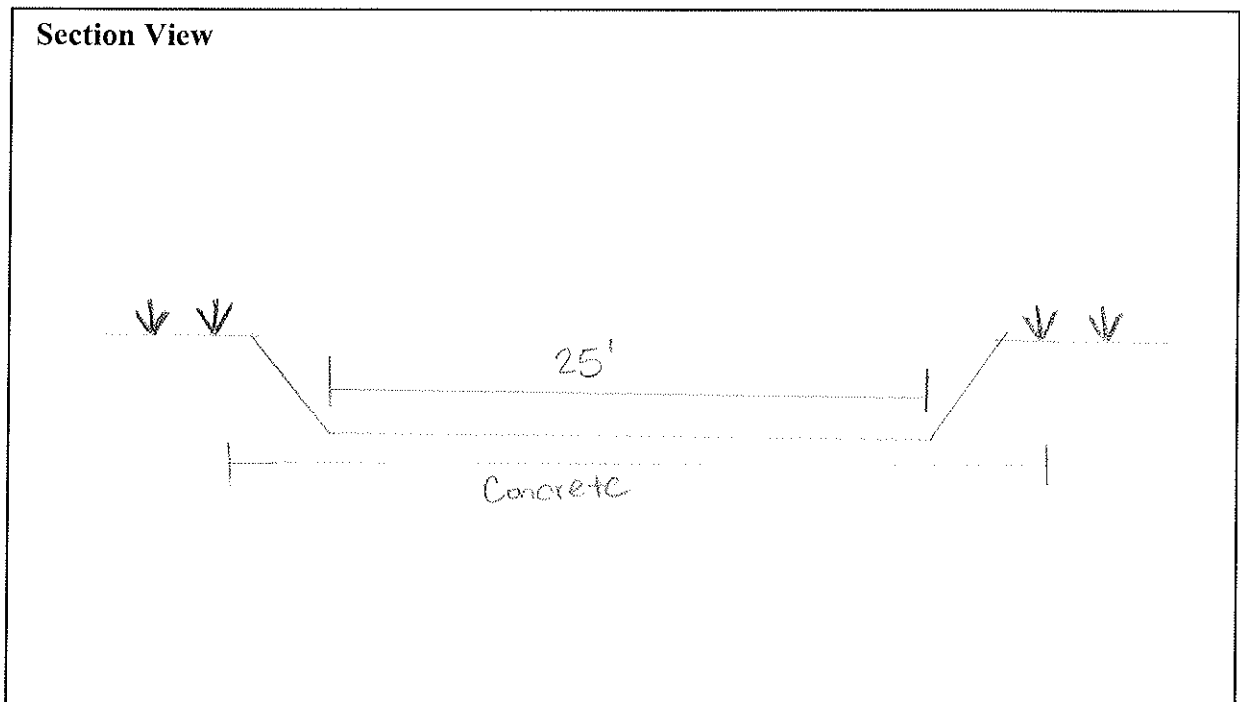
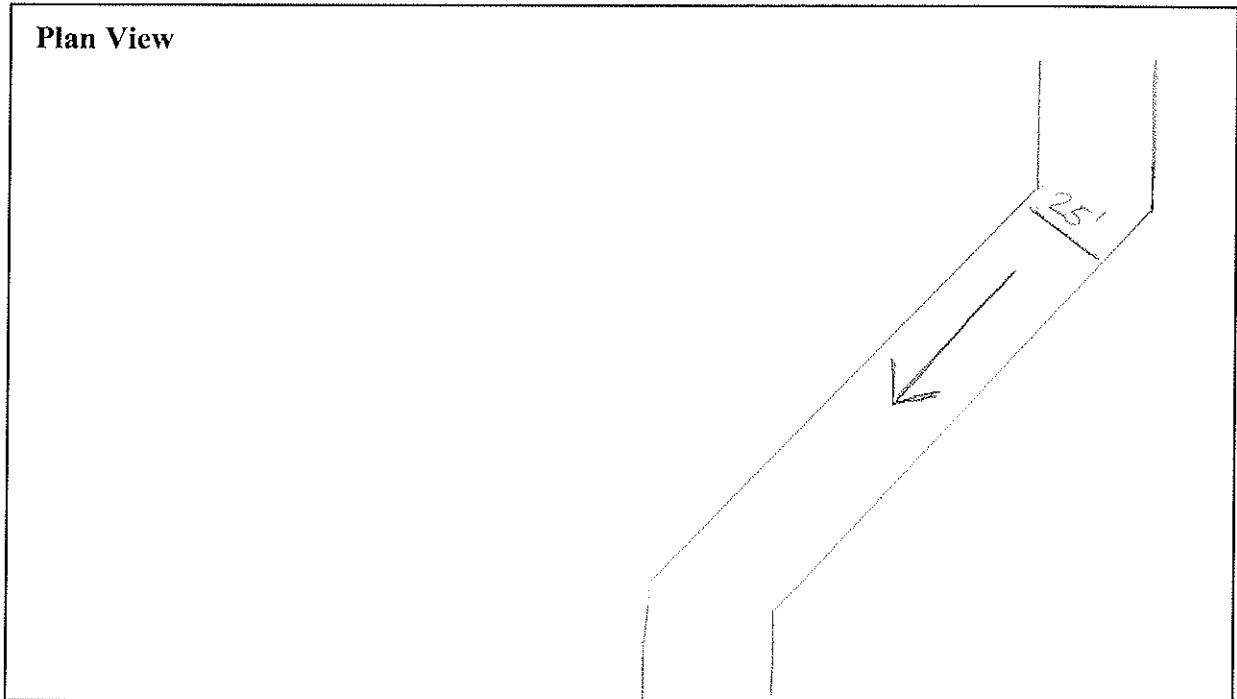
None

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: n/a
USGS Topo Quad Name: Irving, TX
Associated Wetland(s): n/a
Location Data: _____

County/State: Dallas, Texas
Stream Number (303(d) List): _____
GPS Data: _____
Culvert: Yes (2 at 3' X 7')

Stream Type: Ephemeral Intermittent Perennial
Stream Flow Direction: South
OHWM Width (ft): 15'
OHWM Height (in): 1' - 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:
Clear Slightly Turbid Turbid Very Turbid
Color of water if other than clear. Brownish (recent rain)

Aquatic Habitat: Indicate all types present within ROW/project limits.

- Sand bar Sand/Gravel beach/bar Mud bar Gravel riffles
- Overhanging trees/shrubs Deep pool/hole/channel Aquatic vegetation
- Other: none

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.
None observed

Riparian Vegetation: List species observed.
None observed (concrete)

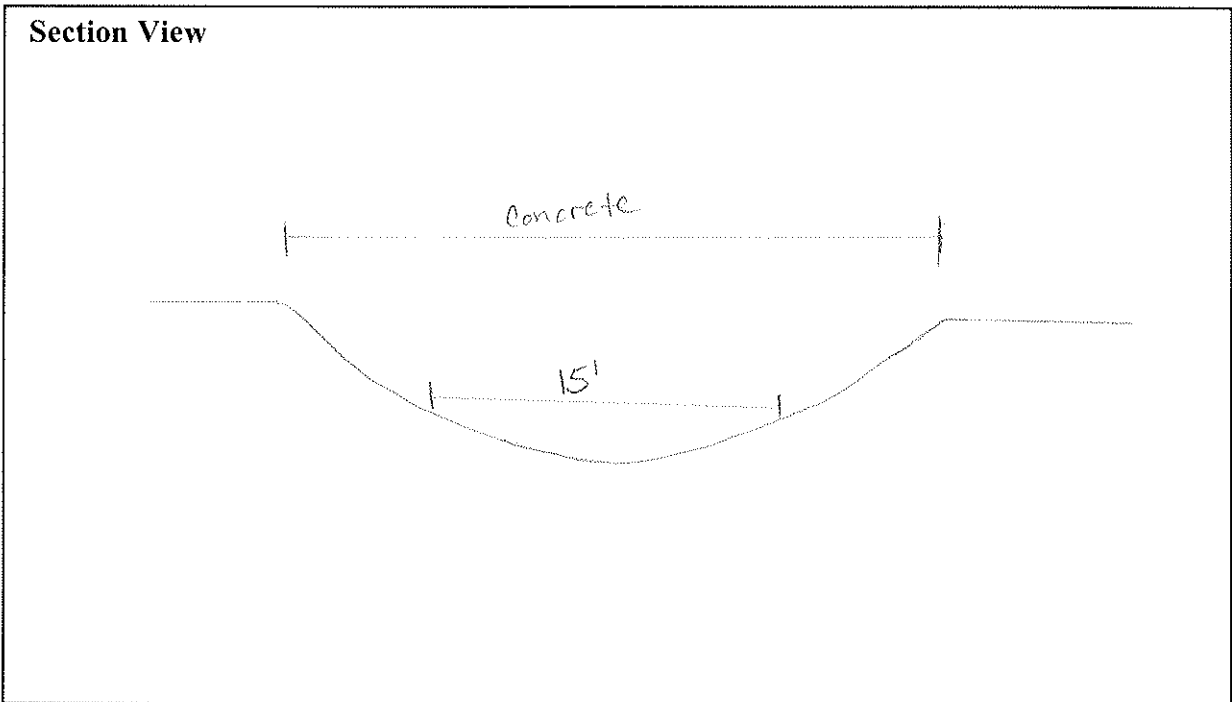
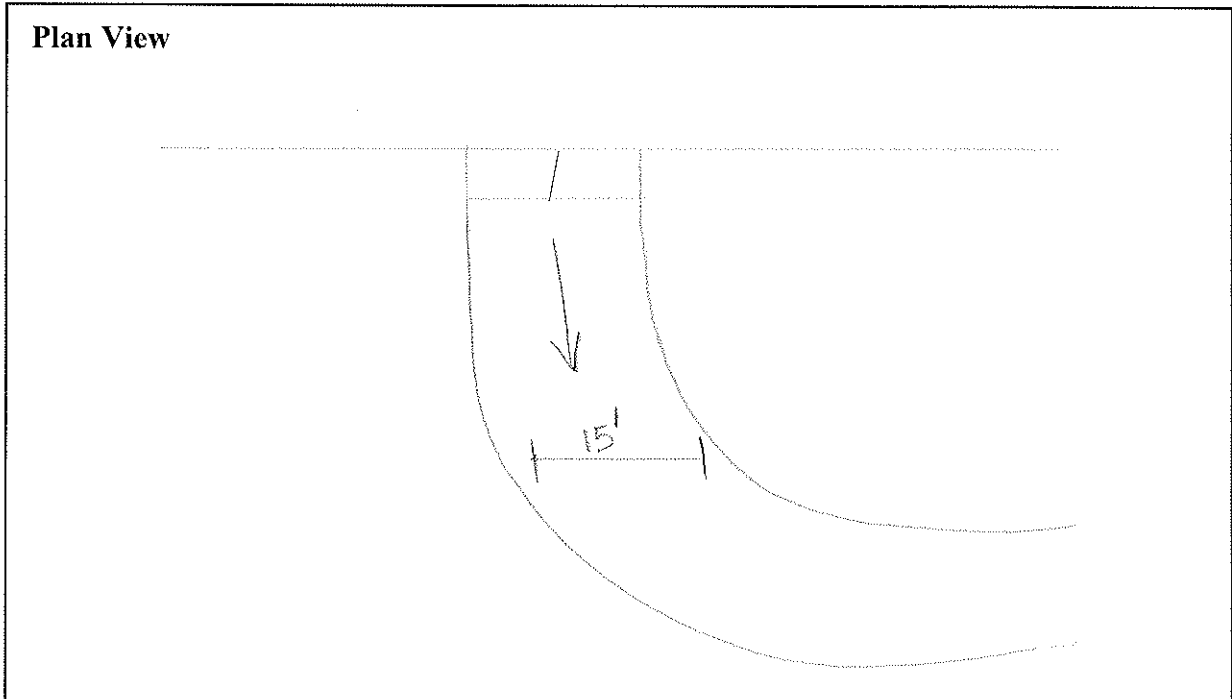
T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.
None

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: n/a

County/State: Dallas, Texas

USGS Topo Quad Name: Irving, TX

Stream Number (303(d) List): _____

Associated Wetland(s): n/a

GPS Data: _____

Location Data: _____

Culvert: Yes (3 at 7' X 4')

Stream Type:

Ephemeral

Intermittent

Perennial

Stream Flow Direction: SW - South

OHWM Width (ft): 20'

OHWM Height (in): 1' - 2'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): Concrete

Water Quality:

Clear

Slightly Turbid

Turbid

Very Turbid

Color of water if other than clear: Brown

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar

Sand/Gravel beach/bar

Mud bar

Gravel riffles

Overhanging trees/shrubs

Deep pool/hole/channel

Aquatic vegetation

Other: concrete

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.

None observed

Riparian Vegetation: List species observed.

None observed

T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.

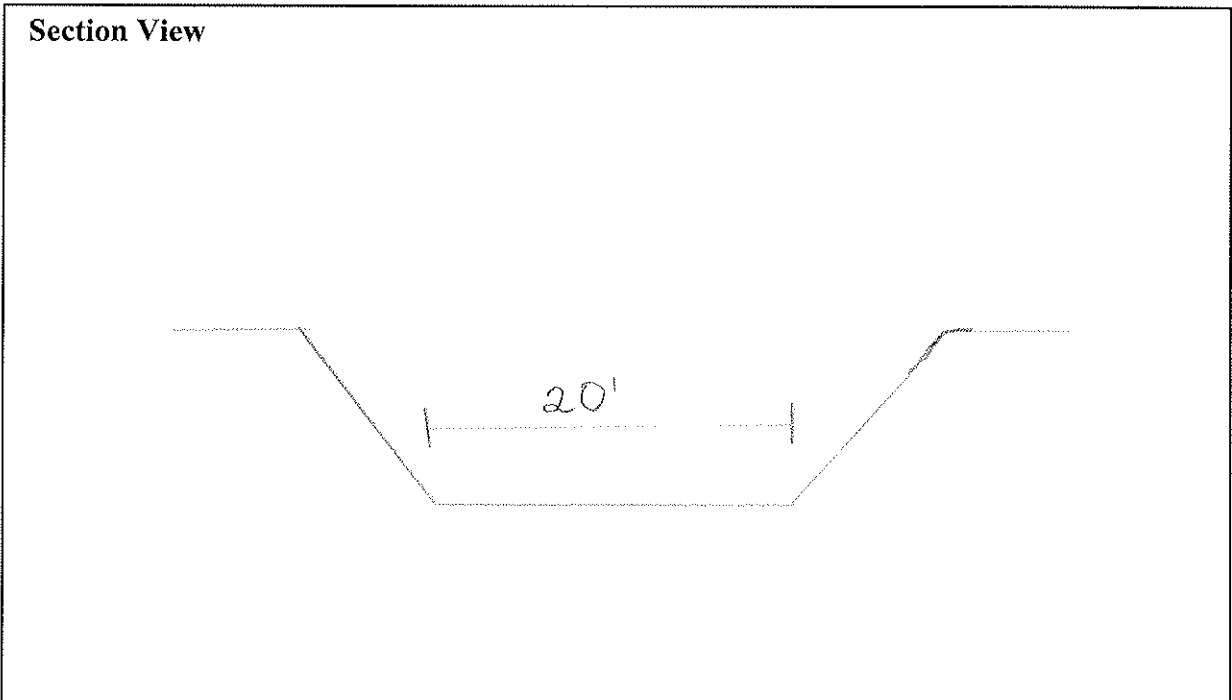
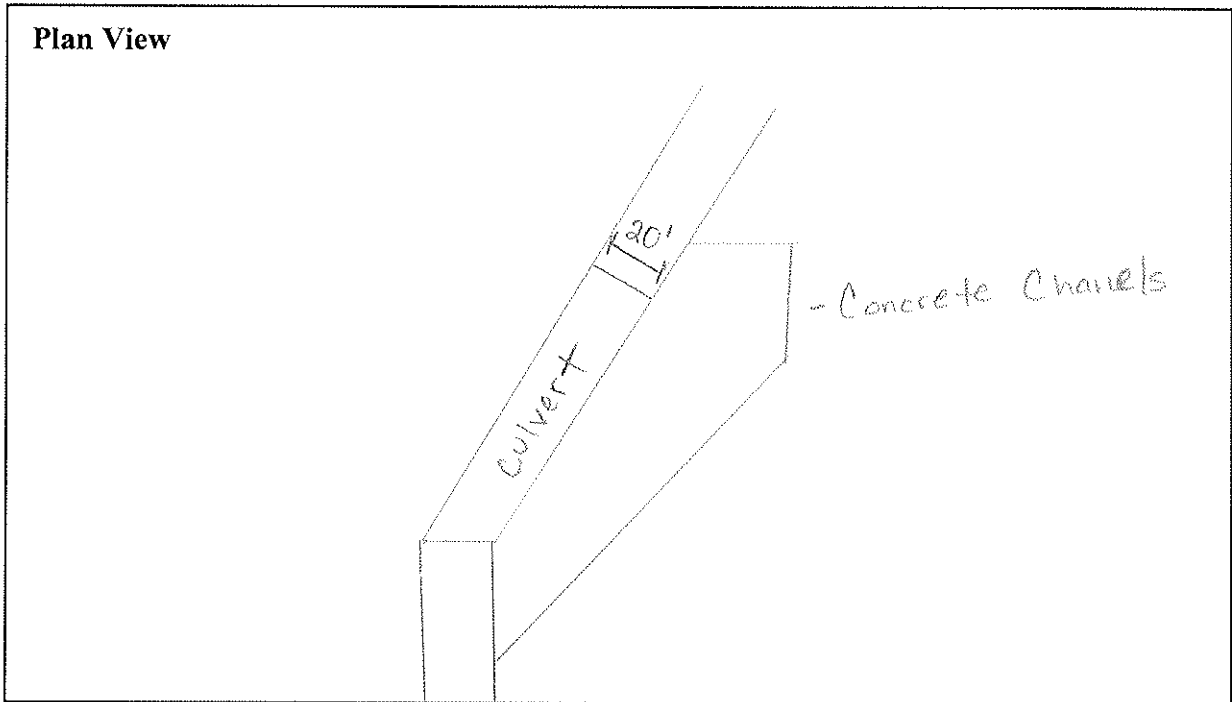
None

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



Stream Data Form

Surveyor(s): Griffith

Date of Field Work: 2 Sept 2010

USGS Stream Name: Elm Fork Trinity River

County/State: Dallas, Texas

USGS Topo Quad Name: Irving, TX

Stream Number (303(d) List): _____

Associated Wetland(s): _____

GPS Data: _____

Location Data: _____

Culvert: n/a

Stream Type: **Ephemeral** **Intermittent** **Perennial**
Stream Flow Direction: South/SW
OHWM Width (ft): 50'
OHWM Height (in): 6'

Stream bottom composition (bedrock, gravel, sand, silt, clay, organic): gravel, sand

Water Quality:
Clear **Slightly Turbid** Turbid Very Turbid
Color of water if other than clear: Brown

Aquatic Habitat: Indicate all types present within ROW/project limits.

Sand bar **Sand/Gravel beach/bar** Mud bar **Gravel riffles**
Overhanging trees/shrubs **Deep pool/hole/channel** **Aquatic vegetation**
Other: concrete

Aquatic Organisms: List all species observed. This would include waterfowl, fish, snakes, turtles, frogs, invertebrates, etc.
Turtles, frogs, heron, great egret

Riparian Vegetation: List species observed.
Black willow, cottonwood, cedar elm, American elm, smartweed, inland sea oak

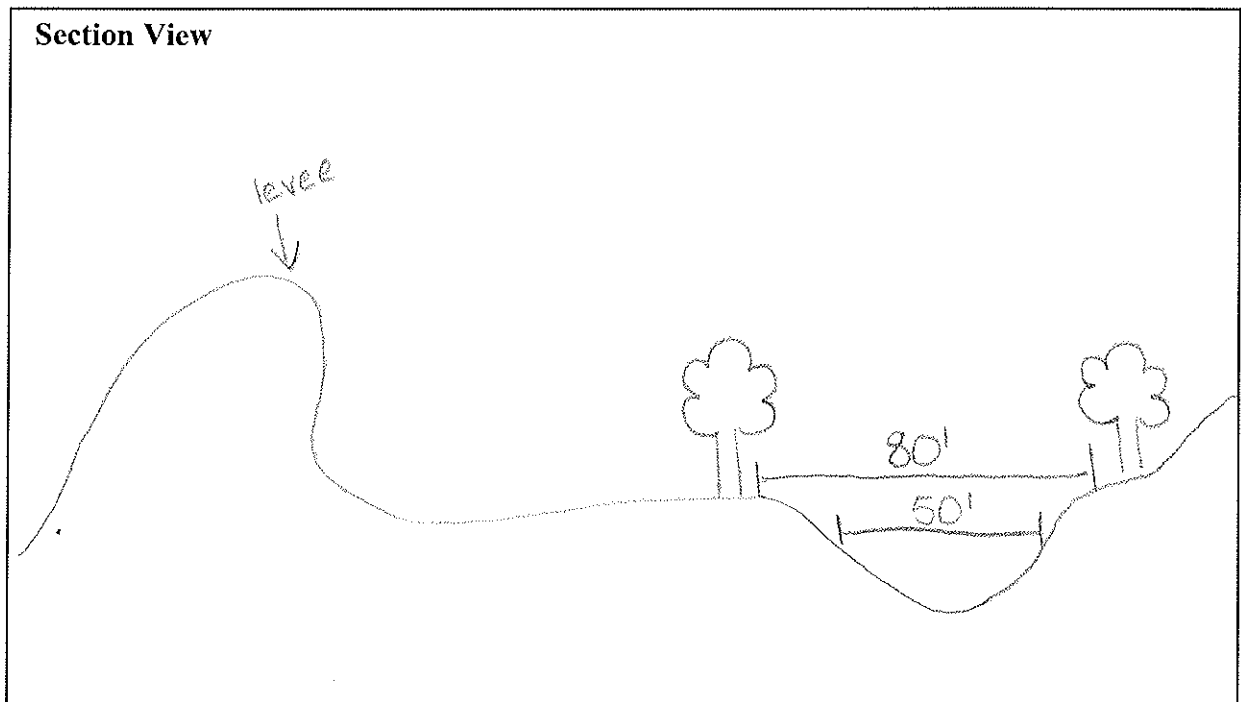
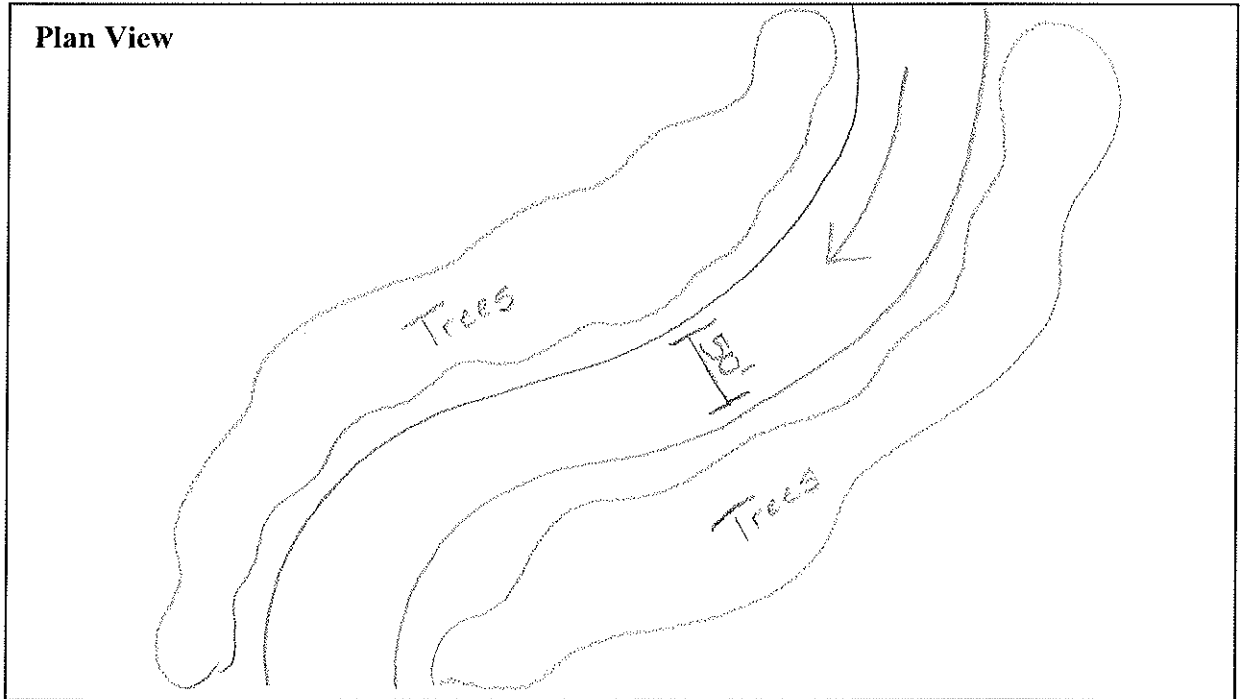
T&E Species/Suitable Habitat: List T&E species observed or which species the habitat is suitable for.
None observed, suitable for interior least tern and timber canebrake rattlesnake

Stream Data Form (continued)

Please provide a plan and section view sketch of the stream channel.

Sketch should include:

- directional arrow;
- width of channel from top of bank to top of bank; and,
- width of stream from water edge to water edge.



TxDOT WOODLANDS DATA FORM

GENERAL

Project/Site	SH 183 – Bear Creek	Date	02 Sept 2010
CSJ	0094-03-065; 07-015; 07-020	Investigator	Danny Griffith
		County	Dallas
Filename	SH183 woodlands data form.doc		
Project Scope			
SH 183 from SH 360 to IH35E			
Description of Wooded Site (riparian, upland, fence line, overstory/understory, disturbed, diverse, etc.)			
Location: area along Bear Creek / SH 183.			
Vegetation type: riparian			
Is Site Unusual or Typical of Others in the Area?		Typical of its habitat type	

SPECIES DESCRIPTION

Species by Order of Dominance		
Common Name	Taxonomic Name	Range of Sizes (dbh)
Green Ash	<i>Fraxinus pennsylvanica</i>	4-12"
Cottonwood	<i>Populus deltoides</i>	6-14"
American Elm	<i>Ulmus americana</i>	6-15"
Acreage of Trees to be Removed		1.90 ac. within existing ROW
Density per Acre (trees > 6" dbh)		Approx. 230
Remarks, Description of any Unique, Large, or Mature Trees (>20" dbh)		
No trees greater than 20" dbh; canopy cover approx 90%; tree height ranges from 20 - 60 feet.		

HABITAT VALUE

Is the Site Adjacent to Water?	Yes
Is the Site in a Developed Area?	No
Do Plants Produce Nuts, Berries, or Acorns?	
Land Use in the Project Area	
Vacant	
Evidence or Sightings of Wildlife in the Project Area?	
No sighting, but area is typical of urban riparian habitat	
Remarks	

TxDOT WOODLANDS DATA FORM

GENERAL

Project/Site	SH 183 – County Line Road	Date	02 Sept 2010
CSJ	0094-03-065; 07-015; 07-020	Investigators	Danny Griffith
		County	Dallas
Filename	SH183 woodlands data forms.doc		
Project Scope			
SH 183 from SH 360 to IH 35E			
Description of Wooded Site (riparian, upland, fence line, overstory/understory, disturbed, diverse, etc.)			
Location: north of SH 183.			
Vegetation type: upland forest.			
Is Site Unusual or Typical of Others in the Area?		typical	

SPECIES DESCRIPTION

Species by Order of Dominance		
Common Name	Taxonomic Name	Range of Sizes (dbh)
Post Oak	<i>Quercus stellata</i>	6-12"
Hackberry	<i>Celtis laevigata</i>	4-12"
Live Oak	<i>Quercus virginiana</i>	6-10"
Bois d'arc	<i>Maclura pomifera</i>	6-12"
Acreage of Trees to be Removed		3.62 ac
Density per Acre (trees > 6" dbh)		Approx. 290
Remarks, Description of any Unique, Large, or Mature Trees (>20" dbh)		
No trees greater than 20" dbh; canopy cover approx 90%; tree height ranges from 20 – 40 feet; predominated by Post Oaks		

HABITAT VALUE

Is the Site Adjacent to Water?	No
Is the Site in a Developed Area?	No
Do Plants Produce Nuts, Berries, or Acorns?	
Yes; acorns, berries	
Land Use in the Project Area	
Vacant	
Evidence or Sightings of Wildlife in the Project Area?	
Yes; upland birds	
Remarks	

TxDOT WOODLANDS DATA FORM

GENERAL

Project/Site	SH 183 –Elm Fork Trinity River	Date	02 Sept 2010
CSJ	0094-03-065; 07-015; 07-020	Investigators	Danny Griffith
		County	Dallas
Filename	SH183 woodlands data forms Elm Fork.doc		
Project Scope			
SH 183 from SH 360 to IH 35E			
Description of Wooded Site (riparian, upland, fence line, overstory/understory, disturbed, diverse, etc.)			
Riparian forest on East side of the project area, adjacent to Elm Fork Trinity River			
Is Site Unusual or Typical of Others in the Area?	typical		

SPECIES DESCRIPTION

Species by Order of Dominance		
Common Name	Taxonomic Name	Range of Sizes (dbh)
Black Willow	<i>Salix nigra</i>	4-16"
Cottonwood	<i>Populus deltoids</i>	6-18"
Cedar Elm	<i>Ulmus crassifolia</i>	6-14"
American Elm	<i>Ulmus Americana</i>	4-10"
Acreage of Trees to be Removed	3.62 ac	
Density per Acre (trees > 6" dbh)	Approx. 60	
Remarks, Description of any Unique, Large, or Mature Trees (>20" dbh)		
No trees greater than 20" dbh; canopy cover approx 80%; tree height ranges from 20 – 40 feet.		

HABITAT VALUE

Is the Site Adjacent to Water?	Yes
Is the Site in a Developed Area?	No
Do Plants Produce Nuts, Berries, or Acorns?	
no	
Land Use in the Project Area	
Maintained floodway	
Evidence or Sightings of Wildlife in the Project Area?	
None observed; suitable for Interior Least Turn and Timber Canebrake Rattlesnake	
Remarks	

Appendix C Content List

Item	Topic	Date	Page
Noise Analysis	-	-	C1-C6
Proposed Noise Barrier and Receiver Locations	-	-	C7

**Noise Analysis
SH 183 Reevaluation**

This analysis was accomplished in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Highway Traffic Noise.

Sound from highway traffic is primarily generated from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dBA."

Also, because traffic sounds are never constant due to the changing number, type and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

The traffic analysis typically includes the following elements:

- identification of land use activity areas that might be impacted by traffic noise
- determination of existing noise levels
- prediction of future noise levels
- identification of possible noise impacts
- consideration and evaluation of measures to reduce noise impacts

The FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur.

Table C-1 FHWA Noise Abatement Criteria

Activity Category	dBA L _{eq}	Description of Land Use Activity Areas
A	57 (exterior)	Lands on which serenity and quiet are of extra-ordinary significance and which serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	72 (exterior)	Developed lands, properties or activities not included in categories A or B above.
D	---	Undeveloped lands.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Note: Primary consideration is given to exterior areas (NAC categories A, B or C) where frequent human outdoor activity occurs. However, interior areas (NAC category E) are used if exterior areas are physically shielded from the roadway, or if there is little or no human activity in exterior areas adjacent to the roadway.

A noise impact occurs when either the absolute or relative criterion is met:

Absolute Criterion: The predicted noise level at a receiver approaches, equals or exceeds the NAC. Approach is defined as one dBA below the NAC. For example: a noise impact would occur at a category B residence if the noise level is predicted to be 66 dBA or above.

Relative Criterion: The predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. "Substantially exceeds" is defined as more than 10 dBA. For example: a noise impact would occur at a category B residence if the existing level is 54 dBA and the predicted level is 65 dBA, (11 dBA increase).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

The FHWA traffic noise modeling software was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the location of activity areas likely to be impacted by the associated traffic noise.

The land use along the project is currently a mixed use area. Most of the property within the project area, directly adjacent to SH 183, has been developed for commercial, public parks, offices, service stations, medical clinics/hospitals, churches, day cares, restaurants, hotels, churches, educational, and residential uses. There are two residential areas directly adjacent to the project area: Plymouth Park and Nichols Park. Plymouth Park is located east of Belt Line Road, between Harvard Street and West Park Drive south of SH 183. Nichols Park is located east of MacArthur Boulevard, between O'Connor Road and Wingren Road, north of SH 183. In addition, there are a few vacant lots and establishments along the highway.

Existing and predicted traffic noise levels were modeled at receiver locations (**Table C-2, below**) that represent the land use activity areas adjacent to the highway project that might be impacted by traffic noise and potentially benefit feasible and reasonable noise abatement. **Appendices C7 and C8** show the receiver location areas.

TABLE C-2 Traffic Noise Levels (dBA Leq)

Receiver	Description	NAC Category	NAC Level	Existing	Predicted 2030	Change (+/-)	Noise Impact
1	Calvary Church	E	52	43	45	+2	N
2	House	B	67	77	83	+6	Y
3	House	B	67	77	81	+4	Y
4	Crockett Middle School	E	52	43	43	0	N
5	House	B	67	71	75	+4	Y
6	Jaycee Park	B	67	74	76	+2	Y
7	House	B	67	79	82	+3	Y
8	House	B	67	59	76	+17	Y
9	Baylor Hospital	E	52	43	49	+6	N
10	Funeral Home	E	52	43	45	+2	N
11	Apartments	E	52	43	44	+1	N
12	Hotel	E	52	43	44	+1	N
13	Hotel	E	52	43	42	-1	N
14	Trinity River Greenbelt Park	B	67	69	68	-1	Y
15	House	B	67	65	76	+11	Y
16	House	B	67	63	78	+15	Y
17	Nichols Park	B	67	61	75	+14	Y
18	House	B	67	66	75	+9	Y
19	Office/Shopping Center	E	52	43	44	+1	N
20	Apartments	E	52	43	40	-3	N
21	Plymouth Church	E	52	43	46	+3	N
22	Medical Center	E	52	43	50	+7	N
23	Medical Center	E	52	43	49	+6	N
24	Motel	E	52	43	49	+6	N

As indicated in **Table C-2**, the proposed project would result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone and the construction of noise barriers.

Before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. In order to be “feasible”, the measure should reduce noise levels at an impacted receiver by

at least five dBA; and to be “reasonable” it must not exceed the cost-effectiveness criterion of \$25,000 for each receiver that would benefit by a reduction of at least five dBA.

Traffic management: Control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dBA per five miles per hour (mph) reduction in speed does not outweigh the associated increase in congestion and air pollution.

Alteration of horizontal and/or vertical alignments: Any alteration of the existing alignment would displace existing businesses and residences, require additional right of way and not be cost effective/reasonable.

Buffer zone: The acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.

Noise barriers: This is the most commonly used noise abatement measure. Noise barriers were evaluated for each of the impacted receiver locations.

Noise barriers would not be feasible and reasonable for the following impacted receiver and, therefore, is not proposed for incorporation into the project:

R14: This receiver represents City of Dallas designated parkland in the Trinity River floodway. There are no existing activity areas in the floodway adjacent to the proposed project.

Noise barriers would be feasible and reasonable for the following impacted receivers and, therefore, are proposed for incorporation into the project: R2, R3, R5 through R8 (Plymouth Park Residential area), and R14 through R18 (Nichols Park Residential area). **Table C-3**, below, is the preliminary noise barrier proposal.

TABLE C-3 Noise Barrier Proposal (Preliminary)

Plymouth Park Residential Area					
Barrier	#Benefited Receivers	Length (feet)	Height (feet)	Total Cost*	\$/Benefited Receiver
1 EBFR	41	1,667	10	\$769,500	\$18,768
2 EBFR		2,169	10		
3 EBFR		439	10		
Nichols Park Residential Area					
Barrier	#Benefited Receivers	Length (feet)	Height (feet)	Total Cost*	\$/Benefited Receiver
4 WBFR	26	2,503	12' – 10'	\$623,322	\$23,974
5 WBML		1,380	5**		
*Based on estimated construction cost of \$18 per square foot.					
**2.5 ft added to 2.5 ft jersey barrier along main westbound mainlane for a total height of 5 ft.					

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier would not be made until after the completion of the project design, utility evaluation and polling of adjacent property owners.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs should ensure, to the maximum extent possible, no new activities are planned or constructed along or within the predicted 2030 noise impact contours shown in **Table C-4**.

TABLE C-4 YEAR 2029 NOISE IMPACT CONTOURS

Undeveloped Area	Land Use	NAC Category	Impact Contour	Distance from ROW in feet
Between SH 360 and the Tarrant/Dallas County Line	Mixed Use	B	66	700

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Appendix D Content List

Item	Topic	Date	Page
ENV – THC Historic Structures Coordination Letter	-	-	D1-D2
ENV - THC Archeology Coordination Letter	-	-	D3-D4



COPY

Mario

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

August 12, 2005

SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES

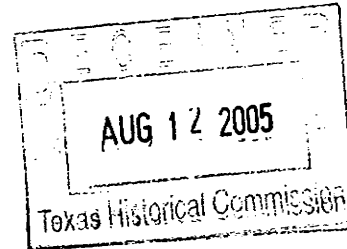
Tarrant and Dallas Counties

CSJs# 0094-03-060; 0094-03-065; 0094-07-015; 0094-07-020

SH 183 from SH 360 to IH 35E

SCANNED
9/6/05 EJ

Ms. Adrienne Campbell
History Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711



Dear Ms. Campbell:

In accordance with the Programmatic Agreement (PA) among TxDOT, FHWA, the Advisory Council on Historic Preservation and the THC, this letter *resumes* Section 106 consultation for the proposed undertaking. We hereby initiate coordination on the results of a historic structure survey of the project area to identify properties potentially eligible for listing in the National Register of Historic Places (NRHP).

The federally funded undertaking will reconstruct and improve a 10-mile segment of SH 183 through portions of the cities of Fort Worth, Euless, Irving, and Dallas in Tarrant and Dallas Counties, Texas. SH 183 is a six-lane divided freeway with two-lane frontage roads on either side. The project will be executed with the purchase of additional right-of-way (ROW).

The project was originally coordinated with your office in a letter dated July 11, 2003 with a determination by TxDOT staff that none of the 106 properties surveyed in the 150 ft. area of potential effects (APE) were eligible to the NRHP. A stamped THC concurrence is dated July 17, 2003 (see-attached). The project received a Finding of No Significant Impact from the Federal Highway Administration in February 2004.

In the initial coordination, the proposed project improvements consisted of widening the current facility to eight main lanes with the addition of 2-3 reversible HOV lanes. In a recent re-evaluation of the original project, TxDOT has re-designed the new facility to include concurrent flow HOV lanes, as opposed to reversible. This change entails a wider section that requires acquisition of an additional 5.5 acres along parts of the northern ROW.

In accordance with the provisions of 36 CFR 800, Texas Department of Transportation personnel conducted *another* cultural resources survey to identify properties potentially eligible for listing in the NRHP. Twenty-six additional pre-1964 sites to be 50 years of age or older at the time of letting were identified within the APE,

which for this project was determined to be 150 feet from either side of the proposed ROW (see-attached cultural resources inventory).

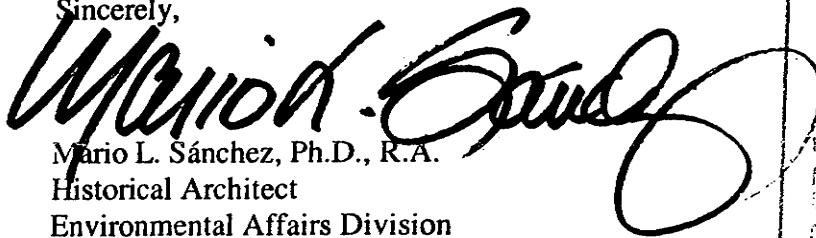
I have evaluated these 26 properties through application of the Criteria of Eligibility for listing in the National Register of Historic Places and I have determined that, individually, they are **not eligible** for inclusion in the register. The buildings do not have associations with significant historical figures or events. The structures represent common vernacular types that do not clearly reflect the distinctive characteristic of type, period, method of construction, work of a master or high artistic value.

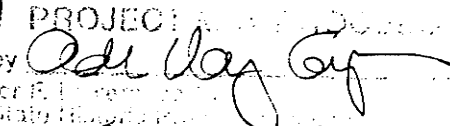
As shown in the attached aerials, while the original APE barely extended into the Nichols Park subdivision, the newly identified 26 properties in the revised APE are all located within that neighborhood. In investigating whether the c. 1955 Nichols Park subdivision was a comprehensively planned neighborhood, TxDOT research has uncovered that this residential area was not a designed development with schools, shopping centers and other amenities or auxiliary services. In fact, an adjacent large track of land between O'Connor and Toler Streets developed later with automobile dealership, grocery store (1984), and retail businesses oriented to the SH 183 commercial corridor, as opposed to being an integral part of the original community plan.

Architecturally, as a collection, the Nichols Park residences are typical designs of their day, and they are not distinctive or innovative examples of their type. In landscape architecture and community planning terms, the area does not reflect significant design principles evidenced in these disciplines at the time. For these reasons, the homes within the Nichols Park subdivision are **not eligible** to the NRHP as a residential historic district.

We request your written concurrence with these determinations of eligibility within 20 days of receiving this letter. If you need further information, feel free to call me at 416-2770.

Sincerely,


Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

NOTICE OF DECISION
for the
National Register of Historic Places
PROJECT
by 
for E. L. ...
State Historic Preservation Office
Date 8-29-05

Attachments

cc. Dwayne Jones, Executive Director, Preservation Dallas
Rick Thomas, Half Associates



MEMORANDUM

TO: 850 File, Various Road Projects, Various CSJs, Various Districts

FROM: G. Lain Ellis, Ph.D. **DATE:** August 9, 2006

SUBJECT: Internal review under the Programmatic Agreement (PA) Among the Federal Highway Administration, Texas Historical Commission, Advisory Council on Historic Preservation, and the Texas Department of Transportation; and the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

Attached are the lists of projects reviewed internally by qualified TxDOT archeologists from 8/3/2006 to 8/9/2006. These projects either do not warrant survey as a result of no potential to affect archeological historic properties or low probability of encountering archeological historic properties, or they were inspected by survey or impact evaluation, and do not warrant further work. As provided under the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings, consultation with SHPO is not necessary for these undertakings.

Signature _____
For FHWA and TxDOT

Date 8/11/06

Attachment

Cc: Project Management; PA File; Archeologists

d:\documents and settings\elamey\desktop\internal review list memo.doc

C-5K7, CSJ: 0094-03-065 etc, 1.2. Arch. Clearance / PA.

CSJs: 0094-03-065; -07-015; -07-020

D3

ETS

ARCHEOLOGICAL COORDINATION

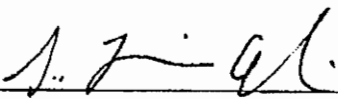
Projects that do not warrant Archeological Survey

(Section 106 and ANTIQUITIES CODE OF TEXAS)

From : 8/3/2006 To: 8/9/2006

COUNTY	DISTRICT	PROJECT	CSJ	*F30/T20 Concur, no further work	*F10/T10 Unable to Concur
Bandera	San Antonio	SH 16 and FM 1341	6133-08-001		
Bexar	San Antonio	Kitty Hawk Drive	0915-12-268		
Cameron	Pharr	FM 802	1140-02-032		
Cameron	Pharr	FM 1479	1425-04-021		
Comanche	Brownwood	SH 16	0288-02-026		
Dallas	Dallas	SH 183	0094-03-065		
Limestone	Waco	FM 339	0898-01-020		
Polk	Lufkin	FM 357	2117-03-012		
Potter	Amarillo	FM 2381	2494-01-010		
Travis	Austin	SH 71	0700-03-089		

Number of Projects: 10



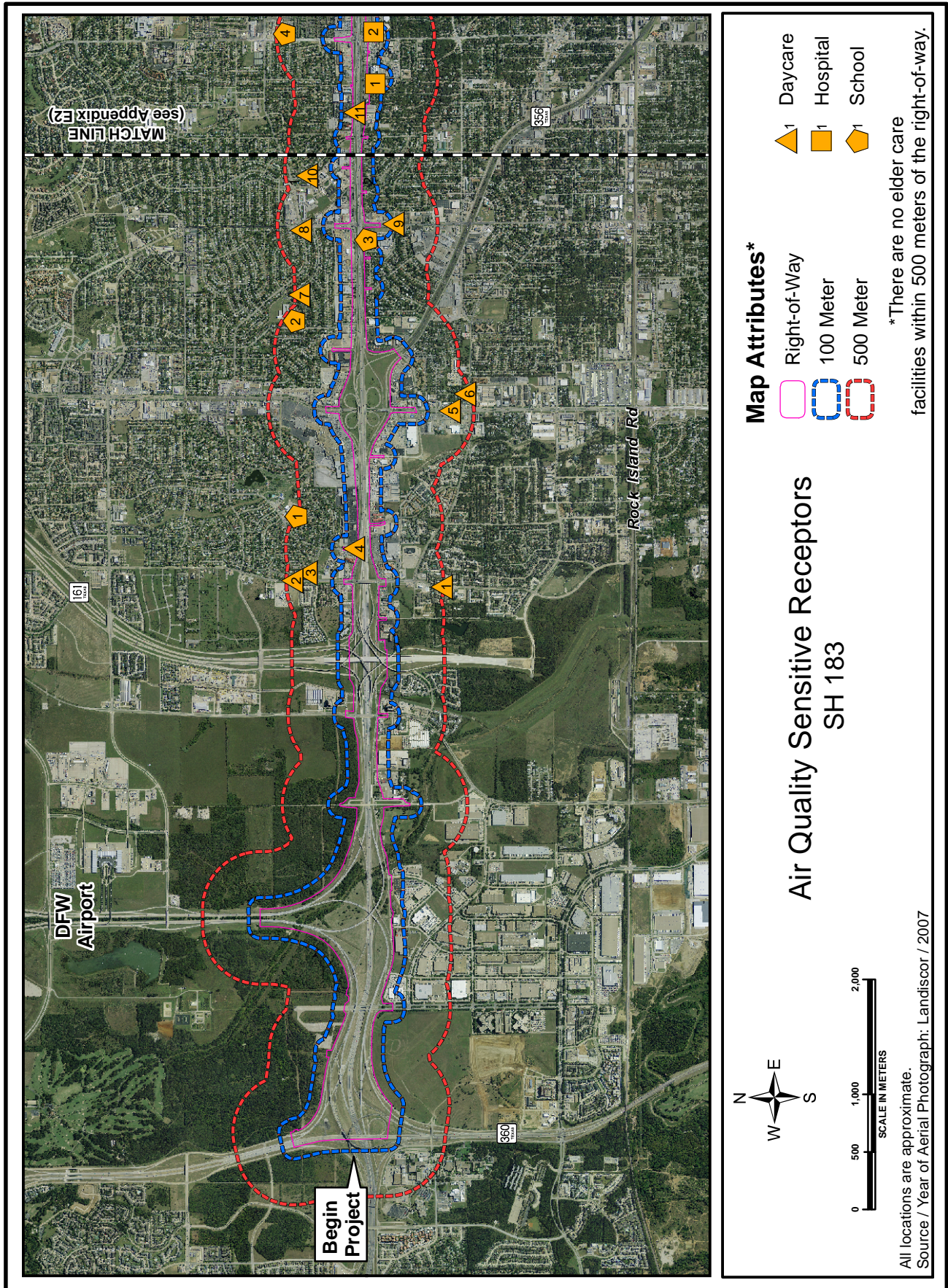
 F. Lawrence Oaks
 State Historic Preservation Officer and Executive Director

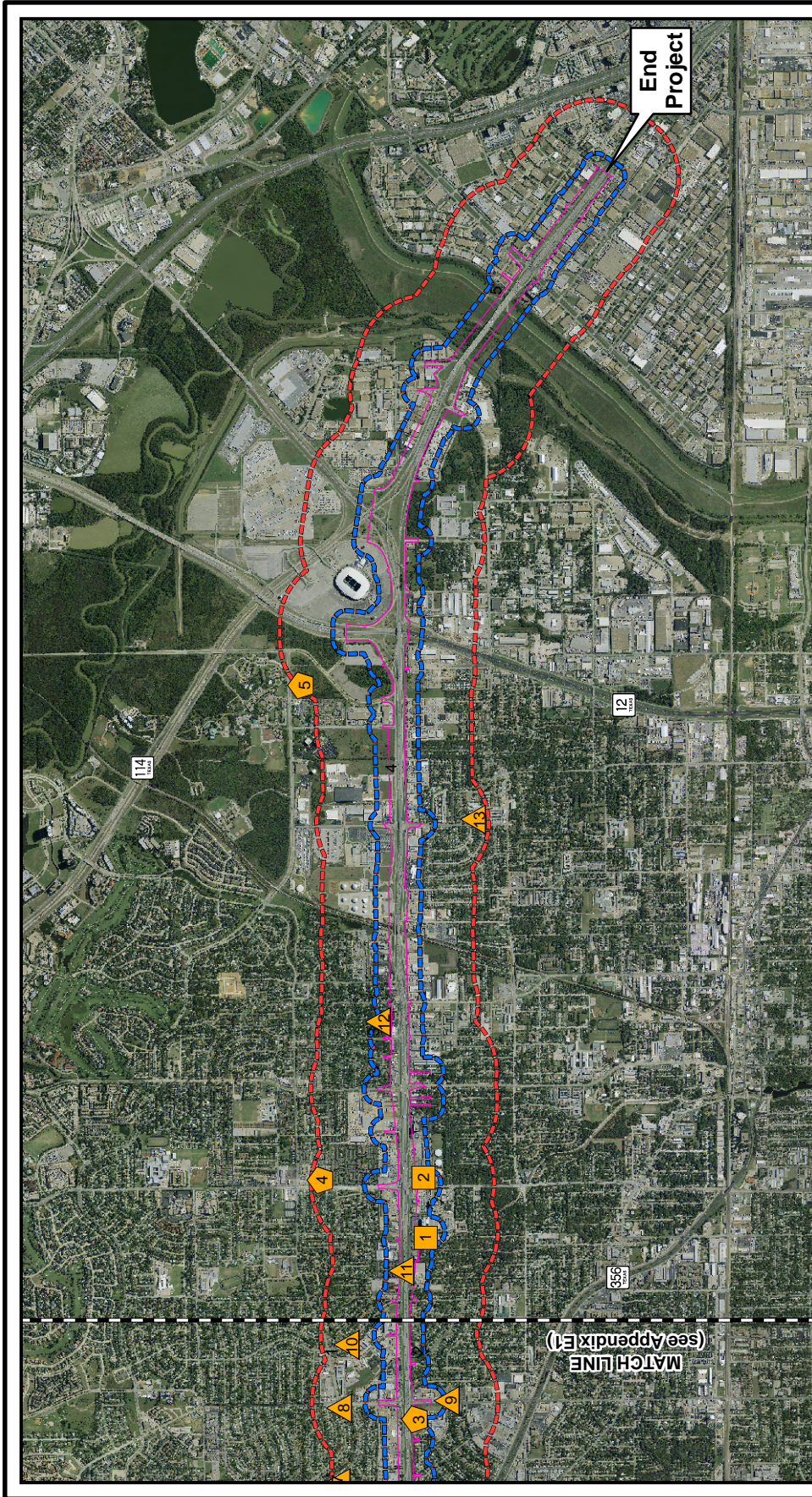


 Date







Appendix E Content List

Item	Topic	Date	Page
Air Quality Sensitive Receptor Map	-	-	E1
Year 2009, Year 2019, and Year 2030 MSAT Affected Transportation Network Maps	-	-	E2
2030 No Build Mainlane Traffic - Distribution of TSZ Trips	-	-	E3
2030 Build Mainlane Traffic - Distribution of TSZ Trips	-	-	E4
2030 Build Managed Lane Traffic - Distribution of TSZ Trips	-	-	E5
2030 No Build Mainlane Traffic - EJ TSZs by Type	-	-	E6
2030 Build Mainlane Traffic - EJ TSZs by Type	-	-	E7
2030 Build Managed Lane Traffic - EJ TSZs by Type	-	-	E8
2030 No Build Mainlane Traffic - Distribution of EJ TSZ Trips	-	-	E9
2030 Build Mainlane Traffic - Distribution of EJ TSZ Trips	-	-	E10
2030 Build Managed Lane Traffic - Distribution of EJ TSZ Trips	-	-	E11

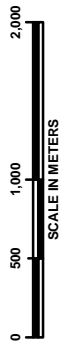




Map Attributes*

-  Right-of-Way
-  100 Meter
-  500 Meter
-  Daycare
-  Hospital
-  School




Air Quality Sensitive Receptors SH 183

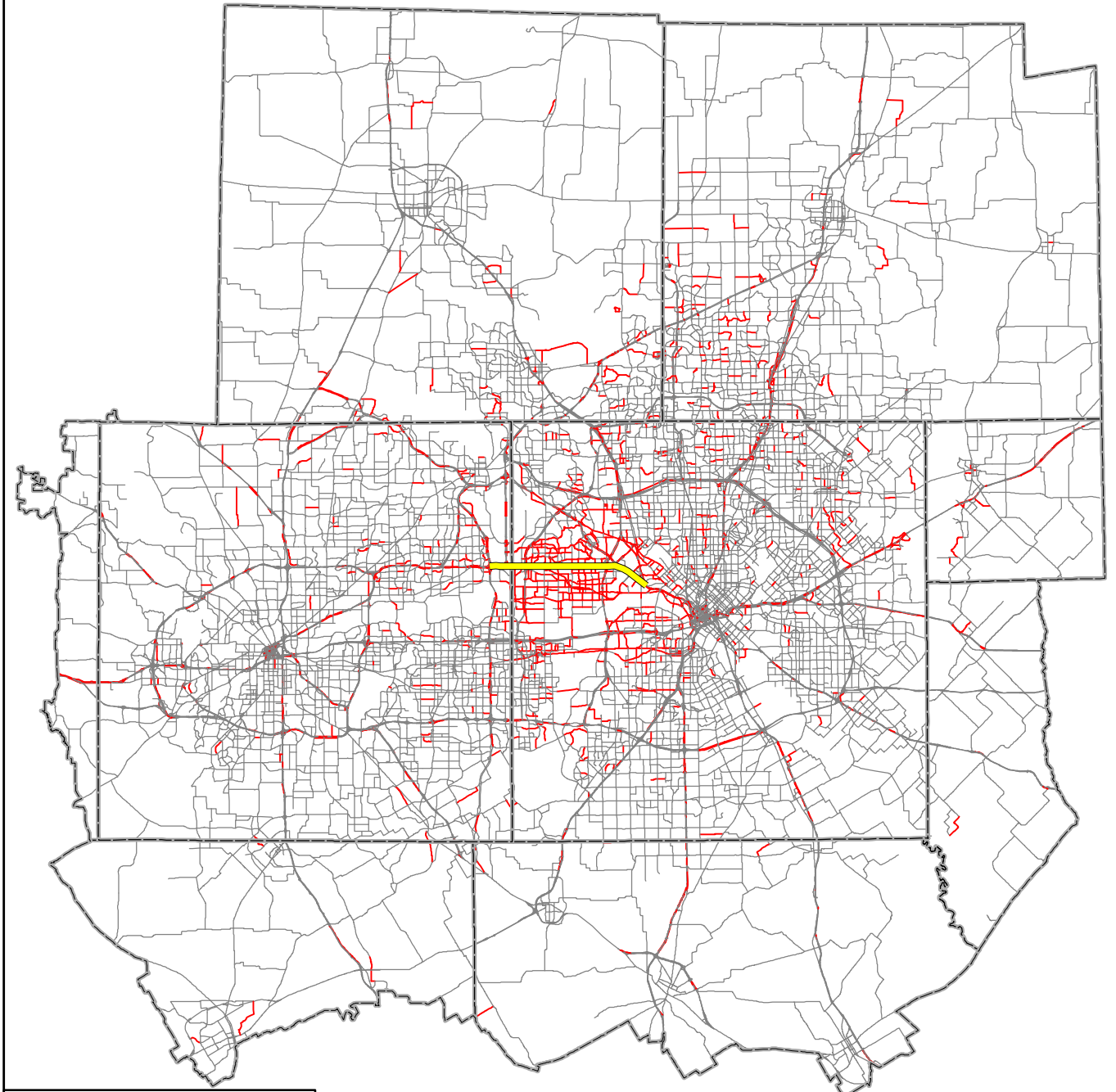


All locations are approximate.
Source / Year of Aerial Photograph: Landiscor / 2007

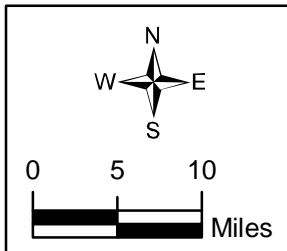
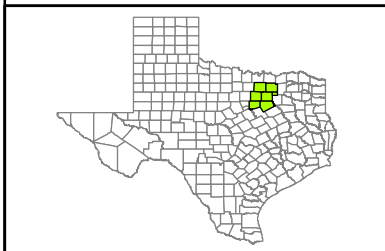
*There are no elder care facilities within 500 meters of the right-of-way.

LEGEND

-  Project Limits
-  Affected Transportation Network 2009
-  Metropolitan Planning Area (MPA)






Base Map Source: NCTCOG, 2009

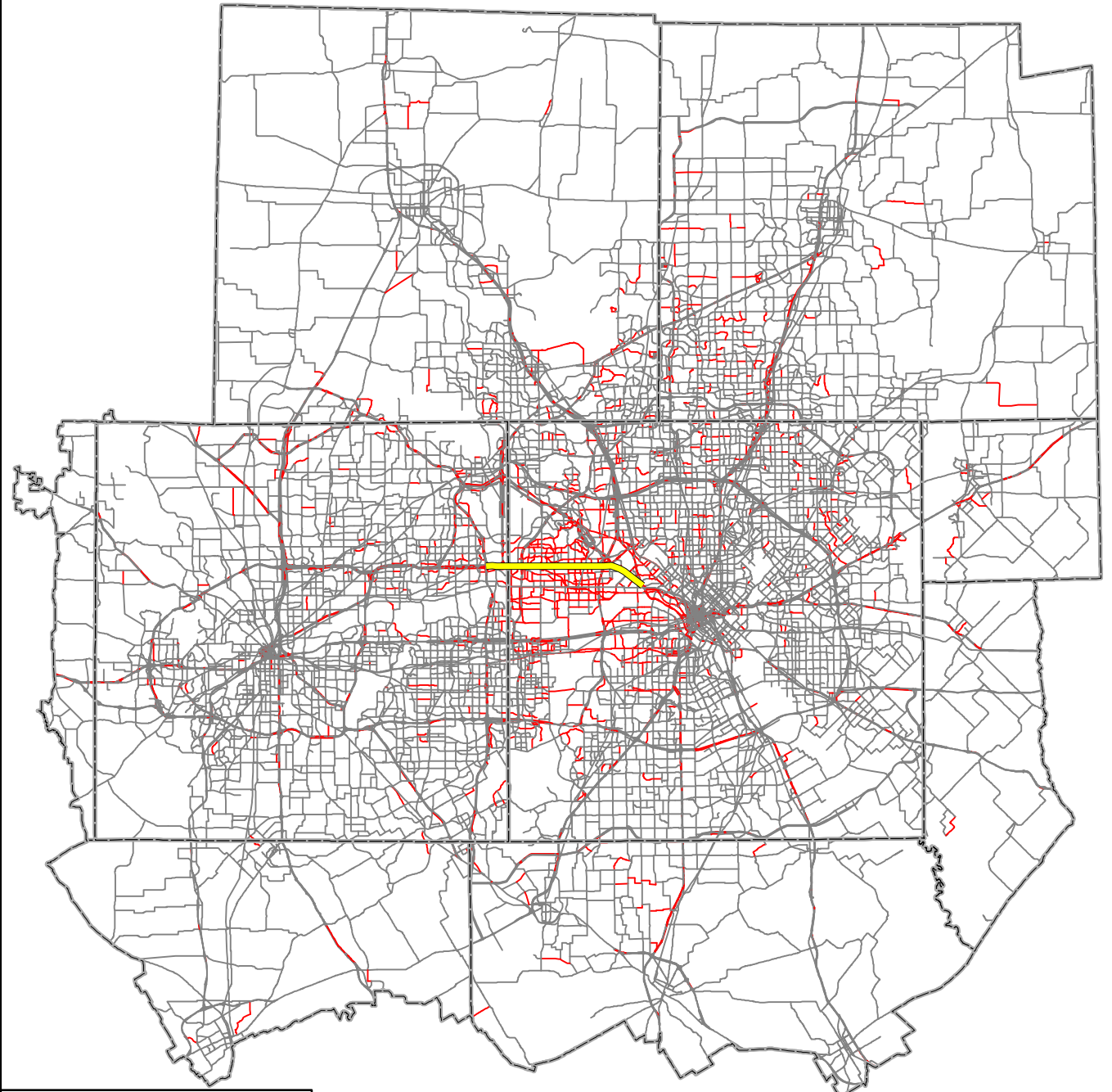


YEAR 2009 MSAT AFFECTED TRANSPORTATION NETWORK

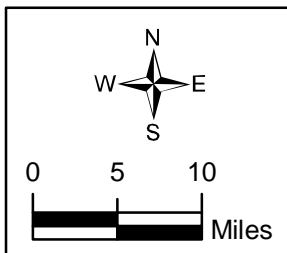
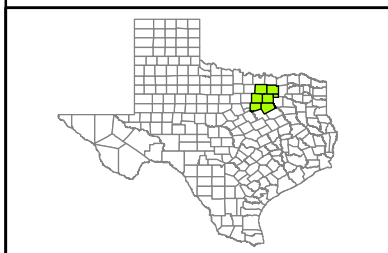
SH183 Re-Evaluation
from SH 360 to IH 35E
Tarrant and Dallas Counties, Texas

LEGEND

-  Project Limits
-  Affected Transportation Network 2019
-  Metropolitan Planning Area (MPA)



Base Map Source: NCTCOG, 2009

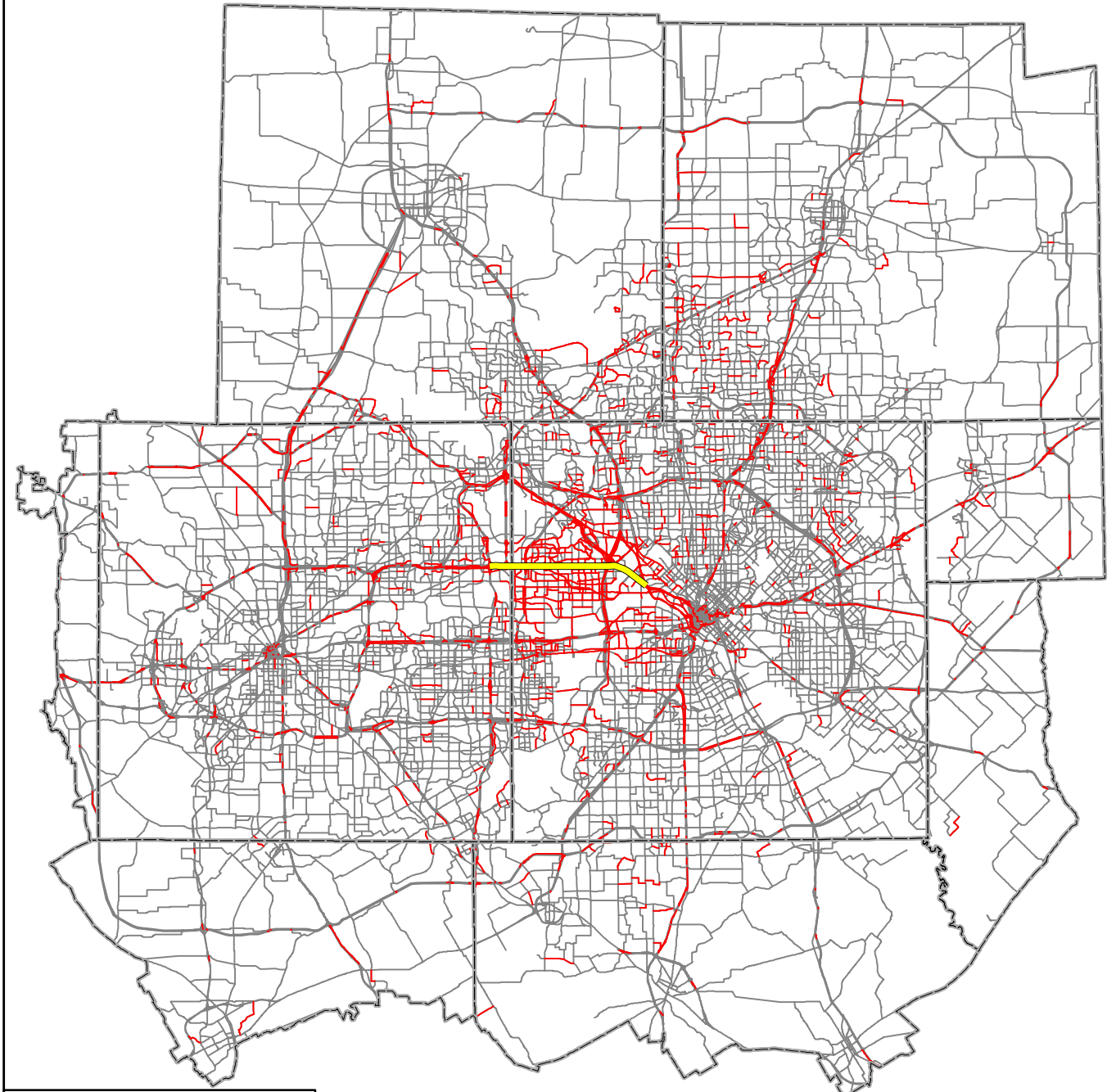


**YEAR 2019 MSAT AFFECTED
TRANSPORTATION NETWORK**

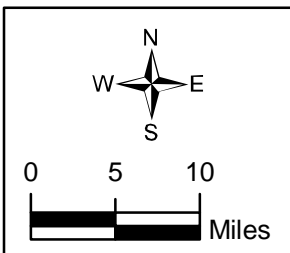
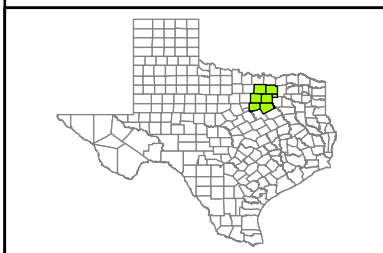
SH183 Re-Evaluation
from SH 360 to IH 35E
Tarrant and Dallas Counties, Texas

LEGEND

- Project Limits
- Affected Transportation Network 2030
- Metropolitan Planning Area (MPA)

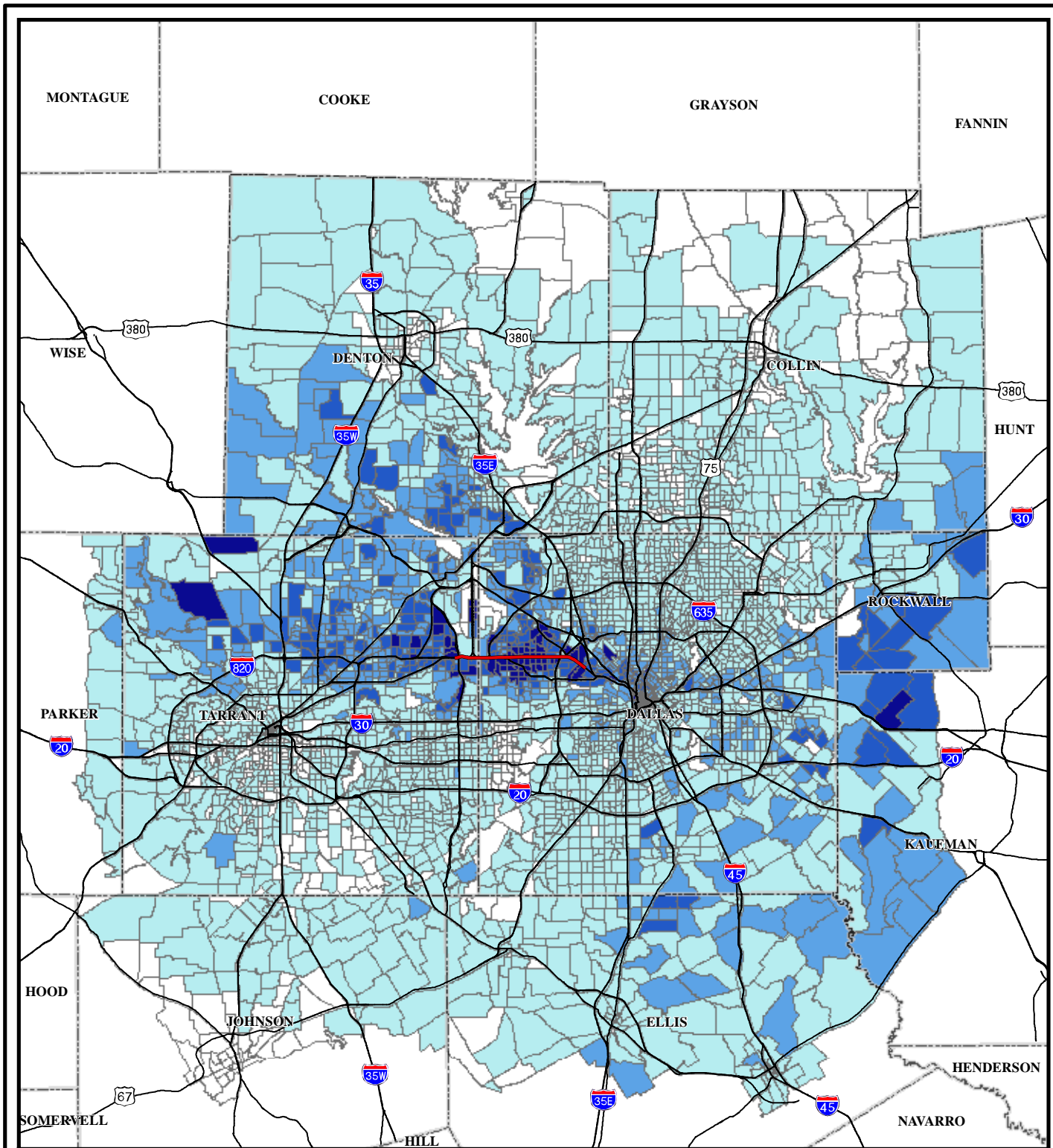


Base Map Source: NCTCOG, 2009









**YEAR 2030 MSAT AFFECTED
TRANSPORTATION NETWORK**

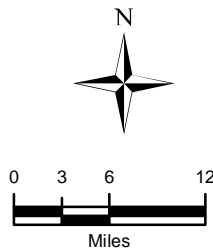
SH183 Re-Evaluation
from SH 360 to IH 35E
Tarrant and Dallas Counties, Texas



Map Attributes

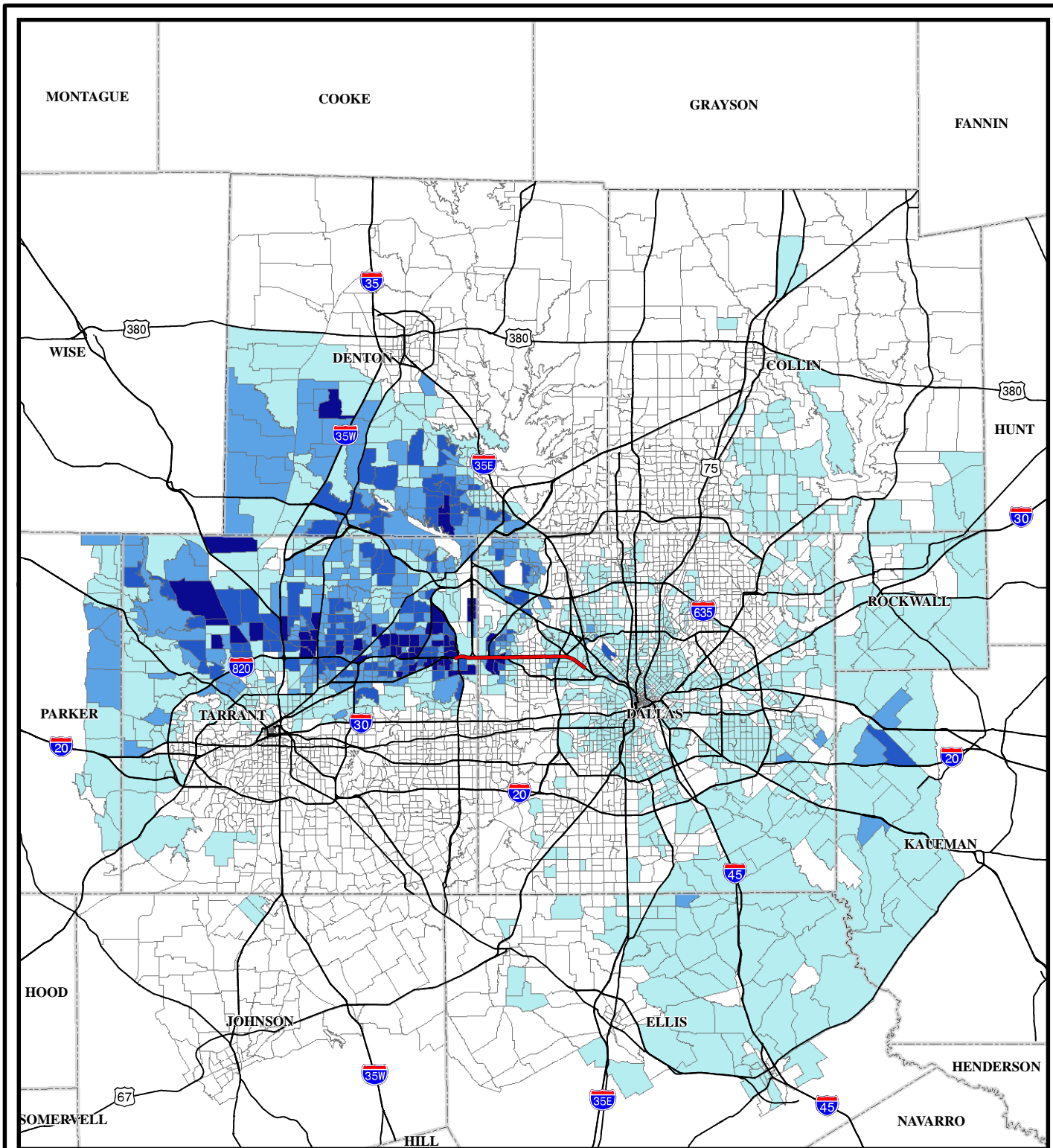
Number of Trips Originating from TSZs

	< 1 Trip (749 TSZs have less than 1 trip)		47 - 136 Trips (239 TSZs have 17,606 trips, 25% of total trips)
	1 - 18 Trips (3,137 TSZs have 17,534 trips, 25% of total trips)		137 - 601 Trips (77 TSZs have 17,530 trips, 25% of total trips)
	19 - 46 Trips (611 TSZs have 17,391 trips, 25% of total trips)		SH 183 Project Limits









Total 4,813 TSZs in NCTCOG MPA
 4,064 TSZs have at least 1 trip
 Total Trips = 70,061
 Source/Year of Traffic Data:
 NCTCOG/2010

**2030 Build Main Lane Traffic
 Distribution of Trips Per Day from Traffic Survey Zones (TSZs)
 SH 183 Re-Evaluation**



Map Attributes

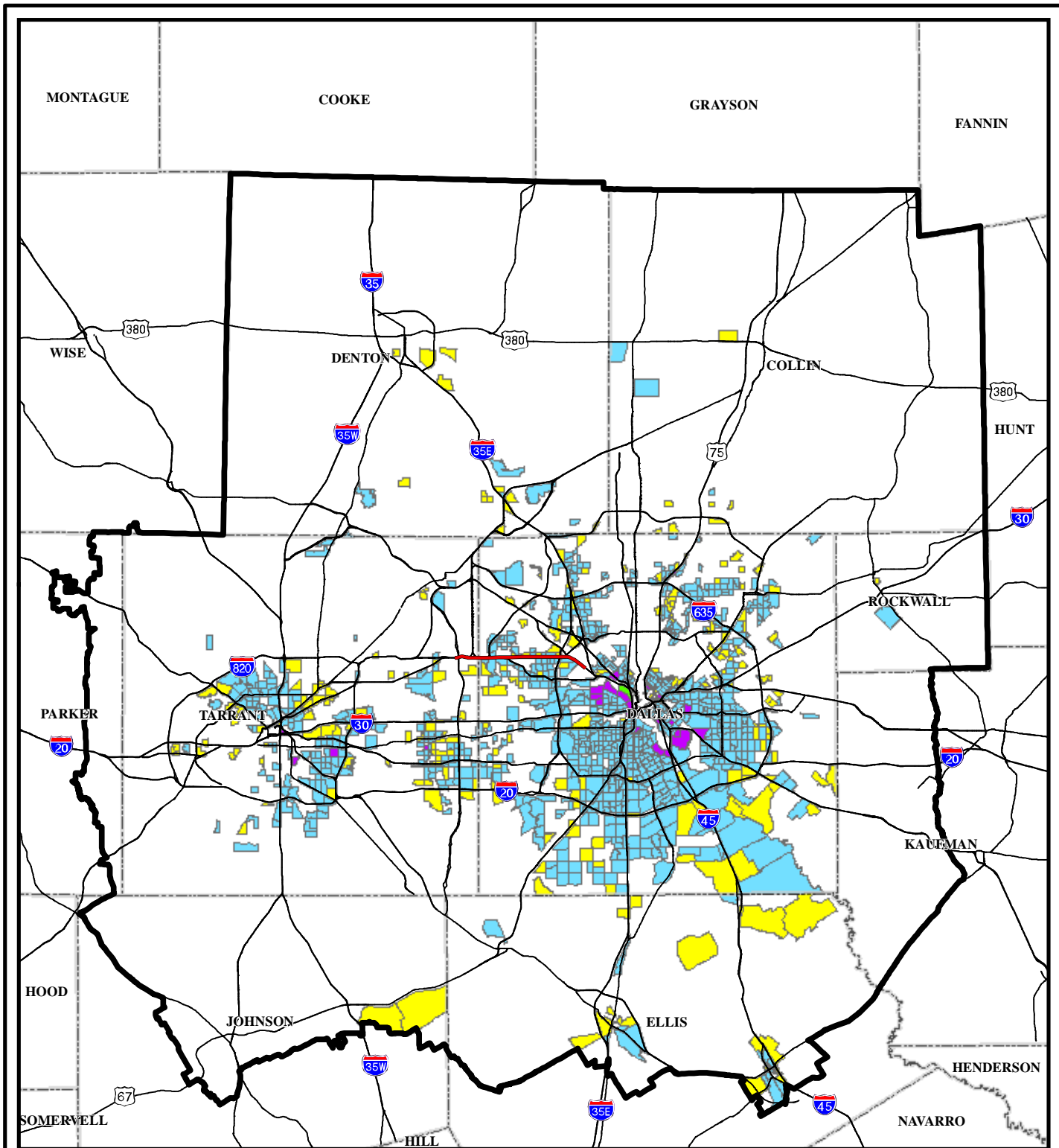
Number of Trips Originating from TSZs

	< 1 Trip (3,123 TSZs have less than 1 trip)		18 - 33 Trips (132 TSZs have 3,044 trips, 27% of total trips)
	1 - 7 Trips (1,267 TSZs have 2,773 trips, 24% of total trips)		34 - 173 Trips (57 TSZs have 2,874 trips, 25% of total trips)
	8 - 17 Trips (234 TSZs have 2,764 trips, 24% of total trips)		SH 183 Project Limits



Total 4,813 TSZs in NCTCOG MPA
 1,690 TSZs have at least 1 trip
 Total Trips = 11,455
 Source/Year of Traffic Data:
 NCTCOG/2010

**2030 Build Managed Lane Traffic
 Distribution of Trips Per Day from Traffic Survey Zones (TSZs)
 SH 183 Re-Evaluation**

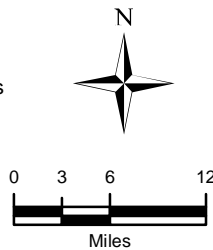


Map Attributes

EJ TSZs Have 1 or more Trips

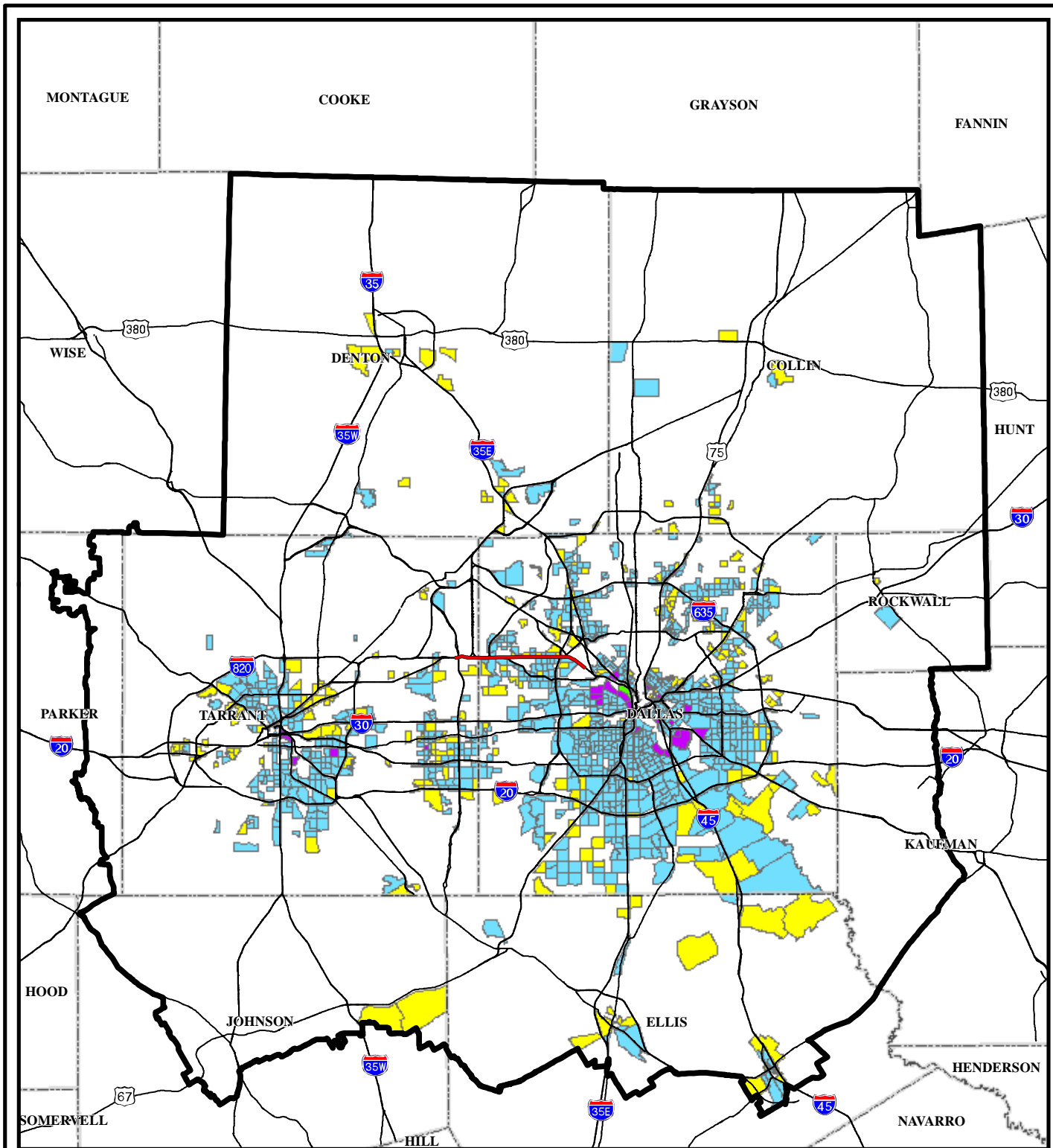
- Low-Income \geq 51% (4 EJ TSZs)
- Minority \geq 51% (1,021 EJ TSZs)
- Minority $<$ 51% and Low-Income $<$ 51%, but Combines \geq 51% (252 EJ TSZs)
- Minority \geq 51% and Low-Income \geq 51% (30 EJ TSZs)

- SH 183 Project Limits
- MPA Boundary
- County Boundary



Total 1,624 EJ TSZs in NCTCOG MPA
 1,307 EJ TSZs have at least 1 trip
 Source/Year of Traffic Data:
 NCTCOG/2010

**2030 No-Build Main Lane Traffic
 Environmental Justice Traffic Survey Zones (EJ TSZs)
 SH 183 Re-Evaluation**

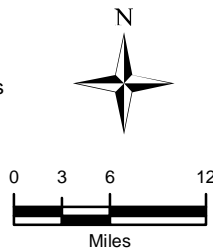


Map Attributes

EJ TSZs Have 1 or more Trips

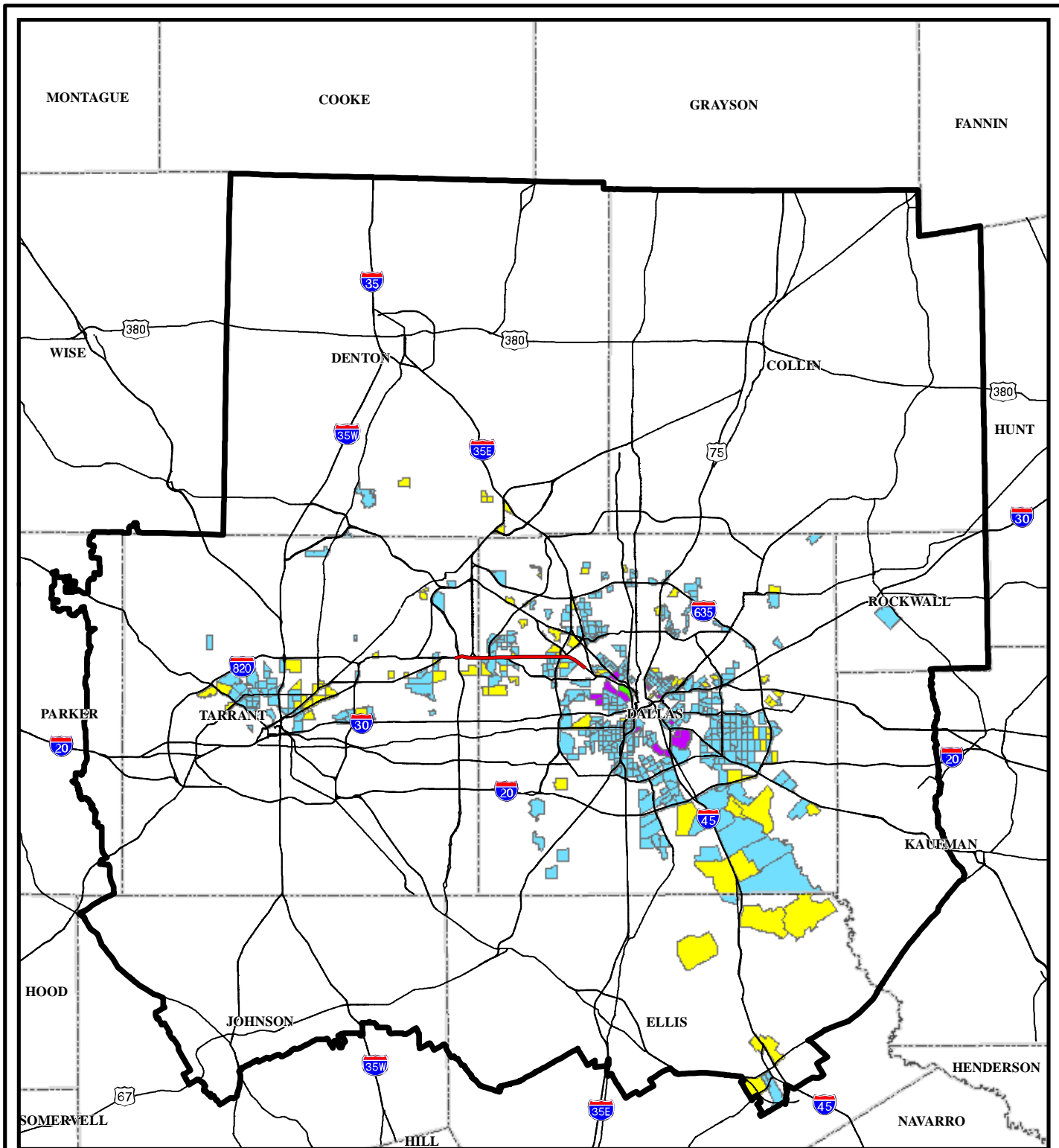
- Low-Income \geq 51% (4 EJ TSZs)
- Minority \geq 51% (1,083 EJ TSZs)
- Minority $<$ 51% and Low-Income $<$ 51%, but Combines \geq 51% (269 EJ TSZs)
- Minority \geq 51% and Low-Income \geq 51% (33 EJ TSZs)

- SH 183 Project Limits
- MPA Boundary
- County Boundary



Total 1,624 EJ TSZs in NCTCOG MPA
 1,389 EJ TSZs have at least 1 trip
 Source/Year of Traffic Data:
 NCTCOG/2010

**2030 Build Main Lane Traffic
 Environmental Justice Traffic Survey Zones (EJ TSZs)
 SH 183 Re-Evaluation**



Map Attributes

EJ TSZs Have 1 or more Trips

- Low-Income \geq 51% (2 EJ TSZs)
- Minority \geq 51% (463 EJ TSZs)
- Minority $<$ 51% and Low-Income $<$ 51%, but Combines \geq 51% (89 EJ TSZs)
- Minority \geq 51% and Low-Income \geq 51% (15 EJ TSZs)

- SH 183 Project Limits
- MPA Boundary
- County Boundary



Total 1,624 EJ TSZs in NCTCOG MPA

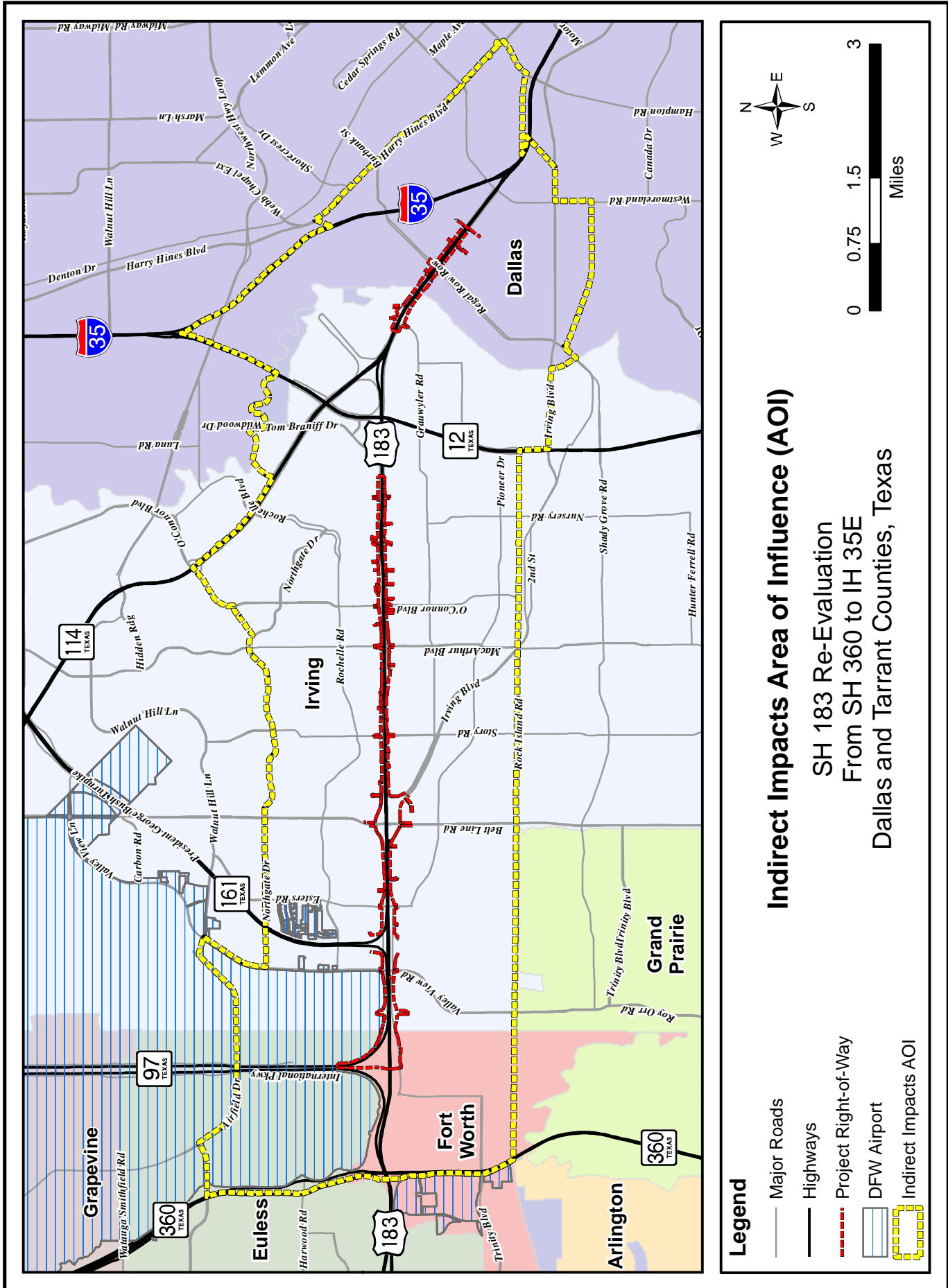
569 EJ TSZs have at least 1 trip

Source/Year of Traffic Data:
NCTCOG/2010

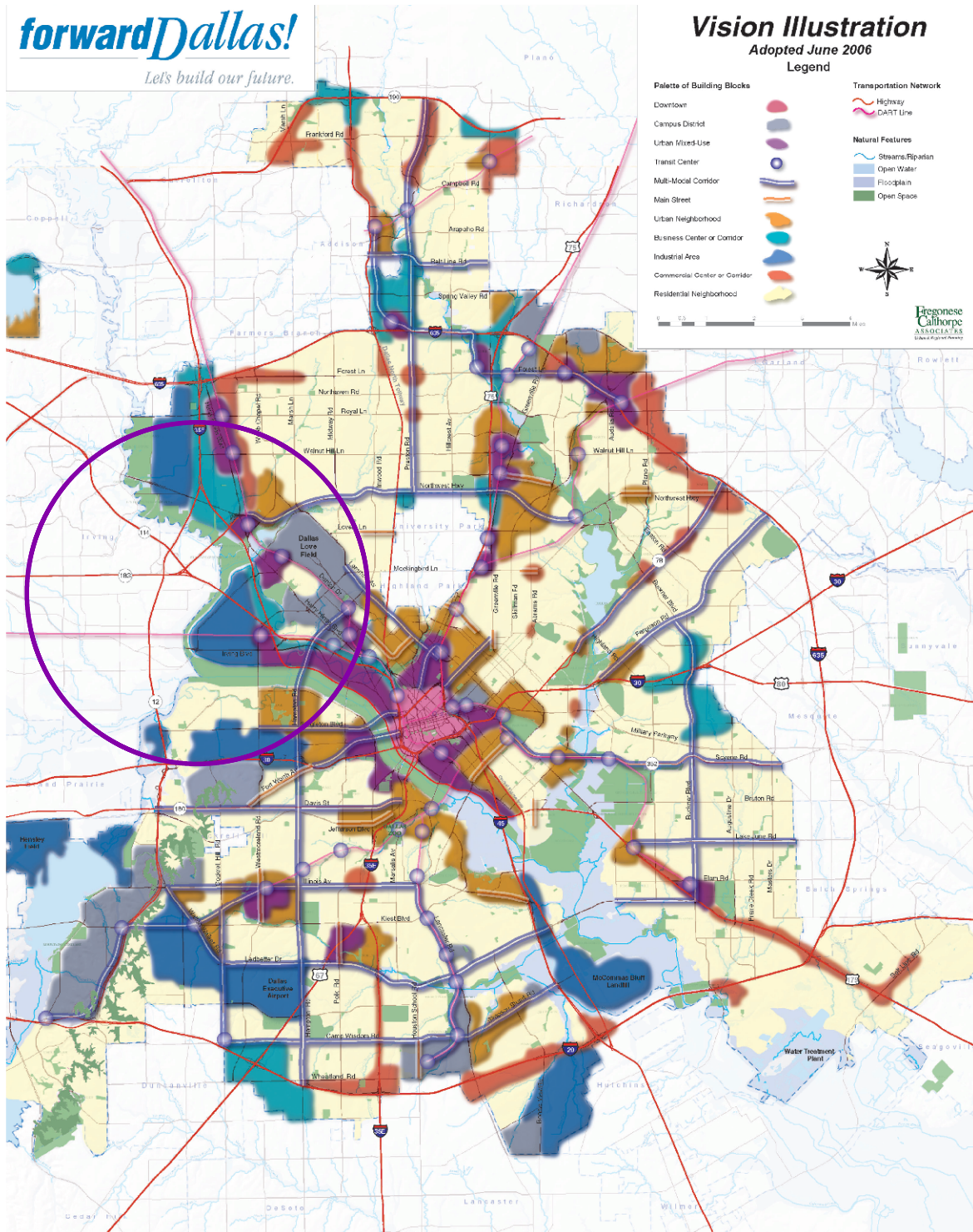
**2030 Build Managed Lane Traffic
Environmental Justice Traffic Survey Zones (EJ TSZs)
SH 183 Re-Evaluation**

Appendix F Content List

Item	Topic	Date	Page
Indirect Impacts Area of Interest (AOI)	-	-	F1
City of Dallas Future Land Use Plan	-	-	F2
City of Irving Future Land Use Plan	-	-	F3
City of Euless Future Land Use Plan	-	-	F4
City of Fort Worth Future Land Use Plan	-	-	F5
DFW Airport Future Land Use Plan	-	-	F6
List of Planning Officials Consulted for the Indirect Impacts Analysis and Reasonably Foreseeable Projects	-	-	F7
Planning Questionnaire	-	-	F8
Potential Project-Induced Land Use Change within the Indirect Impacts AOI	-	-	F9



Vision Illustration
 Adopted June 2006



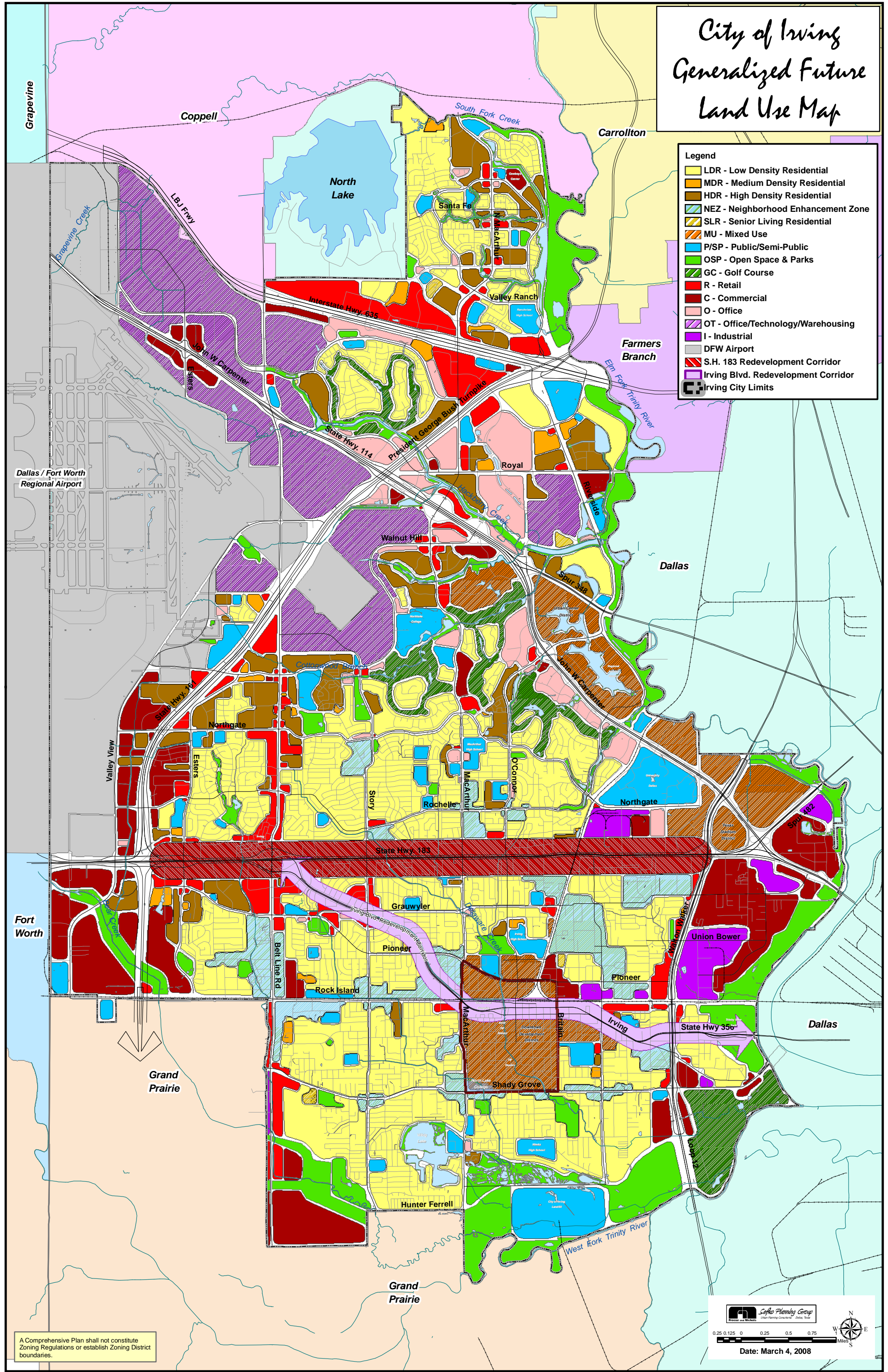
Source: City of Dallas

NOTE:

This is not a Comprehensive Plan map. It is an illustration only and does not constitute zoning regulations, establish zoning district boundaries, or indicate official City policy relating to specific sites or areas. The categories and colors must be interpreted based on the policies contained within the forwardDallas! Plan.

City of Irving Generalized Future Land Use Map

- Legend**
- LDR - Low Density Residential
 - MDR - Medium Density Residential
 - HDR - High Density Residential
 - NEZ - Neighborhood Enhancement Zone
 - SLR - Senior Living Residential
 - MU - Mixed Use
 - P/SP - Public/Semi-Public
 - OSP - Open Space & Parks
 - GC - Golf Course
 - R - Retail
 - C - Commercial
 - O - Office
 - OT - Office/Technology/Warehousing
 - I - Industrial
 - DFW Airport
 - S.H. 183 Redevelopment Corridor
 - Irving Blvd. Redevelopment Corridor
 - Irving City Limits









A Comprehensive Plan shall not constitute Zoning Regulations or establish Zoning District boundaries.

0 0.25 0.5 0.75 Miles
 Date: March 4, 2008



1997 Comprehensive Land Development Plan

Approved by the City Council
February 11, 1997

Land Use Codes	
	Low Density Residential
	High Density Residential
	Commercial
	Industrial
	Parks and Open Space
	TX10



Proposed Amendments

DRAFT

Eastside Sector Future Land Use

Land Use Last Modified: July 2009

Draft Print Date: August 2009

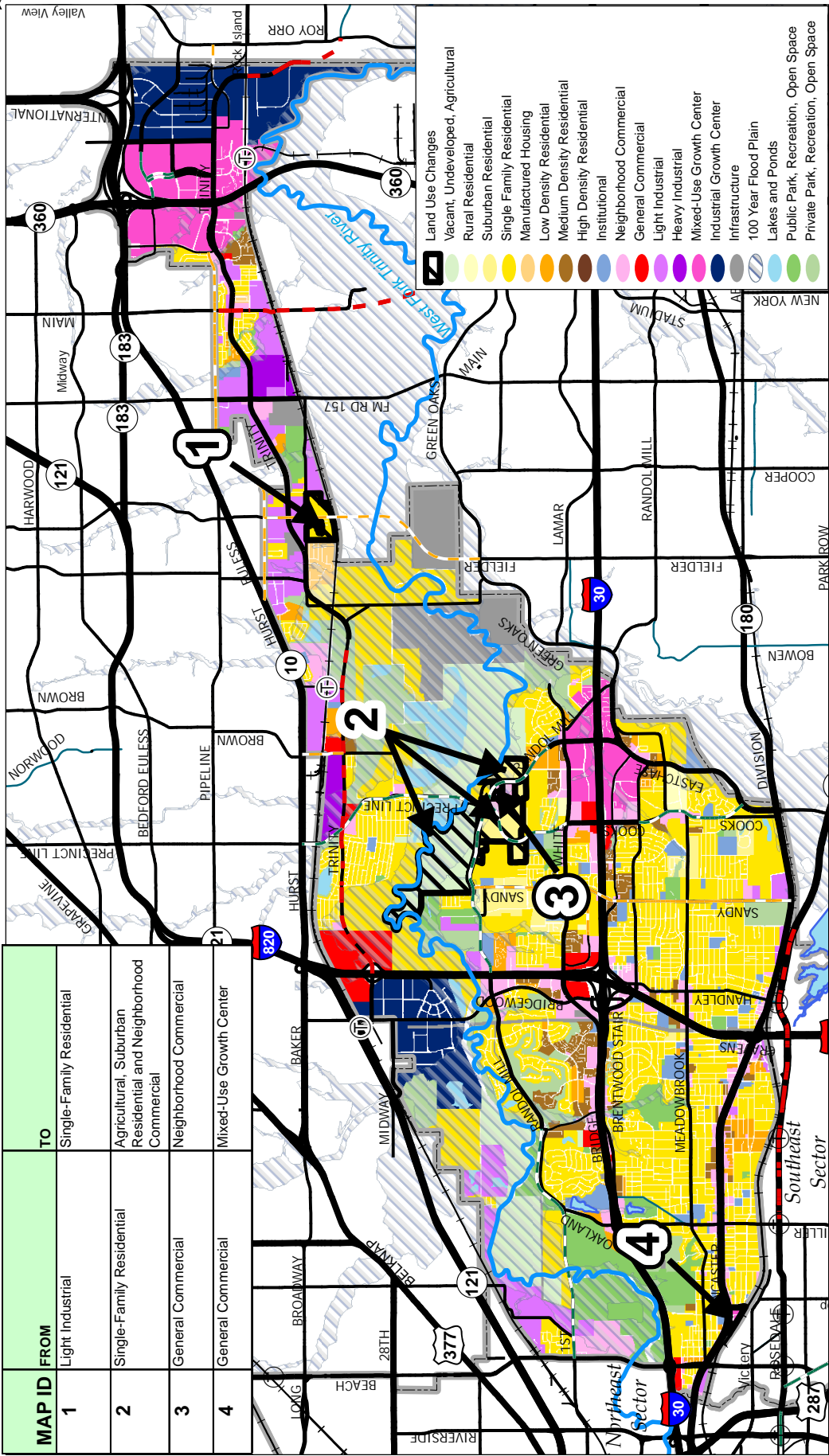
Master Thoroughfare Plan

- Proposed Roads**
- TOLLWAY / FREEWAY-PROPOSED
 - PRINCIPAL ARTERIAL-PROPOSED
 - MAJOR ARTERIAL-PROPOSED
 - MINOR ARTERIAL-PROPOSED
- Existing Roads**
- TOLLWAY / FREEWAY
 - PRINCIPAL ARTERIAL
 - MAJOR ARTERIAL
 - MINOR ARTERIAL

Existing and Potential Transit Stations

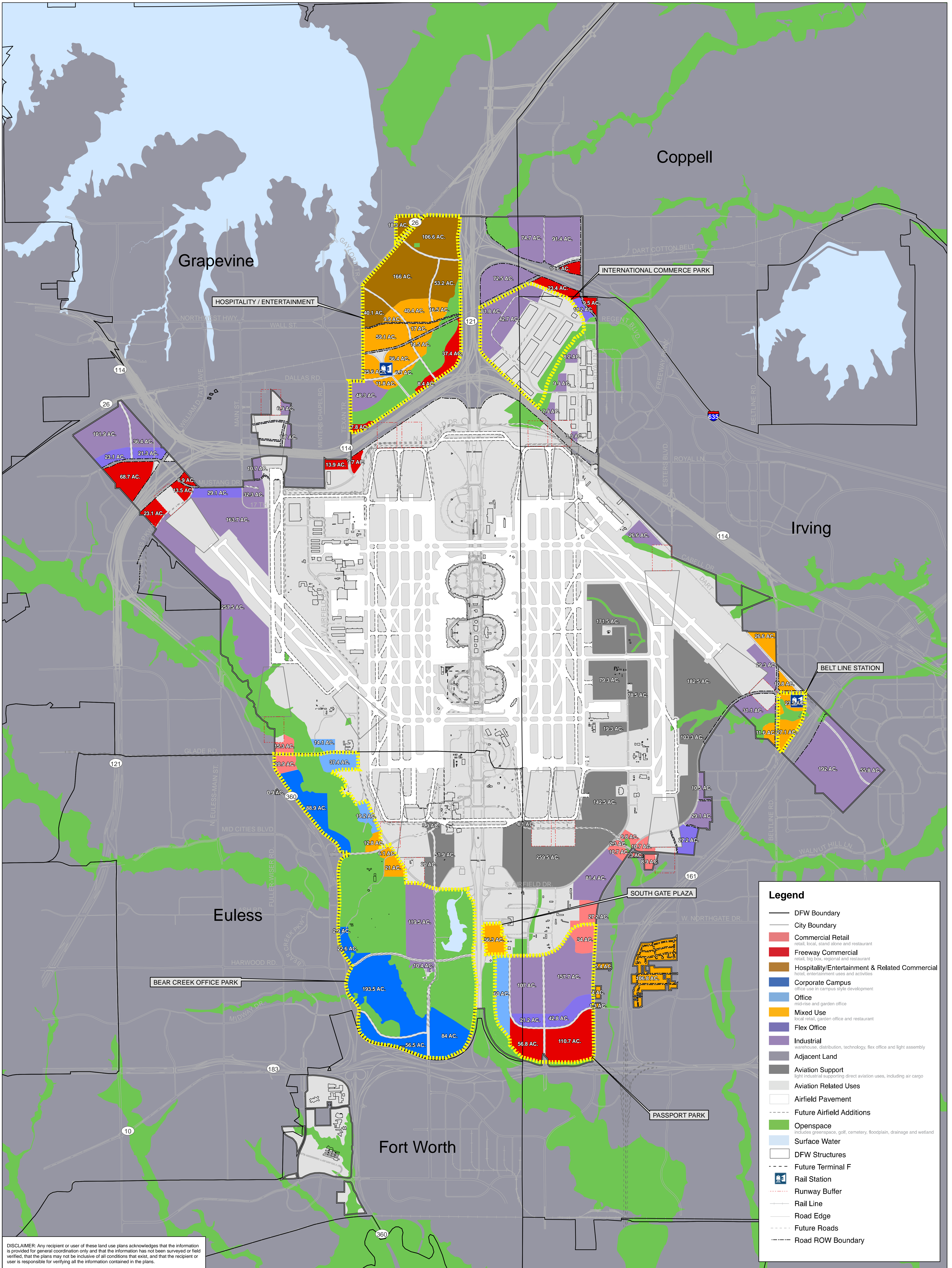
T "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." Texas Local Government Code, Section 219.005.

MAP ID	FROM	TO
1	Light Industrial	Single-Family Residential
2	Single-Family Residential	Agricultural, Suburban Residential and Neighborhood Commercial
3	General Commercial	Neighborhood Commercial
4	General Commercial	Mixed-Use Growth Center



2010 Comprehensive Plan

C-7



DISCLAIMER: Any recipient or user of these land use plans acknowledges that the information is provided for general coordination only and that the information has not been surveyed or field verified, that the plans may not be inclusive of all conditions that exist, and that the recipient or user is responsible for verifying all the information contained in the plans.

List of Planning Officials Consulted for the Indirect Impacts Analysis and Reasonably Foreseeable Projects

Meeting Date	Entity Represented	Department/Organization	Attendee Title
December 9, 2009	City of Euless	Planning and Development	Director
December 9, 2009	City of Irving	Planning and Inspections Department	Planning Manager
		Transportation	Traffic Engineer Manager
December 15, 2009	DFW Airport	Planning Department	Senior Airport Planner
		Planning Department	Senior Airport Planner
December 16, 2009	City of Fort Worth	Planning and Development Department – Comprehensive Planning Division	Planning Manager
December 17, 2009	City of Dallas	Development Services Department	Senior Planner
		Trinity River Corridor Project	Economic Development Executive

SH 183 RE-EVALUATION -- PLANNING QUESTIONNAIRE

NAMES:

CITY:

CONTACT INFORMATION:

Part of the environmental evaluation of the project includes looking at any potential development that might be spurred by the project, as well as looking at the effects of this project in conjunction with the effects of other planned projects in the area. If GIS shape files are available, please feel free to provide information pertaining to any map-related questions in GIS.

Indirect Impacts

A. Project-Influenced Land Use Change

1. Are there any parcels that are likely to be developed and/or redeveloped as a result of the proposed improvements to SH 360? If so, please outline these areas on the map in **BLUE**.
2. Are there any parcels that would not be developed and/or redeveloped as a result of the proposed improvements to SH 360? If so, please outline these areas on the map in **RED**.
3. Would any of the following be different for an already planned development as a result of the proposed improvements to SH 360:
 - a. The amount of development
 - b. The type of development (commercial, residential, industrial, etc.)
 - c. The location of development
 - d. The timing of development
4. Is it your opinion as a Planner or city official that the indirect impacts Area of Influence (AOI) outlined on the indirect impacts map in **PINK** is a reasonable boundary for assessing project-influenced land use change? If not, how large or small of a boundary would you suggest?
5. What are the overall goals and objectives relating to your municipality that are specific to the AOI?
6. Are there notable features located within the AOI? That is, are there any unique landscape features, vulnerable landscape features, unique architectural or historic properties, places of interest, vulnerable elements of the population (elderly, children, minority, and/or low-income groups), or any other location or community considered noteworthy?
7. Can you describe any recent development trends, both citywide and within the AOI?
8. Are there any constraints (within the existing built and natural environment) that would impact land use change within the AOI?

SH 183 RE-EVALUATION -- PLANNING QUESTIONNAIRE

B. Factors Influencing Land Use Change

1. In your opinion, what is the primary influence on land use change within the AOI?
 Example factors: (1) Economy, (2) Distance, (3) Infrastructure, (4) Development Advantages, (5) Development Constraints, (6) Social Considerations

Explanation of factors:

- Economy (growth, strength of regional economy, employment centers nearby, and other economic factors)
 - Travel time to places of interest (employment, services, retail, medical, entertainment, education, etc.)
 - Infrastructure (transportation network, water, wastewater, electric, etc.)
 - Development advantages (low land cost, good availability, natural amenities, etc.)
 - Development constraints (high land cost, low availability, terrain, soils, floodplains, regulatory constraints, environmental regulations, local ordinances, etc.)
 - Social considerations (proximity to schools, churches, neighborhoods, parks, etc.)
2. Please describe how the current economic climate is anticipated to impact growth, employment, and/or land use change within the AOI.
- The forecasted growth numbers for your municipality, as provided by NCTCOG (source: *2030 Demographic Forecast*), are shown below. In your opinion, are these growth trends accurate? If not, do you anticipate population and employment growth will be faster or slower than forecasted by NCTCOG? If your municipality has recently calculated your own population and employment figures, please include in a separate table.

City of Dallas	2000	2010	2020	2030	% Change 2000-2030
Population	1,202,592	1,239,190	1,319,788	1,404,847	16.8
Employment	1,038,314	1,158,522	1,282,463	1,390,219	33.9

City of Irving	2000	2010	2020	2030	% Change 2000-2030
Population	196,632	213,977	218,476	225,714	14.8
Employment	165,435	219,495	267,633	276,941	67.4

City of Euless	2000	2010	2020	2030	% Change 2000-2030
Population	3,225	4,040	6,870	10,766	233.8
Employment	1,482	1,660	1,901	5,174	249

City of Fort Worth	2000	2010	2020	2030	% Change 2000-2030
Population	524,535	624,956	727,416	826,665	57.6
Employment	449,793	542,452	632,942	701,524	56.0

SH 183 RE-EVALUATION -- PLANNING QUESTIONNAIRE

3. Are the proposed improvements anticipated to influence property values within the AOI? Please describe.

4. Do you have a capital improvement program? Which of the following best describes your municipality:
 - a. Key municipal services are not available and difficult to provide
 - b. Key municipal services are not available but can be provided
 - c. Key municipal services are not available but easily provided and programmed
 - d. Key municipal services are available now

5. If available, please provide the following information relating to the future land use capacity within your municipality:
 - a. Total acreage of your municipality
 - b. Acres of developed land
 - c. Acres of land available for development
 - d. Acres of undevelopable land
 - e. Annual growth rate
 - f. Build-out

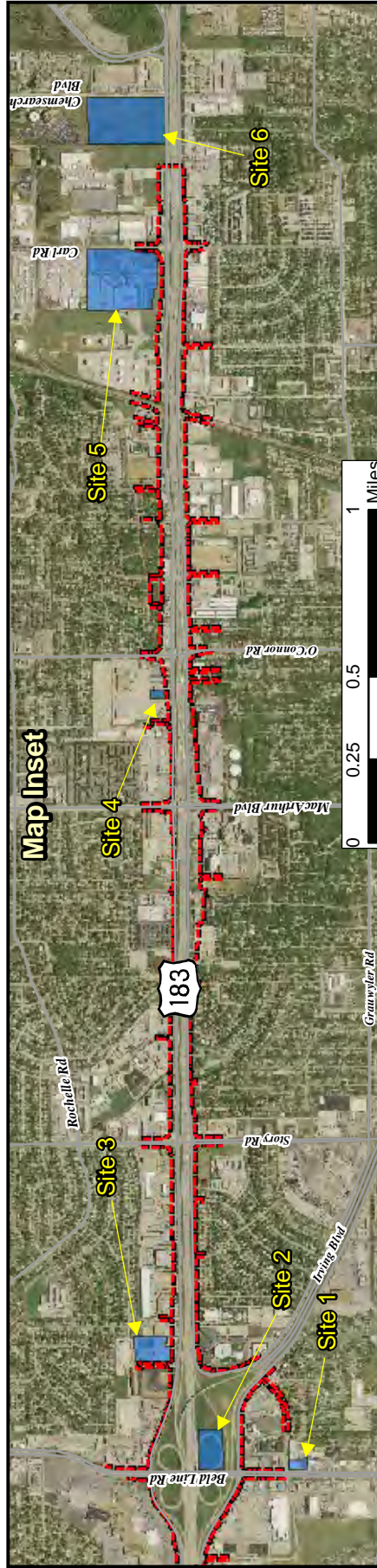
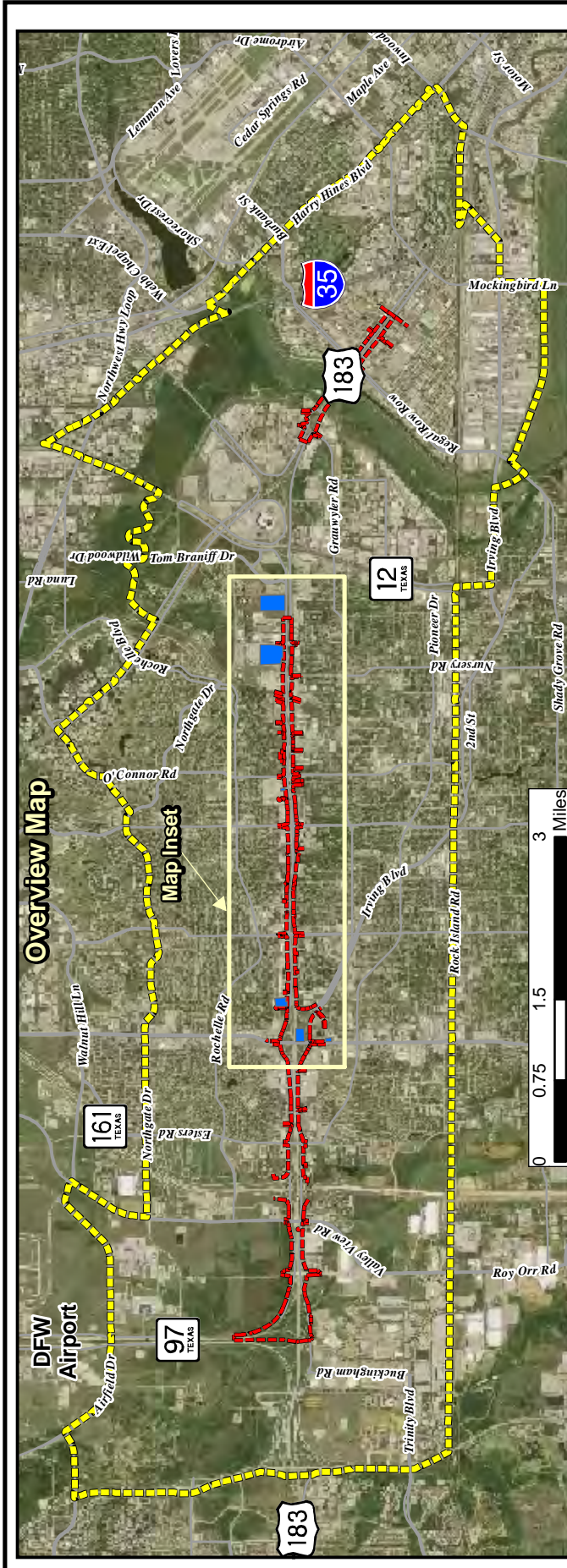
6. Have there been any updates to the following:
 - Comprehensive Plan
 - Thoroughfare Plan
 - Future Land Use Plan
 - Interim Design Regulations

Reasonably Foreseeable Actions

1. Please outline on the map in **BLACK** any projects within the **BLUE** cumulative impacts Resource Study Area that are considered reasonably foreseeable. That is, any project that is under construction, platted, planned, or otherwise considered "sufficiently likely to occur."

2. For each of the above outlined reasonably foreseeable projects, please provide the following if available:
 - a. Name of development
 - b. Type of development (commercial, residential, etc.)
 - c. Estimated acreage

3. Please outline on the map in **GREEN** any existing development that does not show up on the aerial photograph.



Legend

- Major Roads
- Indirect Impacts AOI
- Potential Project-Induced Land Use Change

Potential Project-Induced Land Use Change within the Indirect Impacts Area of Interest (AOI)
 SH 183 Re-Evaluation
 From SH 360 to IH 35E
 Dallas and Tarrant Counties, Texas

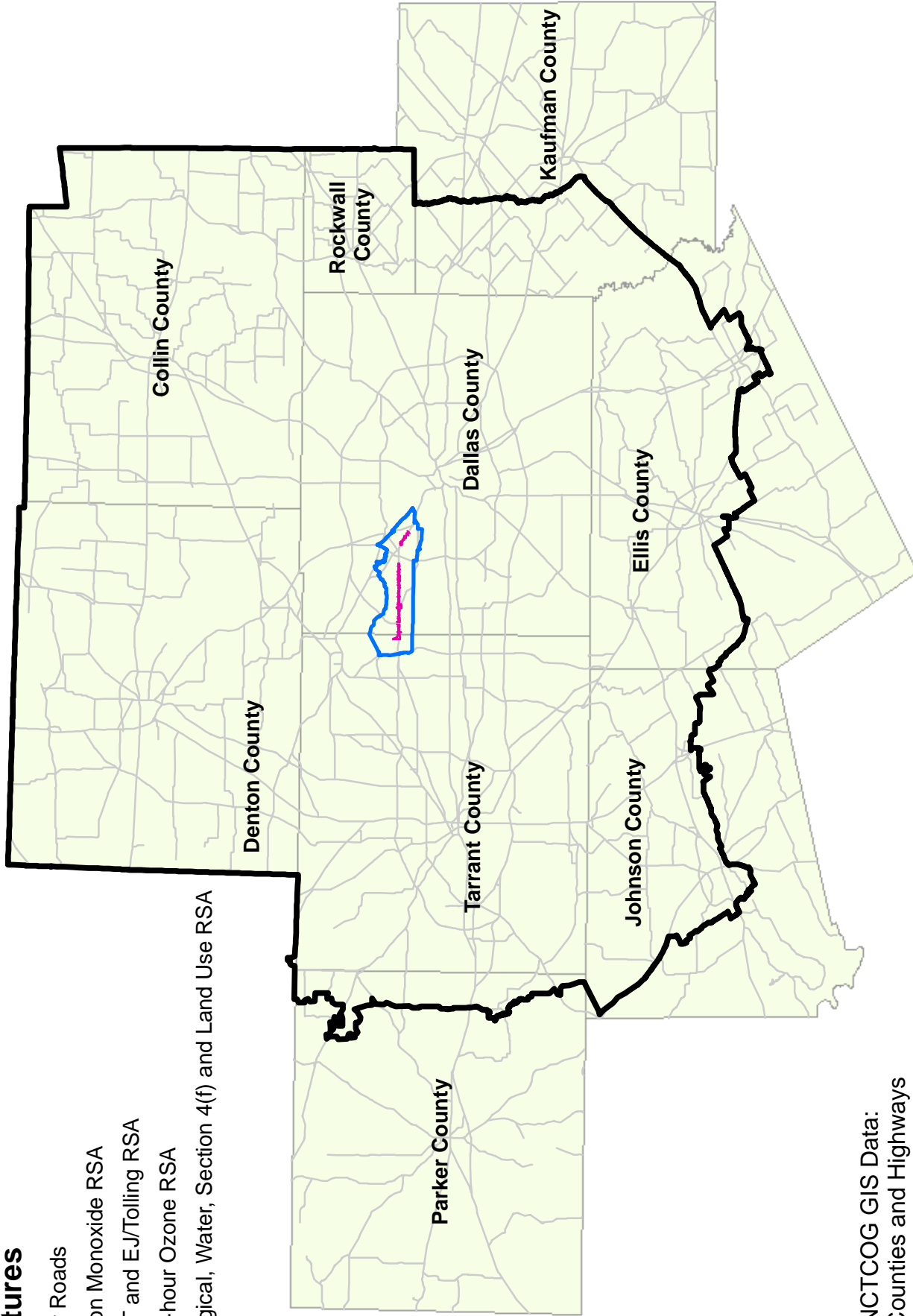
Source / Year of Aerial Photograph: LandisCor / 2009

Appendix G Content List

Item	Topic	Date	Page
Resource Study Areas (RSA) for the Cumulative Impacts Analysis	-	-	G1
Biological Resources, Water Resources, and Land Use Resource Study Area (RSA) Reference Map	-	-	G2 – G3
Reasonably Foreseeable Actions in the Biological Resources, Water Resources, and Land Use Resource Study Area (RSA)	-	-	G4 – G6

Map Features

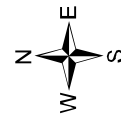
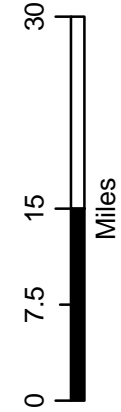
- Major Roads
- Carbon Monoxide RSA
- ▭ MSAT and EJ/Tolling RSA
- ▭ Eight-hour Ozone RSA
- ▭ Biological, Water, Section 4(f) and Land Use RSA

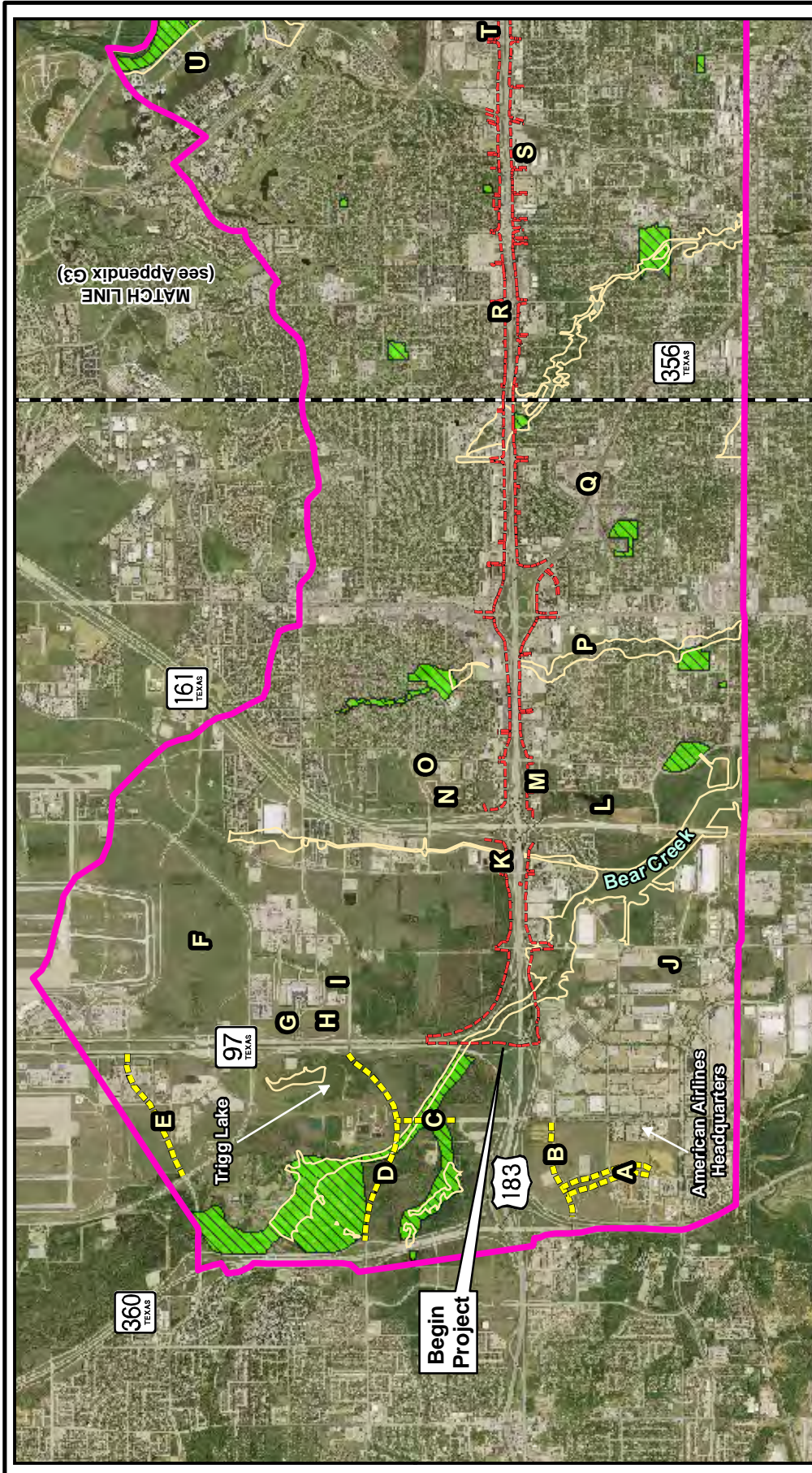


Source: NCTCOG GIS Data:
Counties and Highways

**Resource Study Areas (RSA)
for the Cumulative Impacts Analysis**

SH 183 Re-Evaluation From SH 360 to IH 35E
Dallas and Tarrant Counties, Texas





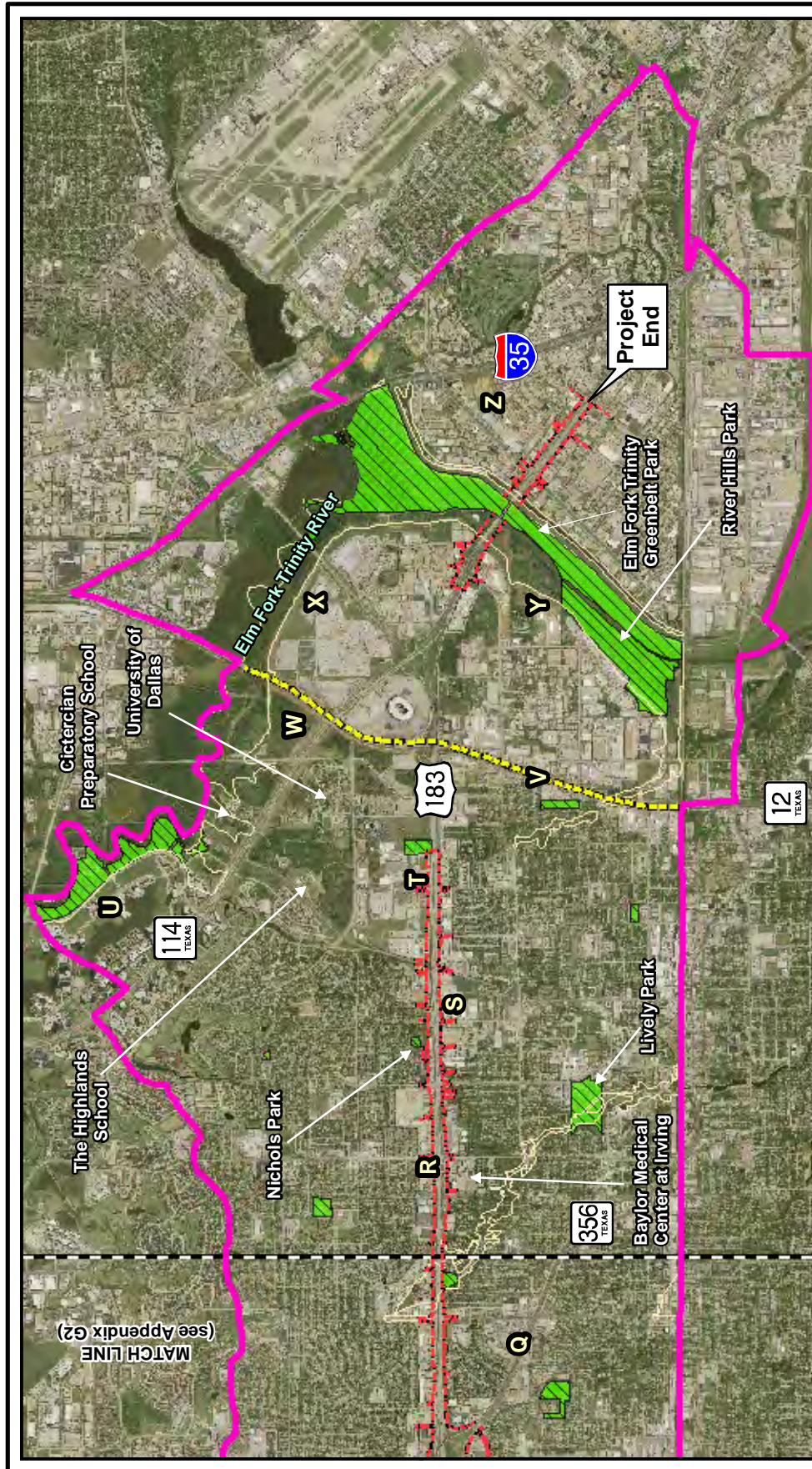
Resource Study Area (RSA)
Reference Map for Biological, Water, and
Section 4(f) Resources and Land Use

SH 183 Re-Evaluation
 From SH 360 to IH 35E
 Dallas and Tarrant Counties, Texas

Source / Year of Aerial Photograph: LandisCor / 2009

Legend

- Reasonably Foreseeable Transportation Projects
- Project Right-of-Way
- Match_Line
- Resource Study Area
- Floodplain
- Parks and Open Space
- N, S, E, W
- 0 0.5 1 2 Miles
- Ongoing/Planned Development Project (see Appendix G3, G4)



Resource Study Area (RSA)
Reference Map for Biological, Water, and
Section 4(f) Resources and Land Use
 SH 183 Re-Evaluation
 From SH 360 to IH 35E
 Dallas and Tarrant Counties, Texas
 Source / Year of Aerial Photograph: Landiscor / 2009

Legend

- Reasonably Foreseeable Transportation Projects
- Project Right-of-Way
- Match_Line
- Resource Study Area
- Ongoing/Planned Development Project (see Appendix G3, G4)
- Floodplain
- Parks and Open Space

N
 W E S
 0 0.5 1 2 Miles

**REASONABLY FORESEEABLE ACTIONS IN THE RESOURCE STUDY AREA (RSA) FOR
BIOLOGICAL, WATER, AND SECTION 4(f) RESOURCES AND LAND USE**

Map ID¹	Reasonably Foreseeable Action	Description	Affected Acreage	Resources / Land Type Potentially Impacted² (acres)
A	Centerport Expansion East	Proposed transportation project to extend Centerport Drive, a major arterial (two-lanes in each direction, separated by grassy median), from Centerport Boulevard to the FAA Boulevard expansion (see Map ID B, below) in Fort Worth.	18	Grassland: 8 Urban: 10
B	FAA Boulevard	Proposed transportation project to extend FAA Boulevard, a major arterial (two-lanes in each direction), from SH 360 to Amon Carter Boulevard in Fort Worth.	8	Grassland: 8
C	Amon Carter Boulevard Expansion	Proposed transportation project to extend Amon Carter Boulevard (4 lanes, undivided) to the East-West Connector (see Map ID D, below) on DFW Airport property.	8	Riparian Forest: 4 Grassland: 3 Open Water/Channel: 1
D	East-West Connector	Proposed transportation project to construct a 4-lane, undivided east-west connector linking Harwood Road to the east and Rental Car Road to the west on DFW Airport property.	20	Riparian Forest: 5 Upland Forest: 10 Grassland: 5
E	East-West Connector	Proposed transportation project to construct a four-lane, undivided east-west connector linking Mid-Cities Boulevard to the east with the recently extended Walnut Hill Lane to the west on DFW Airport property.	13	Grassland: 6 Urban: 7
F	Freight Forwarding	A light-industrial development located at the northeast corner of Airfield Drive and International Parkway on DFW Airport property.	507	Upland Forest: 30 Grassland: 474 Urban: 3
G	Southgate Expansion	A retail/hospitality development located at the southeast corner of Airfield Drive and International Parkway on DFW Airport property.	15	Grassland: 15
H	Southgate	A retail/hospitality development located at the northeast corner of Rental Car Road and International Parkway on DFW Airport property.	36	Grassland: 34 Urban: 2
I	Natural Gas Fueling Station	An industrial development located at the northwest corner of Passport Drive and Rental Car Road on DFW Airport property.	11	Upland Forest: 10 Open Water/Channel: 1
J	Office/Warehouse	A commercial/industrial development located at northwest corner of Frye Road and Valley View Lane in Irving.	18	Grassland: 18
K	Marriott Residence Inn	A hotel located at the northwest corner of SH 161 and the SH 183 westbound frontage road in Irving.	2	Urban: 2

**REASONABLY FORESEEABLE ACTIONS IN THE RESOURCE STUDY AREA (RSA) FOR
BIOLOGICAL, WATER, AND SECTION 4(f) RESOURCES AND LAND USE**

Map ID¹	Reasonably Foreseeable Action	Description	Affected Acreage	Resources / Land Type Potentially Impacted² (acres)
L	Wildbriar Ranch Addition	A residential development located on the west side of Hard Rock Road., south of Pioneer Drive in Irving.	14	Upland Forest: 10 Open Water/Channel: 4
M	Aspen Creek	A restaurant located at the southeast corner of Hard Rock Road and the SH 183 eastbound frontage road in Irving.	1	Urban: 1
N	Villas of Andaluse	A single-family residential development located at the southeast corner of Rochelle Road and SH 161 in Irving.	36	Grassland: 34 Urban: 2
O	West Irving Library	A government/educational development located at the southwest corner of Rochelle Road and Esters Road in Irving.	9	Grassland: 3 Urban: 6
P	Middle School	A government/educational development located near the northwest corner of Pioneer Drive and Belt Line Road, south of Willow Creek Drive in Irving.	16	Grassland: 14 Urban: 2
Q	Dentist Office	A health care development located north of Irving Boulevard in between Roger Williams Drive and Story Road in Irving.	1	Urban: 1
R	Shell/7-11	A service station located at the northwest corner of MacArthur Boulevard and the westbound SH 183 frontage road in Irving.	1	Urban: 1
S	Medical Clinic	A health care development located near the southeast corner of Britain Road and the eastbound SH 183 frontage road in Irving.	3	Urban: 3
T	Automotive Access Store	A commercial automotive development located at the northeast corner of Carl Road and the westbound SH 183 frontage road.	5	Urban: 5
U	Crow Holdings Condo Development	A multi-family development to include approximately 549 units located near the intersection of Riverside Drive and California Crossing Drive in Irving.	12	Grassland: 12
V	Loop 12/IH 35E	A proposed transportation project to add lanes to the existing highway from Spur 408 to IH 35E in Irving.	23	Riparian Forest: 5 Upland Forest: 10 Grassland: 1 Wetlands: 1 Urban: 6
W	Tanger Outlet Center	A commercial development at the northwest corner of SH 114 and Loop 12 in Irving.	55	Upland Forest: 54 Wetland: 1
X	Fed Ex	A light-industrial development located near the northwest corner of SH 482 and SH 114 in Irving.	39	Grassland: 11 Urban: 28
Y	Driver Pipeline Business Park Addition	A commercial development at the southeast corner of Union Bower Road and Proctor Street in Irving.	82	Riparian Forest: 18 Upland Forest: 7 Grassland: 49 Open Water/Channel: 2 Urban: 6

**REASONABLY FORESEEABLE ACTIONS IN THE RESOURCE STUDY AREA (RSA) FOR
BIOLOGICAL, WATER, AND SECTION 4(f) RESOURCES AND LAND USE**

Map ID¹	Reasonably Foreseeable Action	Description	Affected Acreage	Resources / Land Type Potentially Impacted² (acres)
Z	Foro Dallas	A retail commercial development at southwest corner of Regal Row and IH 35E in Dallas.	6	Grassland: 6
Total			959	Riparian Forest: 32 Upland Forest: 131 Grassland: 701 Wetlands: 2 Open Water/Channel: 8 Urban: 85

Notes:

1. Map ID refers to the identification letter used in **Appendices G2 – G3** to show the general location of the proposed action.
2. All acreages are approximate and are based on a description of each proposed action, interviews with city planners, and examination of 2007 high-resolution aerial photography.

Appendix H Content List

Item	Topic	Date	Page
Prioritization of Improvements	-	-	H1
2030 Funded Roadway Improvements	-	-	H2
2030 Passenger Rail Recommendations	-	-	H3
Variable Toll Rates	-	-	H4
Toll Rate Inflation Adjustments	-	-	H5
2019 Priced Facilities	-	-	H6
2025 Priced Facilities	-	-	H7
2030 Priced Facilities	-	-	H8
Environmental Justice Travel Survey Zones	-	-	H9
Traffic Survey Zones: Daily Trips on Existing (2009) Priced Facilities	-	-	H10
Traffic Survey Zones: Daily Trips on Future (2010-2030) Priced Facilities	-	-	H11

Maintenance and Operation of Existing Facilities

Improve Efficiency of Existing Facilities

Trans. System Management
Intelligent Trans. Systems

Remove Trips From System

Carpool/Vanpool Program
Pedestrian/Bicycle Facilities

Induce Switch to Transit

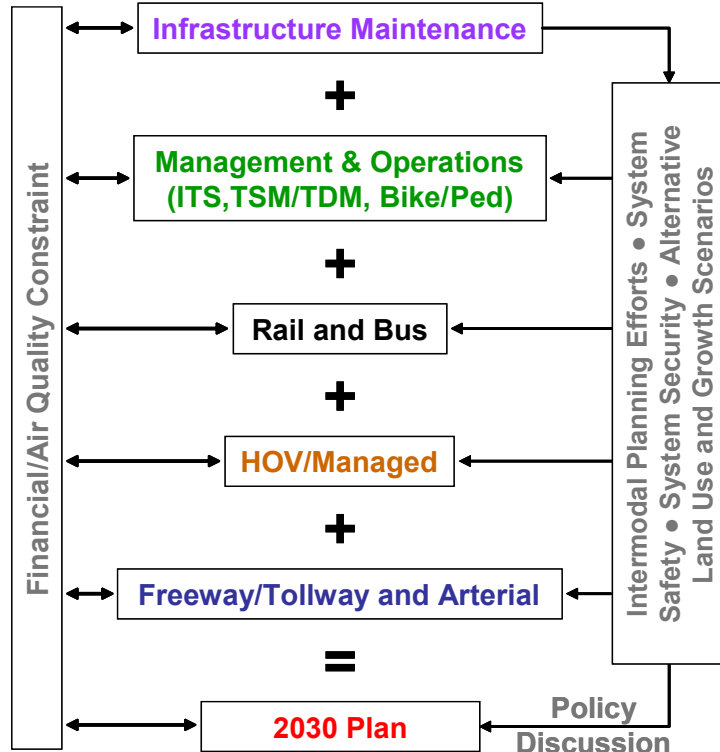
Bus/Commuter Rail/Light Rail

Increase Auto Occupancy

HOV System

Additional Single Occupant Vehicle Capacity

Freeway/Tollway
Regional Arterial



Regional Priced Facility System Analysis



Figure 1
Mobility 2030 - 2009 Amendment
Prioritization of Improvements

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010

Funded Roadway Recommendations

Legend

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

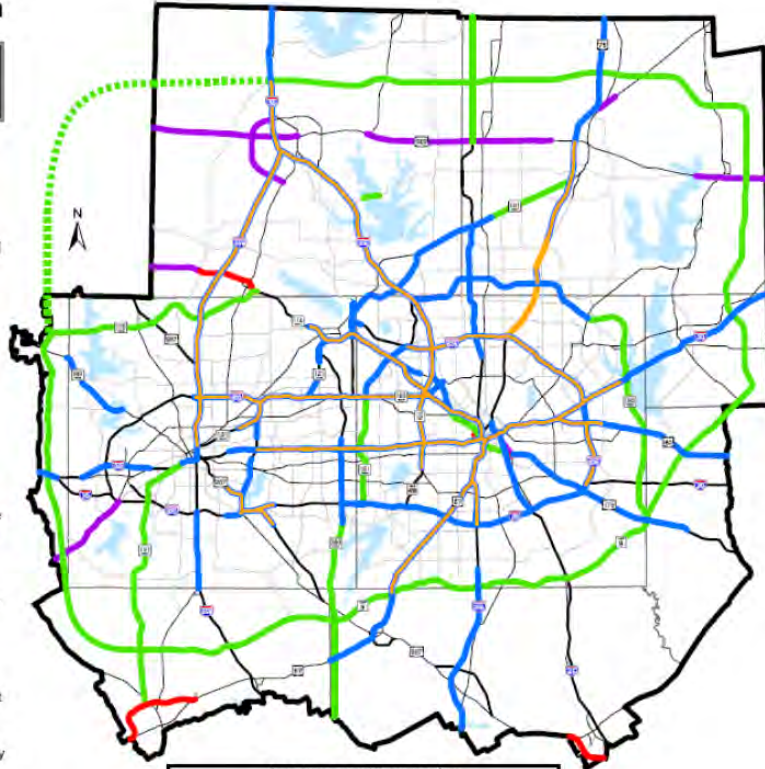
All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.



North Central Texas Council of Governments Transportation



\$68.3 Billion Regional Roadway System
Additional Freeway/Tollway lane miles = 3,500
Additional HOV/Managed lane miles = 730

August 13, 2009

Regional Priced Facility System Analysis



Figure 2
Mobility 2030 - 2009 Amendment
2030 Funded Roadway Improvements

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- Existing Rail Corridors
- Highways
- Modern Streetcar

Fort Worth CBD



Dallas CBD



The Dallas and Fort Worth Streetcar systems are included in the plan and final alignments will be determined by each city.

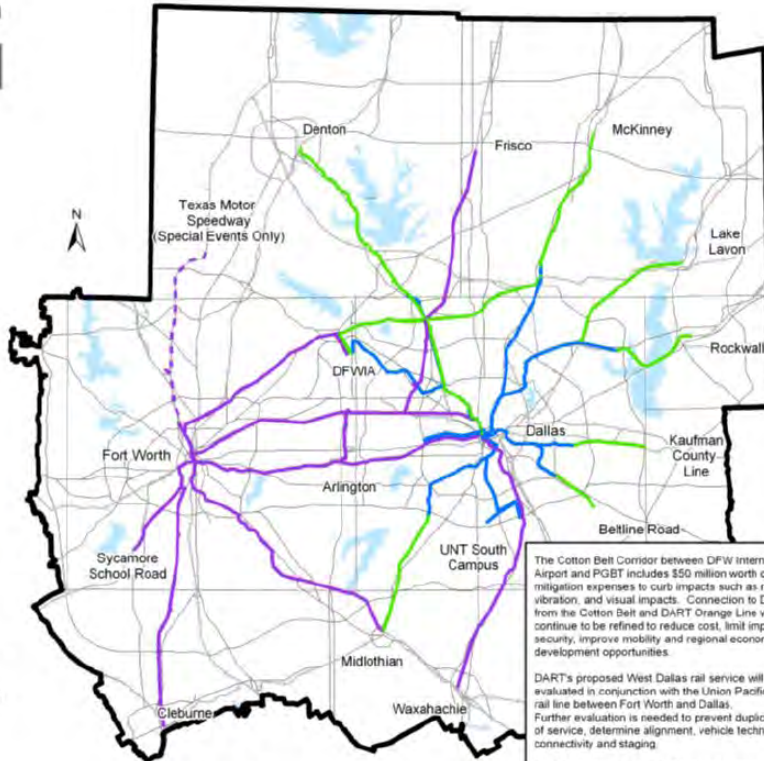
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

April 09, 2009



The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts. Connection to DFWIA from the Cotton Belt and DART Orange Line will continue to be refined to reduce cost, limit impacts to security, improve mobility and regional economic development opportunities.

DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.



Regional Priced Facility System Analysis



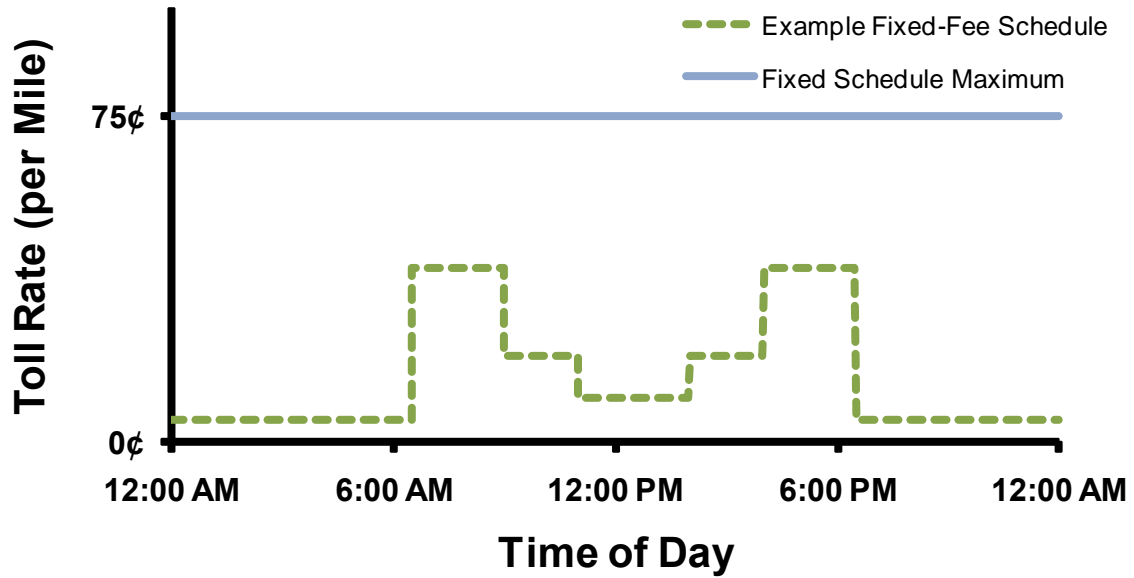
Figure 3
Mobility 2030 - 2009 Amendment
2030 Passenger Rail Recommendations

Texas Department of Transportation

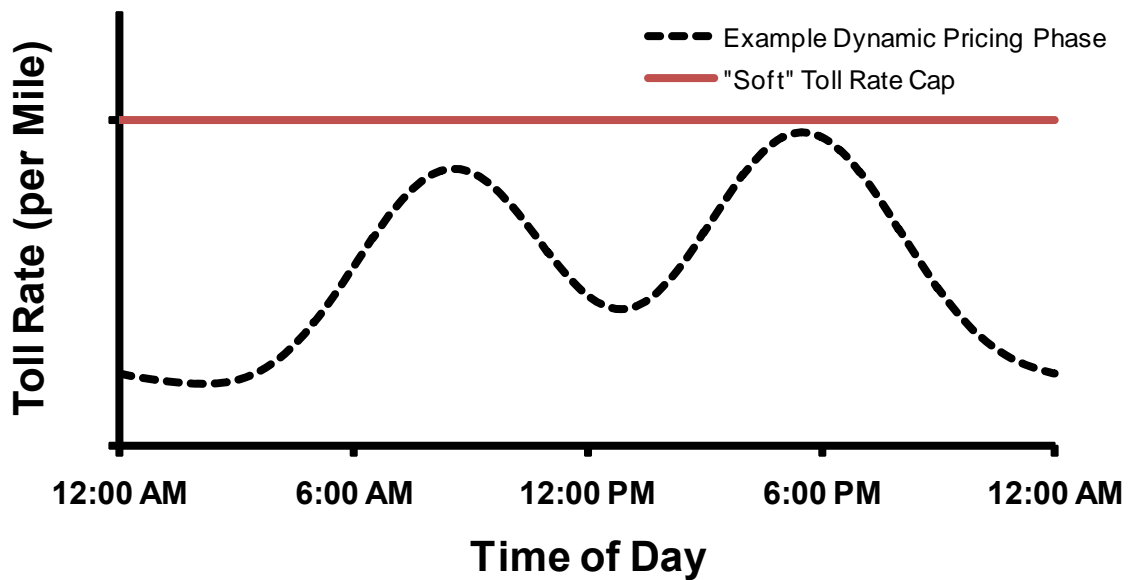
Date Created: December 2010

Source: NCTCOG, 2010

Variable Rate Tolls (First Six Months)



Variable Rate Tolls (After Six Months)



Regional Priced Facility System Analysis

Figure 4 – Variable Toll Rates

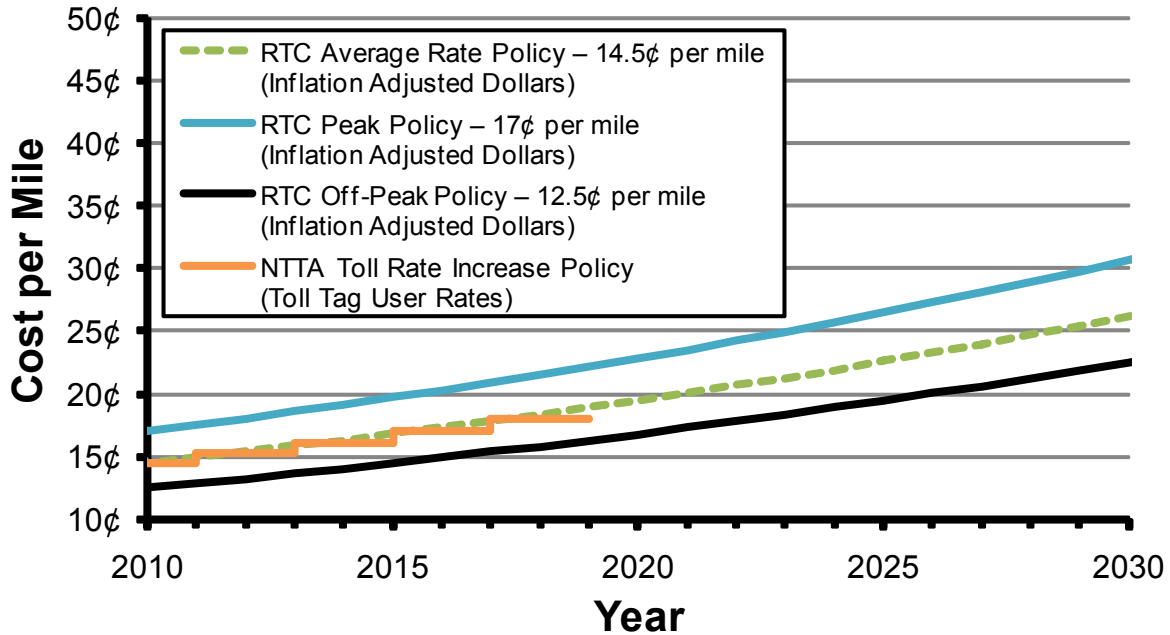


Texas Department of Transportation

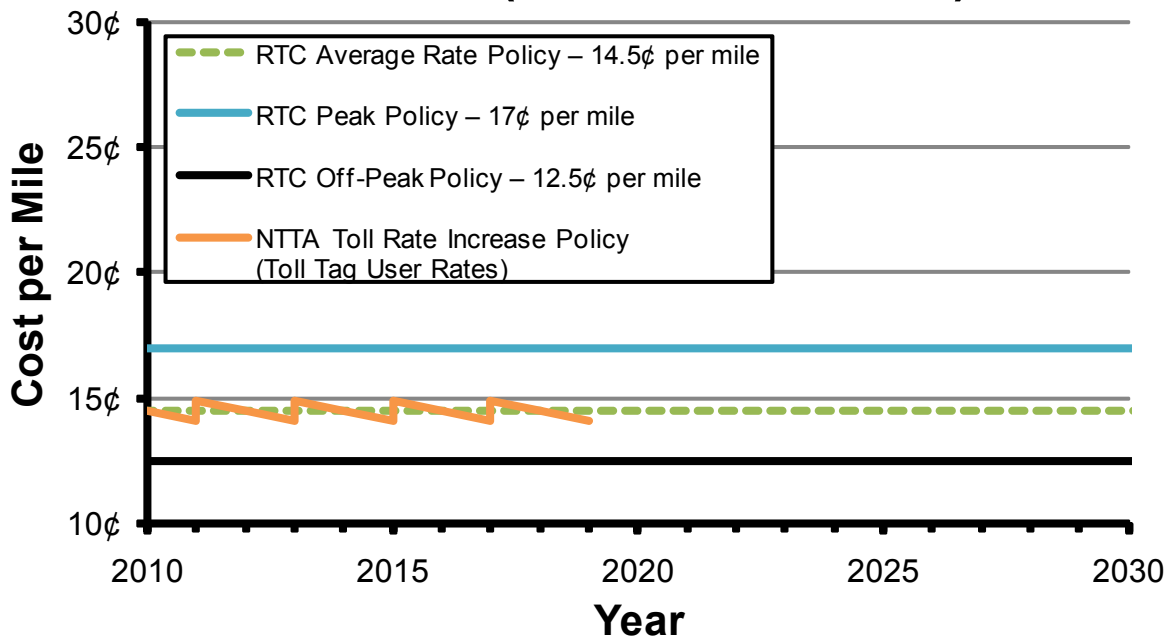
Date Created: December 2010

Source: NCTCOG, 2010

Toll Rates (Inflation Adjusted)



Toll Rates (Constant Dollars)



Regional Priced Facility System Analysis

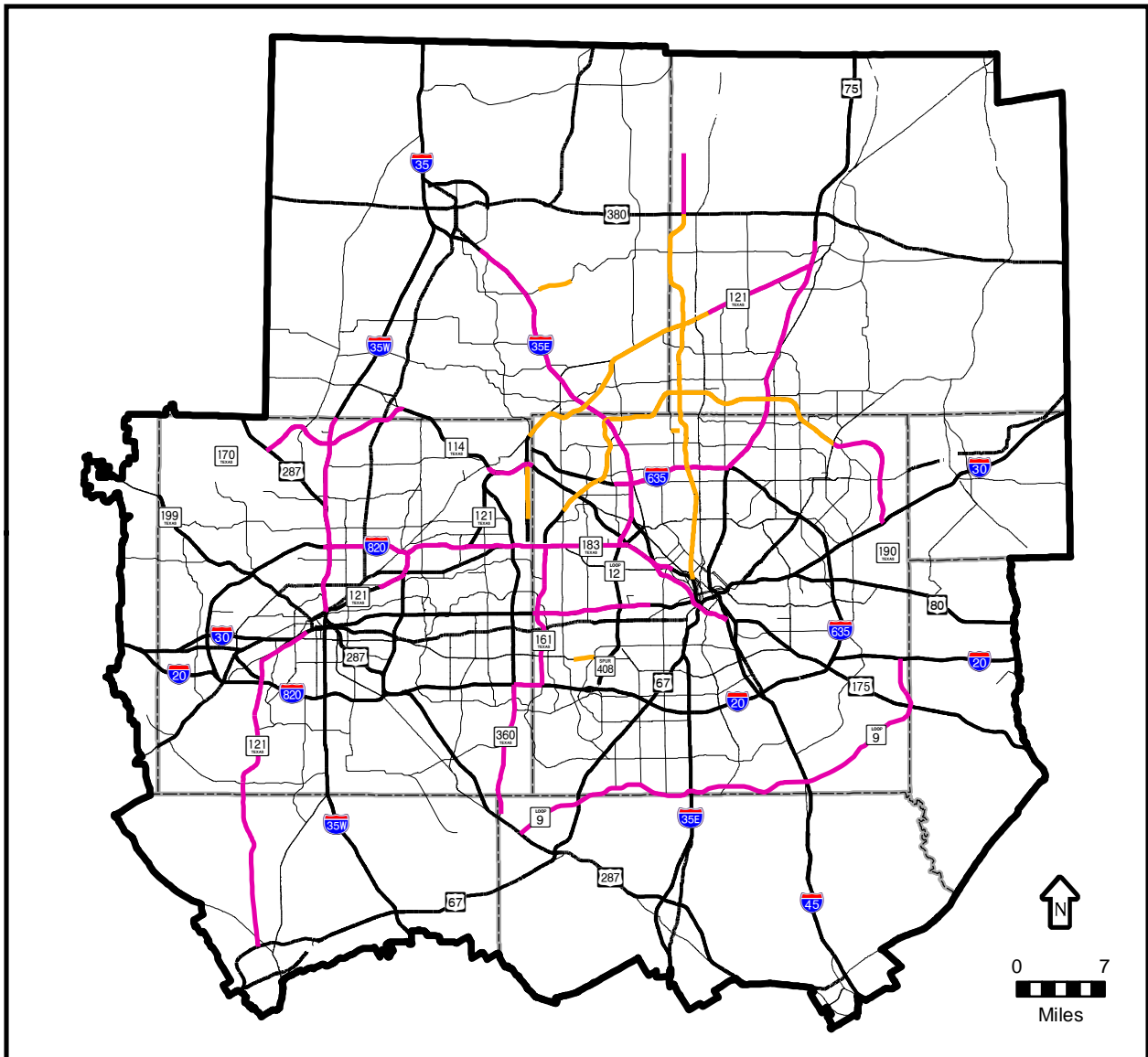


Figure 5 – Toll Rate Inflation Adjustments

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010



Legend

- 2009 Facilities
- Open to Traffic by 2019
- Freeway/Tollway
- Major Arterial
- County Limits
- MPA Boundary (Mobility 2030 - 2009 Amendment)

Regional Priced Facility System Analysis

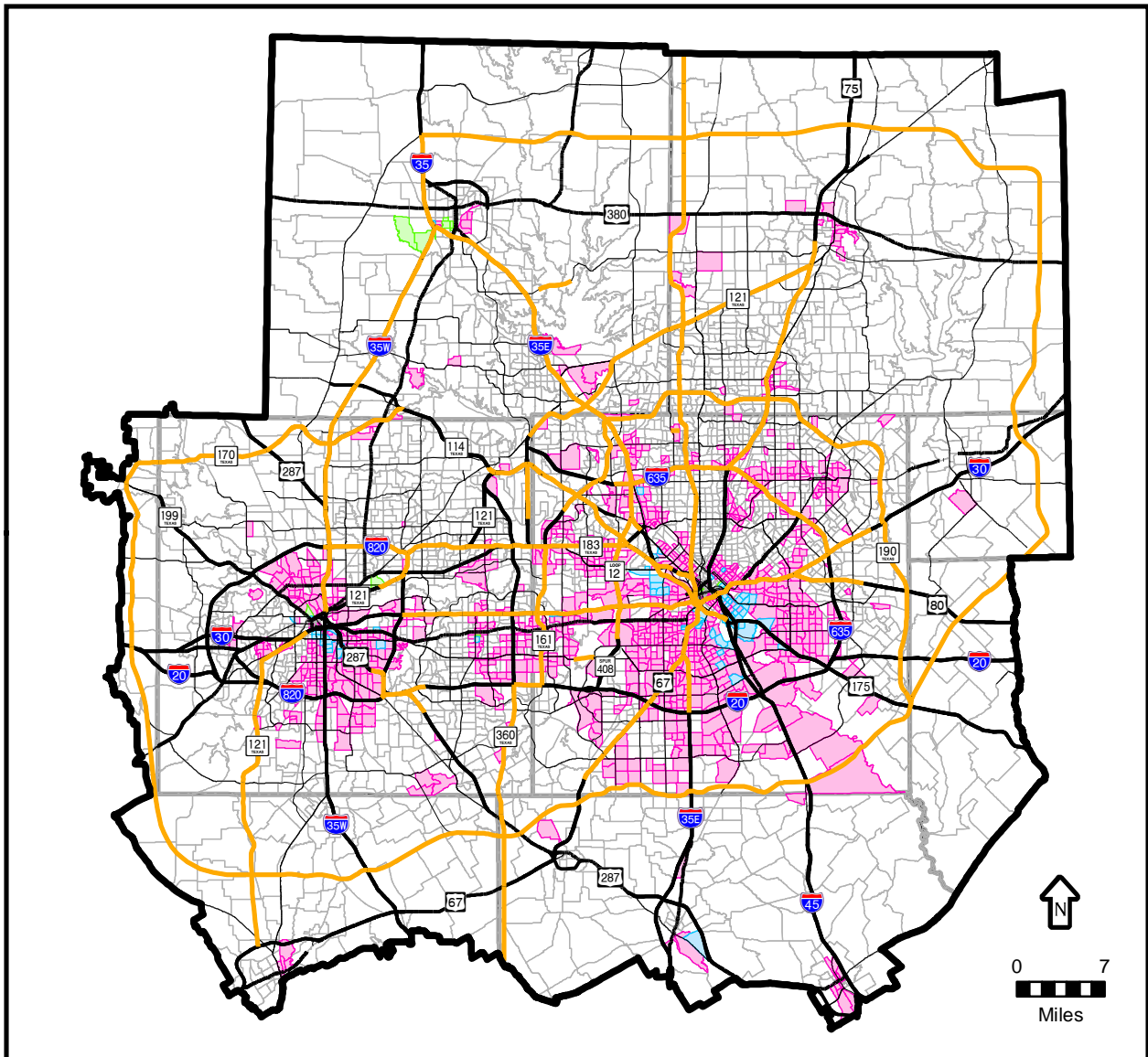


Figure 6
Mobility 2030 - 2009 Amendment
2019 Priced Facilities

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010



Legend

<ul style="list-style-type: none"> Existing or Future Priced Facility through 2030 Freeway/Tollway Major Arterial County Limits MPA Boundary (Mobility 2030 - 2009 Amendment) 	<p>Environmental Justice Transportation Survey Zones</p> <ul style="list-style-type: none"> Low Income (Median Income) Minority (> 50 Percent) Both Minority and Low Income Non-EJ Zone
---	---

Regional Priced Facility System Analysis

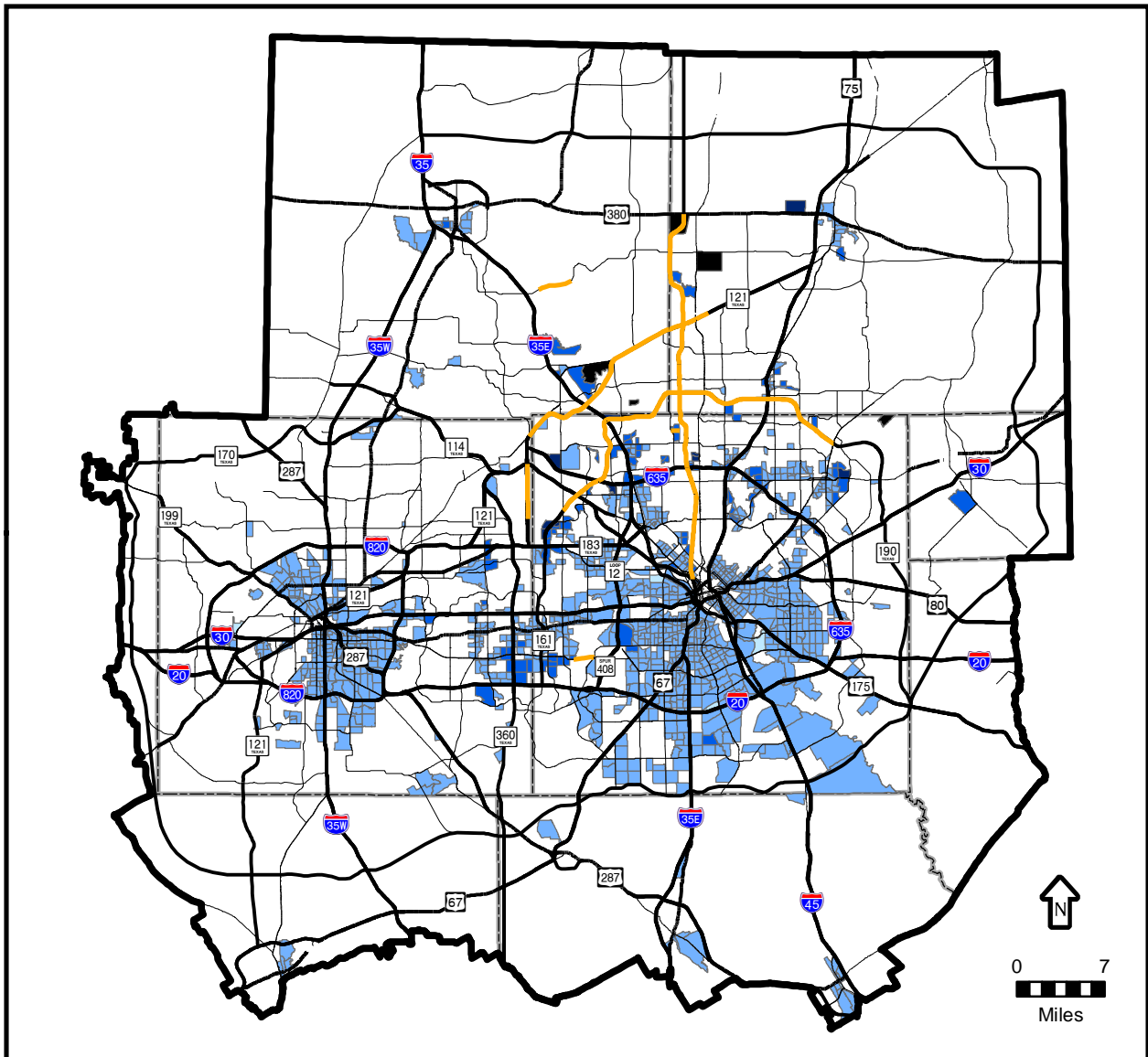


Figure 9 – Environmental Justice Travel Survey Zones

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010



Legend	
Existing Priced Facility (2009)	Environmental Justice Transportation Survey Zones (TSZs)
Freeway/Tollway	Less than 1 Trip
Major Arterial	1-50 Trips (19,548 Trips, 51% of Environmental Justice TSZ Trips)
County Limits	51-150 Trips (10,971 Trips, 28% of Environmental Justice TSZ Trips)
MPA Boundary (Mobility 2030 - 2009 Amendment)	151-300 Trips (3,766 Trips, 10% of Environmental Justice TSZ Trips)
	More than 300 Trips (4,327 Trips, 11% of Environmental Justice TSZ Trips)

Regional Priced Facility System Analysis

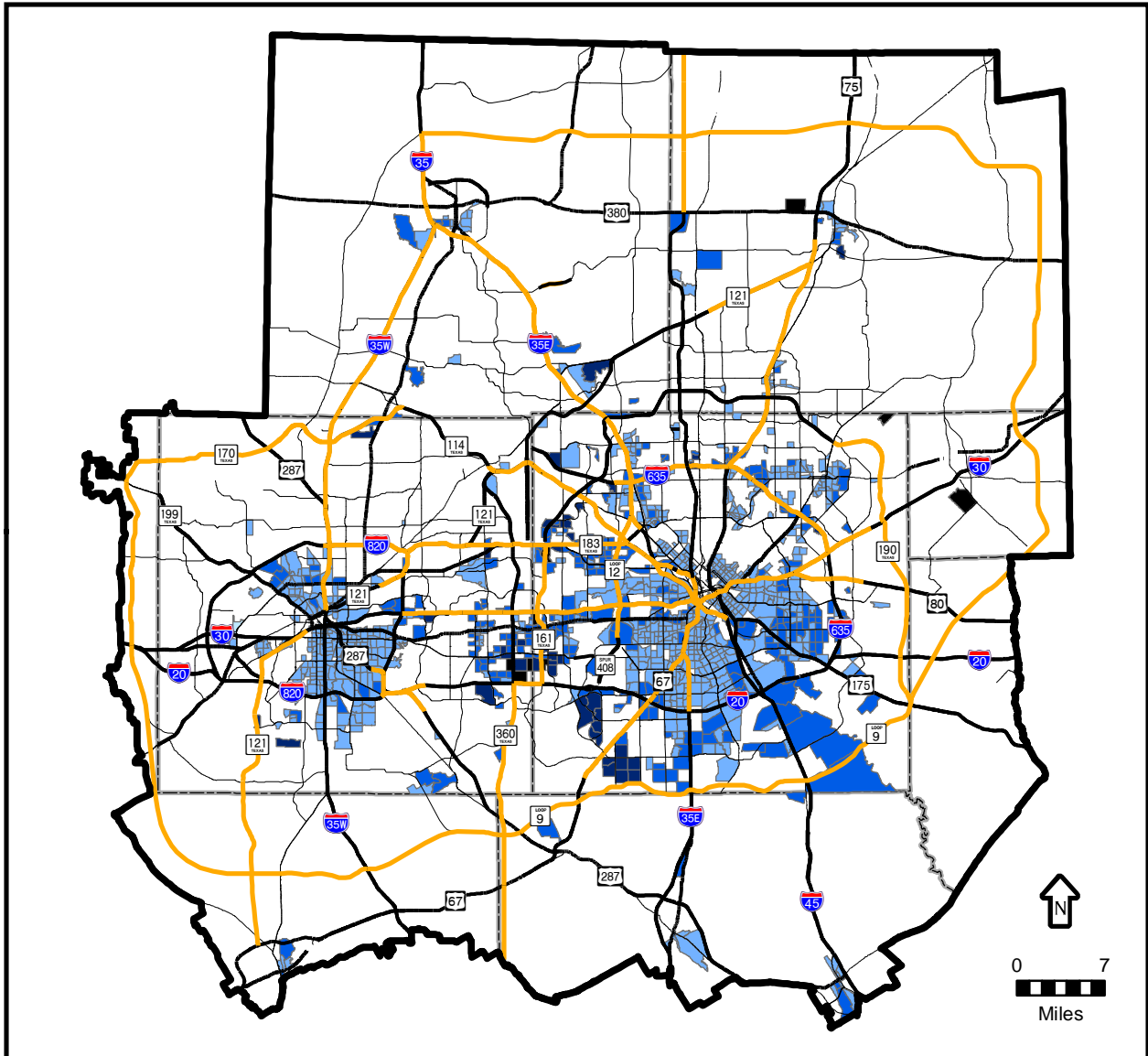


**Figure 10 – Environmental Justice
Traffic Survey Zones:
Daily Trips on Existing (2009) Priced Facilities**

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010



Legend

- | | |
|---|--|
| New Priced Facility (Through 2030) | Environmental Justice Transportation Survey Zones (TSZs) |
| Freeway/Tollway | Less than 1 Trip |
| Major Arterial | 1-50 Trips (24,481 Trips, 32% of Environmental Justice TSZ Trips) |
| County Limits | 51-150 Trips (34,486 Trips, 44% of Environmental Justice TSZ Trips) |
| MPA Boundary (Mobility 2030 - 2009 Amendment) | 151-300 Trips (12,697 Trips, 16% of Environmental Justice TSZ Trips) |
| | More than 300 Trips (6,151 Trips, 8% of Environmental Justice TSZ Trips) |

Regional Priced Facility System Analysis



**Figure 11 – Environmental Justice
Traffic Survey Zones:
Daily Trips on Future (2010-2030) Priced Facilities**

Texas Department of Transportation

Date Created: December 2010

Source: NCTCOG, 2010

Appendix I Content List

Item	Topic	Date	Page
Business Terms for TxDOT-Sponsored Managed Lane Facilities	-	-	11
Regional Transportation Council's Excess Toll Revenue Sharing: Managed Lane Policy	-	-	12

Exhibit 17-2. Business Terms for TxDOT-Sponsored Managed Lane Facilities

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic-fee pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-fee schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council (RTC) approval.
3. Toll rates will be updated monthly during the fixed-fee schedule phase.
4. Market-based tolls will be applied during the dynamic-fee pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single occupant vehicles will pay the full rate.
7. Trucks will pay a higher toll rate, and no trucks will be permitted in the LBJ tunnel.
8. High occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.* This discount will phase out after the air quality attainment maintenance period. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement (CDA) firm will be responsible for the high-occupancy vehicle discount and the RTC will be responsible for the vanpool discount.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 miles per hour. Rebates will not apply if speed reduction is out of the control of the operator.
12. Motorcycles qualify as high occupancy vehicles.
13. No discounts will be given for “Green Vehicles”.
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same policy.
16. Adoption of this policy will have no impact on the RTC Excess Revenue Policy previously adopted.
17. The RTC requests that local governments and transportation authorities assign representatives to the CDA procurement process.
18. The duration of the CDA should maximize potential revenue.
19. Tolls will remain on the managed lanes after the CDA duration.

*6 hours per weekday: 6:30 a.m. – 9:00 a.m. and 3:00 p.m. – 6:30 p.m.

and the more traditional major capital intensive projects, if they could be afforded both from a financial and air quality standpoint, were evaluated next. Since the last type of improvement evaluated was increased single occupant vehicle capacity, the recommendations of the other improvement categories were assumed to be in place. This was due to growing concerns regarding the air quality the North Central Texas area and the lacking ability to fund many desired transportation projects and programs.

To begin evaluating projects for inclusion in the plan, the recommendations from previous metropolitan transportation plans were reviewed. Discussions with TxDOT and NTTA were conducted to determine potential modifications so that the recommendations could be updated to include the latest results from all ongoing Major Investment Studies, environmental assessments, environmental impact statements, and

EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY

Purpose: To establish a framework for the allocation of future revenue from managed lane toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored managed lane toll projects.
2. Excess toll revenue is defined as annual toll revenue after annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement (CDA), and the expected cost of rehabilitation or reconstruction of the managed toll lanes.
3. All excess revenue generated from an individual managed lane toll project shall remain in the TxDOT district in which that revenue-generating managed lane project is located.



EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY (continued)

4. Local governments and transportation authorities shall be given the right to invest in a CDA project as a means to fund the facility as well as to generate local revenue.
5. The excess revenue generated from an individual managed lane toll project shall remain in the counties in which that revenue-generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.
6. Regional Transportation Council shares will be put in air quality related and sustainable development programs and used to leverage federal transportation funds.



Appendix J Content List

Item	Topic	Date	Page
Public Involvement Summary	-	-	J1 and J2

Summary of Public Involvement Activities

June 3, 2003 - TxDOT sponsored a Public Meeting (prior to the FONSI). Managed lanes were discussed that included value pricing by time of day and occupancy restrictions for those who might be able to travel for free or at a reduced rate.

November 10, 2005 - TxDOT sponsored a Community Open House. The purpose of which was to discuss the Comprehensive Development agreement but included a discussion on Managed Lanes (see following slide show). The Region's Managed Lane Policies had not been approved, therefore, many options were presented including "prices vary[ing] by - level of congestion - time of day - occupancy - and vehicle type." These options were addressed in the RTC Managed Lane Policies (see **Appendix I**).

April 24, 25, 26, 2006 - The NCTCOG held 3 public meetings across the metroplex (one in Farmers Branch, one in Arlington and one in Ft. Worth) to address and solicit public feedback regarding defined regional Managed Lane Policies, including the tolling of HOV's, and how it would be implemented on the LBJ corridor and others.

May 11, 2006 - The RTC, at a regularly scheduled public meeting of regional elected and appointed officials, openly discussed and debated the Regional Managed Lane Policies, including the pricing of HOV 2+ at a half price discount and ultimately voted unanimously to approve the policy (see **Appendix I**).

November 16, 2006 - TxDOT sponsored a Public Meeting presenting the change from a tunnel configuration to an open trench design between US 75 and IH 35E. It was noted in the presentation that pricing of the tolled portion of the facility was to be in accordance with the Regional Managed Lane Policies. Several people noted in their comment forms that they were aware of many of the points of the regional managed lanes policy including the provisions for "dynamic pricing" and the requirement for the developer to "maintain 50 mph" highlighting that the public was aware of this new policy.

April 28, 2005 – TxDOT sponsored a Public Meeting presenting design revisions to the project that occurred after FONSI approval in February 2005. Public officials, council members, agency representatives, and approximately 150 citizens attended the meeting. The design revisions included changing the approved reversible managed HOV facility to a concurrent flow managed HOV facility. It was noted in the presentation that pricing of the managed HOV lanes would be in accordance with the Regional Managed Lane Policies, and that SOVs would be tolled and HOVs were expected to be free. The proposed change to concurrent flow managed lanes required minor schematic design revisions and approximately 5.46 acres of additional right-of-way.

Consistent with the current RTC Managed Lane Policy (**Appendix I**), toll pricing would use congestion pricing to regulate the number of vehicles on the managed lanes. Both SOVs and HOVs would be tolled. SOVs would pay the full toll rate all the time. HOVs of two or more occupants may receive a reduced rate or incentives during the peak period. TxDOT anticipates that a Public Hearing for the proposed project will be held in late 2010.



IH-635 Managed Lanes Project Community Open House

November 10, 2005
TXDOT - Dallas District



Managed Lanes/Value Pricing

What Are Managed Lanes?

- Managed Lanes Are Typically Dedicated Lanes Reserved to Meet Changing Mobility Needs
 - Some May Be Reserved for HOVs, Commercial Vehicles or Time-of-Day Adjusted Fees
- In the Case of the IH-635 Corridor, Drivers Will Have the Choice of Paying to Use the Managed Lanes When the Value of a Trip is Worth the Money or Taking the Free Lanes
 - Value to the Users of the Managed Lanes is the Predictability and Reliability of Travel Times Throughout the Day

Managed Lanes/Value Pricing

- Examples of Existing Value Pricing Projects
 - IH-10 (Katy) Freeway HOV Lane in Houston
 - US 290 HOV Lane in Houston
 - SR-91 in Orange County, CA
 - IH-15 in San Diego, CA (Being Expanded & Extended)
 - Lee County Bridges in Fort Myers, FL
 - IH-394 Express Lanes, Minneapolis, MN (New)
 - And Others Across the Country

What Do You Pay?

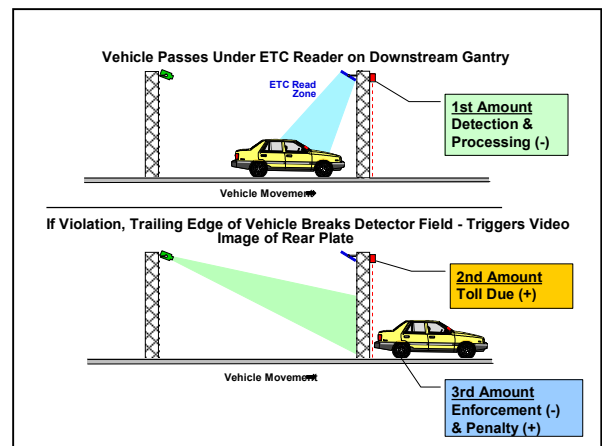
Prices Vary With the

- Level of Congestion
- Time of Day
- Occupancy
- Vehicle Type

Value Pricing - How Does it Work?

Possible Scenarios	Mainlanes	Managed Lanes <i>Eligible Vehicles</i>	Mainlanes
• Morning Peak	Free	Eligible SOV - \$\$\$	Free
• Midday Off-Peak	Free	Eligible SOV - \$\$	Free
• Evening Peak	Free	Eligible SOV - \$\$\$	Free
• Late Night Off-Peak	Free	Eligible SOV - \$	Free

*Eligible – HOV, Bus, Vanpool, etc.
SOV - Single Occupant Vehicle*



Vehicle Passes Under ETC Reader on Downstream Gantry

ETC Read Zone

1st Amount
Detection & Processing (-)

Vehicle Movement

If Violation, Trailing Edge of Vehicle Breaks Detector Field - Triggers Video Image of Rear Plate

2nd Amount
Toll Due (+)

Vehicle Movement

3rd Amount
Enforcement (-)
& Penalty (+)