Final Environmental Assessment

I-30 East Corridor, Dallas District

Project limits: From I-45 to Ferguson Road

CSJ Numbers: 0009-11-252, 0009-11-251

Dallas County, Texas

October 2025

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

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LIST OF ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms used throughout this document and their definitions.

Acronym/Abbreviation	Definition
4(f)IE	Section 4(f) Individual Evaluation
AADT	Annual Average Daily Traffic

Acronym/Abbreviation	Definition
ADT	Average Daily Traffic
AOI	Area of Influence
APE	Area of Potential Effects
BMP	Best Management Practice
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CIA	Community Impacts Assessment
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
COD	City of Dallas
CSJ	TxDOT project Control-Section-Job number
CWA	Clean Water Act
DART	Dallas Area Rapid Transit
dB	Decibels
dB(A)	Decibels (A-weighted)
dbh	Diameter at Breast Height
DFW	Dallas-Fort Worth
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
ENV	TxDOT's Environmental Affairs Division
EPA	Environmental Protection Agency
ETC	Estimated Time of Completion
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FWCA	Fish and Wildlife Coordination Act
GHG	Greenhouse Gas
GIS	Geographic Information System
HHS	U.S. Department of Health and Human Services
HOV	High Occupancy Vehicle
HRSR	Historic Resources Survey Report
I-30	Interstate Highway 30
IAJR	Interstate Access Justification Report
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LOS	Level of Service

Acronym/Abbreviation	Definition
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OWJ	Official with Jurisdiction
PCN	Preconstruction Notification
PM	Particulate Matter
ppm	Parts Per Million
PS&E	Plans, Specifications, and Estimates
PST	Petroleum Storage Tank
ROW	Right-of-Way
RSA	Resource Study Area
SAS	Species Analysis Spreadsheet
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Program
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCAP	Texas Conservation Action Plan
TCEQ	Texas Commission on Environmental Quality
TDM	Transportation Demand Management
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TPP	Transportation Planning and Programming Division
TPWD	Texas Parks and Wildlife Department
TSM	Transportation Systems Management
TTI	Texas A&M University's Transportation Institute
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	United States Highway

Acronym/Abbreviation	Definition
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
VPD	Vehicles Per Day
VMT	Vehicle Miles Traveled
WOTUS	Waters of the United States

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) Dallas District, in cooperation with the City of Dallas, is proposing to reconstruct and widen Interstate Highway 30 (I-30) from I-45 to Ferguson Road, within the limits of the City of Dallas in Dallas County, Texas. The proposed project would widen the existing facility from eight mainlanes (four in each direction) to ten mainlanes (five in each direction) and add two tolled, reversible managed lanes in the center median. The proposed improvements are referred to as the I-30 East Corridor Project. The total distance of the proposed project is approximately 5.0 miles (see **Appendix A** for the **Project Location Map**).

The planning process for this project follows the TxDOT and Federal Highway Administration (FHWA) environmental policies and procedures in compliance with the National Environmental Policy Act (42 U.S. Code (USC) 4331-4375), as implemented by regulations promulgated by the Council on Environmental Quality (CEQ, 40 Code of Federal Regulations (CFR) Parts 1500-1508). The purpose of this draft Environmental Assessment (EA) is to study the potential social, economic, and environmental consequences of the proposed I-30 East Corridor Project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). An EIS is required if, upon completing an EA, a federal agency (or a delegated state agency such as TxDOT; see FHWA 2019) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 USC 4332), as that phrase has been interpreted by federal courts, As the proposed project would be funded in part by the FHWA, this EA complies with FHWA's NEPA regulations (23 CFR Part 771) as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA (43 Texas Administrative Code (TAC) Part 1, Chapter 2). The draft EA was made available for public review during the prescribed comment period from June 29 through July 14, 2023, and, following the comment period, TxDOT considered and provided responses to the comments submitted. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing I-30 facility from I-45/I-345 to east of Ferguson Road is a controlled-access highway with eight mainlanes (four lanes in each direction) within project limits. From I-45/I-345 to Haskell Avenue, I-30 is elevated on structure. From Haskell Avenue to Carroll Avenue, I-30 remains elevated but is atop an earthen embankment and bridges over all cross streets except Dolphin Road within project limits. There are no frontage roads where the highway is on structure. East of Haskell Avenue, there are discontinuous, one-way, two to three-lane frontage roads in each direction. The mainlanes and frontage road lanes are 12 feet wide. Mainlane shoulders vary in width, with a minimum 1-foot inside shoulder and 10-foot outside shoulder. A concrete traffic barrier separates the eastbound and westbound mainlanes. Along most of the project limits, there are no sidewalks along the discontinuous frontage roads. The existing right-of-way (ROW) varies widely, ranging from approximately 200 feet to 500 feet. ROW width exceeds 1,000 feet at major intersections.

There is one reversible high-occupancy vehicle (HOV) lane within project limits. Extending eastward from Haskell Avenue, the interim HOV system uses a movable barrier (The Zipper) to convert one of the general-purpose mainlanes (off-peak direction) into a HOV lane (peak direction). Once peak hour flow subsides, the barrier is returned to the center median, and each freeway direction operates under normal conditions.

Appendix B – Project Photographs provides representative views of the existing I-30 corridor within the project limits, as well as areas adjacent to the project; major aspects of the existing I-30 facility described above are shown in Photographs 1 through 4. Representative existing typical sections are found in **Appendix C** (**Schematics**) and **Appendix D** (**Typical Sections**).

2.2 Proposed Facility

The proposed project would generally follow the existing alignment; however, portions of I-30 would be shifted to the north and/or south to accommodate expansion for adding capacity to the facility. An estimated 12 acres of proposed ROW would be necessary for the proposed improvements. The proposed mainlanes from I-45/I-345 to Dolphin Road would be depressed to a substantially lower elevation than the proposed frontage roads; the difference in elevation between mainlanes and the surface pavement of cross street bridges/frontage roads would be a minimum of 24 feet to 33 feet, with a typical elevation difference of approximately 26 feet. Access ramps throughout the project corridor would be reconstructed. The project would construct 17 new cross street bridges across the depressed mainlanes at grade and intersect with frontage roads, where such are part of the design; four of these new bridges would reconnect streets severed by the original I-30 construction (i.e., Bank Street, Caldwell Street, Gurley Avenue, and Beeman Avenue), and a fifth new cross street bridge would allow the city to construct a planned 4th Street addition to the city's road grid. The Dallas Area Rapid Transit (DART) at-grade, double-track Green Line would be reconstructed as a bridge over the proposed project; next to this bridge a pedestrian bridge connection to the Santa Fe Trail would also be constructed. The project would reconstruct the two existing bridge crossings of I-30 by Malcolm X Boulevard and Dolphin Road. Sidewalks would be constructed or reconstructed on both sides of all street crossings of I-30, and a shared use path would be constructed alongside the outer lanes of frontage roads in nearly all cases. The typical proposed ROW width would vary from approximately 300 feet to 500 feet throughout the project area. Although the proposed project's eastern terminus is Ferguson Road, construction activity would continue eastward for approximately 1.1 miles from that point to complete pavement transition from the proposed improvements to the existing I-30 facility.

The proposed typical section for the proposed project consists of the following:

- 10 mainlanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot outside and 4-foot inside shoulders and a barrier to separate the managed lanes from the mainlanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot wide shared use path (bicycle and pedestrian) would be constructed adjacent to frontage roads.

Project costs, including engineering design, ROW acquisition, and construction, would be primarily federally funded and supplemented by state funding. Total project costs are estimated to be approximately $1,023M. TxDOT has assigned two unique Control-Section-Job (CSJ) numbers to the proposed project: 0009-11-252 (main CSJ) for I-30 mainlanes, bridges, ramps, frontage roads, shared use path/sidewalks, and cross streets; 0009-11-251 for the proposed reversible managed lanes.

Refer to **Appendix C** for the project design schematic and **Appendix D** for proposed **Typical Sections**.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. For the I-30 East Corridor Project, I-45 was chosen as the western project limit because this intersection with a major highway facility allows the project to safely transition ingress and egress while reducing or adding lanes. Additionally, traffic patterns shift dramatically at the intersection of I-45 fulfilling a different origin and destination pattern as the roadway continues west of I-45 as provided in the project's traffic analysis and through the North Central Texas Council of Governments' (NCTCOG) Metropolitan Transportation Plan (MTP) (NCTCOG 2023a). Ferguson Road was chosen as the eastern project limit because it defines a large shift in traffic as a major cross street. Traffic forecasting from TxDOT and existing 2019 traffic data, Ferguson Road is identified as one of the largest traffic cross streets west of I-635 and represents the highest growth rate west of Lake Ray Hubbard at 3.5 percent; therefore, the roadway has become a logical break for traffic patterns and growth within the corridor. Both termini connect to another I-30 project that has either recently undergone planning studies for reconstruction (I-30 Canyon Project, with limits from I-35E to I-45) or is currently under study for planned improvements (I-30 from Ferguson Road to Bass Pro Drive).

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111(f)(2)). This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would have independent utility because the project would reduce congestion and improve mobility along I-30 independently of any other improvements. The project would also depress the mainlanes and managed lanes below ground level for much of the project which will serve to reknit Dallas communities severed by the original construction of I-30; this benefit is unique to this I-30 segment and would be unaffected by any plans for improvements to the west and east of the proposed project. Further, because the project would stand alone and is not dependent upon other (future) improvements to properly function, it would not compel further expenditure of funds. Therefore, it does not irretrievably commit future federal funds.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. As proposed, the I-30 East Corridor Project would in no way limit consideration of other planned improvements, or alternatives for construction of such improvements. The development of the proposed project has not precluded planning of ongoing,

independent I-30 projects to the east and west of the I-30 East Corridor, and project planning continues to accommodate these other planned projects. For this reason, the proposed project does not foreclose consideration of alternatives for other reasonably foreseeable transportation improvements.

2.4 Planning Consistency

The NCTCOG is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) region and is responsible for developing regional transportation plans. The NCTCOG adopted the Mobility 2045 Update, the financially constrained MTP, on June 9, 2022 (NCTCOG 2022b). On December 15, 2022, the U.S. Department of Transportation (USDOT), including the FHWA and Federal Transit Administration (FTA), approved the Mobility 2045 Update as to its conformity with the Clean Air Act Amendments (CAAA) of 1990 and with TCEQ's State Implementation Plan (SIP) for achieving National Ambient Air Quality Standards (NAAQS) statewide (TCEQ 2022a). The statewide SIP includes specific measures for addressing ozone NAAQS nonattainment in the DFW MPO. Conformity of the regional transportation plans with the SIP is essential to ensure that federal funding of transportation projects does not negatively impact Environmental Protection Agency (EPA)/TCEQ/NCTCOG planning to reduce ambient ozone levels. The planned design and estimated cost of the proposed I-30 East Corridor Project are consistent with the description of the project in Mobility 2045 Update.

The NCTCOG adopted the regional 2025-2028 Transportation Improvement Plan (TIP) on August 8, 2024 (NCTCOG 2024c). The TIP supplements the Mobility 2045 Update with details about planned project funding sources, design features, and schedules. The NCTCOG 2025-2028 TIP is reflected in TxDOT's 2025-2028 Statewide Transportation Improvement Program (STIP), which was approved by the FHWA/FTA on October 18, 2024 (TxDOT 2024b). The proposed project is consistent with the 2025-2028 TIP (as amended) and 2025-2028STIP (as amended). TxDOT submitted a Conformity Report Form and supporting documents to FHWA and FTA, who determined on September 14, 2023, that the proposed project design is consistent with entries in the aforementioned conforming MTP, TIP and STIP.

3.0 NEED AND PURPOSE

3.1 Project Need

The proposed project is needed because the I-30 segment from I-45 to Ferguson Road does not meet current design standards due to aging infrastructure; does not meet current and future traffic demand, resulting in congestion; does not accomplish local or regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor; and provides limited options for vehicles and pedestrians to traverse I-30 resulting in a lack of connectivitiy between neighborhoods on either side of I-30.

3.2 Supporting Facts and/or Data

3.2.1 The I-30 Corridor

I-30 is a major east/west thoroughfare constructed in the late 1950s through the early 1960s that spans across a large portion of North Central Texas (through the DFW metropolitan area and Texarkana) and into parts of Arkansas (such as Little Rock). Within the City of Dallas, I-30 serves as a major connection between downtown Dallas, Fair Park, and communities to the west and east of downtown Dallas. I-30 also has direct linkage to several other major highways in the region (I-35E, I-635, and the President George Bush Turnpike). Therefore, I-30 remains a vital corridor for intrastate and interstate movement of people, goods and services, and improved system linkage and integration of planning and design elements with adjacent corridors is critical.

3.2.2 Design Deficiencies

In addition to the aging infrastructure of the I-30 corridor, the design standards for freeways and interstates have changed. These design deficiencies include undesirable grades, horizontal and vertical curves that do not meet the current design speeds, low vertical clearance, inadequate ramp spacing, and discontinuous frontage roads. These design deficiencies have been addressed, where practical, with a proposed schematic design that would improve traffic operations and bring the design of I-30 up to current design standards in addition to making the highway safer for travelers.

3.2.3 Current and Future Traffic Demand

Population and Employment Growth

The proposed project is needed to accommodate increasing populations and projected employment needs in east Dallas and the region, and to allow I-30 to remain a viable major corridor for the movement of goods and services. The steady growth in Dallas County and neighboring counties has created a need for considerable improvements to the existing transportation system to accommodate the current and projected increases in traffic demand on the already insufficient transportation system in the area. Due to traffic congestion, possible delays in emergency services, limited mobility and roadway design deficiencies, additional capacity is needed to accommodate existing and predicted population growth and associated land development.

According to NCTCOG's Mobility 2045 MTP the 12-county DFW Metropolitan Planning Area is projected to grow to over 11 million residents by 2045, resulting in a 48 percent increase in the area's population (NCTCOG 2022a). The population of Dallas County is projected to grow 28 percent by 2045, increasing from 2,753,334 people in 2023 to 3,533,521 people in 2045. The number of jobs expected to be created in Dallas County is 1,159,533 new jobs becoming available by 2045, resulting in a 48 percent increase between 2023 and 2045.

The Texas Water Development Board's (TWDB) 2021 regional population and water demand projections also mirror these trends of continued population growth, as shown in **Table 1**. As population and employment projections continue to grow in the City of Dallas, Dallas County and the region, so does the need to improve east/west mobility and connectivity.

Table 1. Texas Water Development Board Population Projections

Geography	2020	2030	2040	2050	2060	2070
Dallas County[1]	2,587,960	2,871,662	3,180,529	3,429,783	3,627,334	3,770,858
City of Dallas[2]	1,141,059	1,242,191	1,420,781	1,591,937	1,722,709	1,785,569
Sources: (1) TWDB 2019, and (2) TWDB 2018.						

Congestion and Reduced Mobility

The need to increase capacity to address increasing traffic demand is supported through analysis of the future traffic demand that is anticipated to utilize the facility. According to the Texas A&M University's Transportation Institute (TTI), the segment of I-30 between the Jefferson Viaduct and State Highway Loop 12 East (which includes the I-30 East Corridor Project limits) is ranked thirteenth out of the 100 most congested Texas roadways, and fifteenth out of the 100 most congested truck roadways in Texas (TTI 2021).

The current transportation network in the project area is insufficient to accommodate future traffic demands projected by the TxDOT Transportation Planning and Programming Division (TPP) and the NCTCOG. According to TxDOT TPP traffic projections from October 2021, the average daily traffic (ADT) along I-30 between I-45 in Dallas and Belt Line Road/Broadway Boulevard in Garland is anticipated to increase an average of approximately 69 percent between years 2020 and 2055 (TxDOT 2021b); these data are shown in **Table 2**.

Table 2. I-30 Traffic Projections in Vehicles Per Day

Roadway Segment	Year	ADT	Increase from 2020
I-30 from I-45 to Belt Line Road/Broadway Boulevard	2020	104,421	N/A
	2025	114,900	10%
	2045	157,100	50%
	2055	177,500	69%
Source: TxDOT 2021b.			

NCTCOG also conducts level of service (LOS) analyses to evaluate traffic operations and measure the operational performance of roadways during the most congested times of the day. LOS conditions are categorized as A, B, or C (free flowing), D or E (slower speeds/difficulty changing lanes), and F (gridlocked).

The I-30 corridor segment from Cesar Chavez Boulevard to Jim Miller Road was evaluated for existing 2021 AM and PM LOS. Vissim (Version 11) microsimulation software was used to model traffic operations of mainlane segments, ramp segments, and intersections (TxDOT 2022a). The traffic operations analysis utilized Vissim per discussions with TxDOT. LOS was applied based on the analysis of operations though Vissim for mainlane and ramp links for the AM and PM Existing Year 2021 models and the results are sumarized in **Table 3.** The term "Lane Miles" is used to represent the total distance (Columns 3 and 6 of **Table 3**) of mainlanes in the corridor that operates at each LOS, and the total distance of each LOS segment as a percentage of the total network distance (Columns 4 and 7 of **Table 3**).

Table 3. LOS Segment Breakdown for Year 2021 AM/PM I-30 Mainlane Models

LOS	AM Segments	Lane Miles	Percent of Total Lane Miles	PM Segments	Lane Miles	Percent of Total Lane Miles
A, B, or C	46	15.0	34	38	8.3	18
D	14	9.5	22	11	7.1	16
E	3	0.5	1	9	8.8	20
F	21	18.8	43	27	20.8	46
Total	84	43.8	100	85	45.0	100
Source: Study Team (TxDOT 2022a).						

Vissim results showed the I-30 mainlanes during the AM peak hour as currently operating at LOS D, E and F for 66 percent of total mainlane miles, and operating at LOS A, B or C for the remaining 34 percent of total mainlane miles. LOS during the PM peak hour for 2021 show the I-30 mainlanes currently operating at LOS D, E and F for 82 percent of total mainlane miles, and operating at LOS A, B or C for the remaining 18 percent of total mainlane miles. Without improvements, LOS conditions along the corridor would worsen as ADT increases.

Another document that highlights the poor LOS conditions of the corridor is the NCTCOG Congestion Management Process (CMP) 2021 Update (NCTCOG 2021). According to the CMP 2021 Update, I-30 between I-45 and US 80 is deficient in performance rankings for travel time index. Along this stretch of I-30, the corridor has a travel time index 1.68. If a corridor has a travel time index of 2.0, travel takes twice as long during peak periods.

In summary, the increasing travel demand along the corridor indicates that additional capacity is required to maintain satisfactory operations in the future.

3.2.4 Consistency with Local and Regional Goals

TxDOT has formed a technical workgroup with the City of Dallas and NCTCOG in planning improvements to the I-30 Corridor in Dallas. Together, the workgroup supports a unified approach to meet the goals of the I-30 East Corridor Project. The workgroup shares information to ensure that each agency's potential projects are considered. This includes coordination with the City of Dallas on its street network and design directives/guidelines; and with NCTCOG on the regional traffic model and MTP. The workgroup is committed to working together for the duration of the I-30 East Corridor Project.

Local Goals

Several guiding principles and concepts developed by the City of Dallas have contributed to the development of this complex project. These guiding principles grew out of several important studies, such as the Dallas City Center Master Assessment Process or "CityMAP" (COD 2016a), the 360 Plan (COD 2017a), and the Dallas High-Speed Rail Station Zone Assessment (COD 2017b). These plans included several recommendations in common that were distilled into guiding principles that have helped shape the proposed redesign for the I-30 East Corridor Project in and near downtown Dallas and continue to shape it. These guiding principles support redesign that include the following:

- Accommodate multi-modal connections across the I-30 corridor;
- Incorporate "complete streets" and other urban design elements to frontage roads;
- New I-30 should not be any higher or any wider than the current I-30, and would include at-grade crossings to improve neighborhood connectivity;

- Include better multi-modal connection to the high-speed rail station area;
- Maintain the street grid, where appropriate;
- Maximize development potential of abandoned ROW through ramp reconfiguration;
- Provide for strategic placement of deck parks; and
- Allow for alternative scenarios for I-45 redesign, with preference for designing the I-30 East Corridor Project and making and plans for its construction concurrently with plans for improvements to I-45.

The City of Dallas has also been coordinating with TxDOT on the I-30 East Corridor Project to provide for complete streets sections on cross streets and frontage roads, in accordance with the city's Complete Streets Design Manual (COD 2016b), coordinating the modified access and influence on the city street grid, and providing opportunities for decking over portions of I-30 to enhance community connectivity and aesthetics. TxDOT is committed to following the guiding principles set out in the CityMAP study and by the guiding principles identified by the City of Dallas for I-30 redesign.

Regional Goals

Mobility 2045 defines transportation systems and services in the DFW metropolitan area. It serves as a guide for the expenditure of state and federal funds through the year 2045. The plan addresses regional transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region. The proposed I-30 East Corridor Project is included in and consistent with this plan.

The 2025-2028 TIP is a staged, multiyear listing of surface transportation projects for funding by federal, state, and local sources within the DFW metropolitan area. It is developed through a cooperative effort of the NCTCOG Regional Transportatoin Council, TxDOT, local governments, and transportation authorities. The TIP contains projects with committed funds over a multiyear period. TxDOT has taken steps to ensure the proposed I-30 East Corridor Project will be included in and consistent with this plan.

Improved Access: Modal Options

Improving mobility along the I-30 corridor requires improving the I-30 mainlanes and also city streets, transit opportunities, and bicycle and pedestrian facilities. Throughout the I-30 corridor the existing discontinuous frontage roads do not have sidewalks or outside lanes that accommodate shared use with bicycle traffic. Cross streets have sidewalks that accommodate pedestrians, but the primary mode of transportation along the I-30 corridor is by car. Although the I-30 corridor has some alternative modal options available, such as transit rail and bus, the corridor received a 'medium' modal options aggregate score in NCTCOG's CMP 2021 Update indicating that existing modal options are not sufficient to balance the demand on the corridor (NCTCOG 2021).

Improvements to city streets would be consistent with the city's Complete Streets Design Manual and allow for wider sidewalks and buffered bicycle lanes or shared use paths.

Improved Access: Cross Street Connections

According to the CMP 2021 Update, I-30 between I-45 and US 80 is lacking alternative roadway infrastructure that could help balance demand on I-30, resulting in a 'low' roadway infrastructure score (NCTCOG 2021). Planning for the reconstruction of I-30 to allow traffic to pass through the corridor more efficiently, as well as improve access connections to cross streets and frontage road segments, would lessen the likelihood that drivers would choose to drive through adjacent neighborhoods to find alternative routes. This pattern of driving behavior is a concern expressed by the public during TxDOT's public involvement activities. Improvements to the road network and the many cross streets would also be compatible with design guidelines in the city's Complete Streets Design Manual (COD 2016b). This manual encourages the design of city streets to serve the destinations located along the streets, and facilitate safe use by motor vehicles as well as bicyclists and pedestrians.

TxDOT has been working closely with the City of Dallas, Fair Park, Deep Ellum, Baylor Scott & White Health and various other stakeholders and community groups along I-30 to identify solutions that address both the need for adding capacity to an already overloaded freeway and re-stitching neighborhoods on opposing sides of I-30 back together. Solutions that have been proposed include constructing decking facilities that could be used for parks or plazas and accommodating multi-modal connections for pedestrians and bicyclists. Experience with other deck plazas and parks, such as Klyde Warren Park across the Woodall Rodgers Freeway between Pearl Street and North St. Paul Street, has demonstrated that such amenities improve community connectivity in areas separated by major highways.

Safety

According to the CMP 2021 Update, I-30 between I-45 and US 80 is also deficient in performance rankings for crash rates (NCTCOG 2021). Along this stretch of I-30, approximately 124 crashes occur per 100 million vehicle miles traveled. I-30 also received a 'medium' operations aggregate score in the CMP 2021 Update. Although the corridor has intelligent transportation systems coverage and tolled managed lanes and express/HOV lanes that encourage travelers to carpool to reduce the number of vehicles on the roadway, the corridor has either no shoulders or very narrow shoulders available. According to NCTCOG, shoulders are "extremely important in the management of traffic crashes. One advantage of shoulders is that the space can be used for vehicles to stop because of mechanical difficulties or other emergencies. Emergency vehicles and responders can also utilize the shoulder when responding to traffic crashes or making traffic stops" (NCTCOG 2021, see page 42).

A safety analysis was conducted as part of the draft Interstate Access Justification Report (IAJR) for the proposed project and includes a historical crash summary and a qualitative safety assessment (TxDOT 2022a). The crash database used in the historical crash summary was queried from TxDOT's Crash Records Information System for the years 2016 through 2020 for the project area (TxDOT 2021c). The crash records also included crashes at intersections and on local roads within the project's study area. **Table 4** summarizes the interstate mainlane yearly crash rates, expressed in terms of crashes per 100 million vehicle miles traveled (VMT), for I-30 between I-45 and SH 78 and **Table 5** summarizes the same data for I-30 between SH 78 and Jim Miller Road.

Table 4. I-30 Annual Crash Rates Between I-45 and SH 78

Year	Total Crashes	Average Annual Daily Traffic	Crash Rate (per 100 million VMT)	Annual Statewide Urban Crash Rate
2016	337	164,703	224.23	141.2
2017	343	166,672	225.53	145.9
2018	346	166,439	227.82	141.3
2019	279	167,256	182.81	136.1
2020	465	152,203	334.81	132.6
Source: Study Team (TxDOT 2021c and 2022a).				

Table 5. I-30 Annual Crash Rates Between SH 78 and Jim Miller Road

Year	Total Crashes	Average Annual Daily Traffic	Crash Rate (per 100 million VMT)	Annual Statewide Urban Crash Rate
2016	324	157,460	216.82	141.2
2017	289	158,671	191.93	145.9
2018	322	158,547	214.01	141.3
2019	268	160,789	175.64	136.1
2020	403	146,183	290.50	132.6
Source: Study Team (TxDOT 2021c and 2022a).				

A total of 1,770 crashes, or 52 percent of mainlane crashes within the project area, occurred on the 2.5-mile section of I-30 between I-45 and SH 78. A total of 1,606 crashes, or 48 percent of mainlane crashes within the project area, occurred on the 2.6-mile section of I-30 between SH 78 and Jim Miller Road. A total of 4,695 crashes in the project study area occurred on the I-30 mainlanes, entrance and exit ramps, or frontage roads, and 554 crashes occurred at intersections. The results of the freeway crash analysis also showed that when compared to the statewide average, the observed crash rates for the project area were substantially higher than the statewide average.

3.2.5 Barrier Between Neighborhoods and Communities

The current I-30 highway is elevated on bridge structure or embankment from I-45 to just west of Dolphin Road, with the I-30 mainlanes passing over the city cross streets. I-30 east of Dolphin Road is at the same grade as adjacent neighborhoods. Planning efforts over more than two decades have included a focus on improving the urban community's connectivity that was largely severed by the construction of I-30 in east Dallas.

The City of Dallas adopted the 360 Plan as a guide to future actions "concerning land use and development regulations, transportation and economic development, and capital improvement expenditures" in the City Center, which encompasses "the diverse neighborhoods within a 2.5-mile radius around Downtown" and includes the following neighborhoods: Downtown Dallas, Cedars, Deep Ellum, Design District, East Dallas, North Oak Cliff, Riverfront, South Dallas/Fair Park, Uptown, Victory Park and the Harwood District, and West Dallas (COD 2017a). The 360 Plan describes how industrialization, expansion of the railway system and construction of I-30 and I-45 in the 1900s led to the loss of homes and buildings, conversion of neighborhoods to factories and warehouses to

support industrial growth, and isolation/bifurcation of neighborhoods. The 360 Plan also highlights how highways such as I-30 and I-45 act as boundaries and hard edges delineating neighborhoods and districts, and references CityMAP (COD 2016a) and its plans to "reduce the I-30 footprint and remove the tangled network of access ramps near the Civic Center [to] reconnect these neighborhoods and their assets."

Feedback from previous public involvement events regarding community cohesion are summarized by the following themes:

- Desire for improved connectivity and walkability.
- Support for moving I-30 below grade to reconnect neighborhoods.
- That the current elevated, controlled access facility has served as a geographic barrier that has separated communities since its construction in the mid 1960s.

3.3 Project Purpose

The purpose of the proposed project is to meet current roadway design standards and current and future traffic demand; reduce congestion and increase safety; improve mobility and access for all modes of transportation; and improve connectivity between neighborhoods on either side of I-30 .

4.0 ALTERNATIVES

4.1 Build Alternative

The proposed Build Alternative, described in **Section 2.2**, consists of widening the existing facility from eight mainlanes (four in each direction) to ten mainlanes (five in each direction), adding two tolled, reversible managed lanes in the center median, reconstructing discontinuous frontage roads, and constructing a shared use path along frontage roads and sidewalks for street crossings of I-30. The Build Alternative would acquire approximately 12 acres of ROW for transportation use.

The Build Alternative is the result of decades of planning and coordination with the City of Dallas, NCTCOG, and various stakeholders within the I-30 corridor. This alternative satisfies the project's need and purpose by meeting current design standards while satisfying existing and future traffic demands, improving mobility and highway safety, and rejoining the communities previously divided by the original construction of I-30. The Build Alternative is also consistent with approved and pending local and regional land use and transportation plans and policies. For these reasons the Build Alternative is the recommended alternative.

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed I-30 East Corridor Project would not be constructed. The No-Build Alternative would not require the conversion of approximately 12 acres of new ROW from existing land uses to transportation use nor would other project-related impacts occur. The No-Build Alternative would prolong public use of a highway facility that does not meet current design standards and would require maintenance to address aging infrastructure. The No-Build Alternative would not have travel capacity to meet current and projected future traffic demand, resulting in increased

congestion and reduced mobility for this important urban transportation corridor. This alternative would not contribute local and regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor. The No-Build Alternative would perpetuate the adverse effects of the I-30 corridor serving as a barrier between neighborhoods and communities in the City of Dallas. Consequently, the anticipated mobility benefits and reknitting of communities from the proposed project would not be realized. For these reasons, the No-Build Alternative does not meet the need and purpose for the proposed improvements and is not the recommended alternative. However, the No-Build Alternative is evaluated throughout the EA for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

4.3.1 Transportation Systems Management Alternative

Transportation Systems Management (TSM) was considered as a method to achieving congestion mitigation through enhanced operations of existing I-30 and surrounding roadways. This alternative, which includes Transportation Demand Management (TDM), offers efficient strategies to balancing access and mobility through performance optimization of the existing roadway infrastructure by implementing systems and services that preserve capacity, improve reliability, and improve safety. Improvements to the existing infrastructure such as adjacent arterial improvements, signal retiming, as well as enhancing other transportation modes such as biking, walking and rail can improve mobility on I-30.

The NCTCOG's Mobility 2045 long range transportation plan includes funding and strategies for Regionally Significant Arterials including arterials alongside I-30. The NCTCOG also implements a Regional Traffic Signal Retiming Program to prioritize traffic signal retiming and optimize the flow of traffic on arterial streets. Optimized traffic signals on arterials in the vicinity of I-30 would ease access to and from the interstate by reducing intersection delay and mitigating vehicle queuing; however, arterial improvements and traffic signal retiming alone would not offset the anticipated impact to the freeway generated by regional population growth and subsequent traffic demand as a stand-alone alternative. Instead, TSM strategies will be implemented in addition to the I-30 East Corridor Project.

To reduce I-30 congestion through TDM, multiple entities including TxDOT, the City of Dallas, the NCTCOG, and DART developed plans to enhance rail, bike, and pedestrian transportation modes and the NCTCOG and DART developed plans for rail extensions in the region. It is expected that the enhanced rail system would be operational by 2045 and would accommodate many trips in and around the I-30 corridor; although DART has no new programmed rail expansion projects in the I-30 East Corridor Project area, it is developing plans to modernize its bus transit program and increase bus transit frequency systemwide. The NCTCOG is also committed to enhancing the regional Veloweb (off-street shared-use paths for bicyclists, pedestrians, and other non-motorized forms of transportation) by increasing the shared-use path network to a total of 1,883 miles in 10 counties. Approximately 1.5 miles of Veloweb is planned on the north side of I-30. Based on the NCTCOG regional modeling plan, the rail extensions and bike and pedestrian accommodations as a stand-alone alternative would not offset the anticipated impact to the freeway generated by regional population growth and subsequent traffic demand. It has been recommended that these modal plans be implemented to provide mode choice and accommodate the regional transportation needs. Managed lanes are another TDM strategy utilized to mitigate congestion. Managed lanes are being implemented

in the project to help mitigate congestion on the corridor. Directional managed lanes were identified to best fit the traffic demand for the corridor based on historical traffic counts and traffic projections developed for the project.

While TSM (including TDM) strategies are proven concepts to ease traffic congestion and improve travel times, a TSM alternative alone would not address issues associated with an aging roadway system linkage and substandard roadway geometrics and would not meet the project's need and purpose. Moreover, the TSM alternative alone would do nothing to ameliorate the separation of neighborhoods that resulted by the original construction of I-30 decades ago, nor would it be consistent with other City of Dallas plans for improving communities (e.g., potential decking options for I-30). For these reasons, the TSM Alternative would continue to be developed to enhance the effectiveness of the I-30 East Corridor Project but does not address all aspects of the project's need and purpose.

4.3.2 Shifting the I-30 Alignment Northward and Other Design Considerations

A principal purpose of the proposed I-30 East Corridor Project is to add capacity to I-30. The existing ROW near the western end of the project would need to be expanded to accommodate the addition of two general purpose lanes and two reversible managed lanes. An additional purpose for the project is to reconstruct the segment of I-30 from I-45 to Haskell Avenue from an existing facility on bridge structure to a depressed highway such that cross streets would cross I-30 on bridges. Reconstructing I-30 within this segment would require 90 percent of the approximately 12 acres of proposed ROW for the project, which would be taken from both sides of the highway. The design would also widen to accommodate the planned ramps and frontage road segments that would be added for at-grade connections with cross streets and for travel lanes.

Within the I-30 segment from I-45 to Haskell Avenue, project designers have endeavored to avoid and minimize impacts to three historic resources that are either listed on the National Register of Historic Places (NRHP) or have been accepted as eligible for listing on the NRHP by the State Historic Preservation Officer (SHPO). These historic resources within the proposed project's Area of Potential Effects (APE) along a highway segment approximately 1,800 feet in length. Within this segment, two of the historic resources are located to the north of I-30 and one to the south of it. Project designers looked carefully for options that would avoid or minimize impacts to these resources, such as shifting the I-30 alignment northward to avoid displacement of the NRHP-eligible Cabell's, Inc. building south of I-30 on Exposition Avenue. However, doing this would result in displacement impacts to both the NRHP-listed Gulf Oil Distribution Facility and District and the NRHP-eligible Texas Ice House located on the north side of I-30. Photographs of these three historic resources are shown in **Appendix B – Project Photographs** (Photographs 5 – 7) and locations are in **Appendix E – HRSR-1: Prior Surveys** (see page 3 for Gulf Oil Distribution and District, and Texas Ice House) and **Appendix E – HRSR-2: Surveyed Resources** (see page 3 for Cabell's, Inc. facility, Resource 197). As it is not possible to meet the project's need and purpose without affecting at least one of these historic resources, project planners and stakeholders opted to abandon shifting I-30 northward thereby avoiding adverse impacts to the Gulf Oil Distribution Facility and District and the Texas Ice House.

For more than two decades TxDOT has worked with the City of Dallas, the NCTCOG, and various Dallas community stakeholders in planning the overall concept and design details for the proposed project. In addition to the alignment shift alternative described above, in the past two years TxDOT has hosted

over 20 coordination meetings with the City of Dallas to review and discuss project design concepts and details such as the locations and directions of access ramps, cross street bridges and reconnections of streets previously severed by I-30, and potential decking options. In addition, several stakeholder meetings have been held with the city in combination with nearly 20 neighborhood associations, economic and urban development associations, and other civic organizations for the same purpose. The feedback from these interactions with stakeholders, in addition to feedback from the public meeting held in June 2021, have led project designers to make design adjustments throughout the I-30 East Corridor Project in response. While these discussions did not focus on an alternative that would fundamentally redefine the project, the collective input from multiple sources has shaped and fine-tuned the project design by incorporating some suggestions that best meet the project's need and purpose while setting aside other recommendations that were found to not support the need and purpose or were not cost-effective. Additional discussion of stakeholder and public involvement is included in Section 7.0.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical documentation was prepared:

- Archeological Background Study
- Archeological Survey Report
- Species Analysis Form
- Species Analysis Spreadsheet (and supporting materials)
- Carbon Monoxide Traffic Air Quality Analysis Technical Report
- Community Impacts Assessment Technical Report
- Congestion Management Process Summary
- Cumulative Impacts Analysis Technical Report
- Hazardous Materials Initial Site Assessment
- Historic Property Section 4(f) *De Minimis* Checklist and Documentation
- Historical Resources Survey Report
- Historical Studies Research Design (Reconnaissance Survey and Intensive Survey)
- Indirect Impacts Analysis Technical Report
- Project Coordination Request for Historical Studies Project
- Quantitative Mobile Source Air Toxics Analysis Technical Report
- Section 4(f) Individual Evaluation
- Surface Water Analysis Form
- Traffic Noise Analysis Report
- Waters of the U.S. Delineation Report

The final technical reports and documents listed above may be inspected and copied upon request at the TxDOT Dallas District Office, 4777 E. Highway 80, Mesquite, Texas 75150. Final technical reports and the detailed data and maps included within them are incorporated by reference but are not included in this EA. Selected graphical information and summaries of data from final and draft

technical reports are included in this EA to assist in describing anticipated project-related environmental impacts. This draft EA and all technical reports prepared in support of it were prepared in accordance with specialized instructional guidance for NEPA studies provided by TxDOT's Environmental Affairs Division (TxDOT-ENV, TxDOT-ENV 2022b) and FHWA's delegation of authority for TxDOT to prepare NEPA documents (FHWA 2019).

This section examines the direct impacts that would result from constructing the facility within the project construction footprint, which includes all areas that would be subject to ground disturbing activities from heavy construction equipment. The construction footprint for the proposed project includes all areas in existing and proposed ROW within the project limits and comprises approximately 267 acres.

This section also addresses the indirect effects caused by the proposed project that extend beyond the construction footprint either during or after construction of the facility (i.e., encroachment-alteration indirect effects). Examples of such indirect impacts include the potential sedimentation of streams by soil eroded from construction sites, increases in traffic noise experienced on properties near the project after completion, or the potential effects on ambient air quality in local areas near the completed project. Thus, environmental impacts caused by the project have been assessed for both the construction footprint as well as beyond it to the point where indirect impacts attenuate to a negligible level. Also addressed in this section are steps taken to ensure compliance with relevant laws and federal Executive Orders (EO), in addition to mitigation measures where such are warranted.

The information presented in this section and throughout this EA was obtained from a variety of state and federal natural resource agencies, local governments, and from several field visits in 2021 and 2022. The primary tool for assessing environmental aspects of the study area was a geographic information system (GIS) database for which digital shapefiles were acquired regarding basic geographic features (i.e., roads and local government boundaries), geology and soils, elevation contours, water and floodplain features, vegetation and wildlife habitat, land use, and socio-economic characteristics.

The following sub-sections identify the environmental consequences of the Build and No-Build Alternatives on each resource or other environmental topic considered.

5.1 Right-of-Way and Displacements

5.1.1 Proposed ROW and Potential Surplus ROW

The Build Alternative would require approximately 12 acres of ROW to construct the project; no easements are anticipated for this project. Over 90 percent of the proposed ROW is within the western portion of the I-30 East Corridor Project between I-45 and Haskell Avenue. The locations and acreage of the 33 areas of proposed ROW are shown in **Appendix E – Proposed Right-of-Way Map**. Areas of proposed ROW can be seen within the context of the design schematic (**Appendix C**).

In addition, the Build Alternative would reduce the existing roadway footprint in four locations between 3rd Avenue and Exposition Avenue where are existing I-30 ramps and connections to local streets. This would allow for surplus ROW that could potentially be sold to the City of Dallas or Dallas County, or to private entities if neither the city nor county wish to purchase the land. A total of approximately 3.7

acres of ROW would potentially be converted to non-transportation use at the locations shown in **Appendix E – TxDOT Potential Surplus ROW Map**.

The No-Build Alternative would not require additional ROW and there would be no potential for surplus ROW returning to non-transportation uses.

5.1.2 Potential Displacements

The current project design would potentially result in 29 displacements of structures on 26 properties, including five single-family residences (and one shed), ten commercial facilities, one city facility, and twelve billboards listed in **Table 6**. The locations of all potential displacements and a table with addresses and other details are in **Appendix E – Displacements Map;** see also **Appendix B – Project Photographs** for examples of displacements (Photographs 4, 5, and 12).

Table 6. Displacements List

Map ID	Dallas Central Appraisal District Account Number	Displacement Type	Business Name (if applicable)	Site Address
1	00000130261000000	Billboard	N/A	1601 Jeffries St
2	00000130258000000	Billboard	N/A	1515 Jeffries St
3	00000130318000000	Billboard	N/A	1608 Jeffries St
4	00000130309000000	Commercial	USA Cast Stone & Construction, LLC	1616 Jeffries St
4	00000130312000000	Commercial	USA Cast Stone & Construction, LLC	1612 Jeffries St
4	00000130309500000	Commercial	USA Cast Stone & Construction, LLC	1614 Jeffries St
5	00000130291000000	Billboard	N/A	2960 E RL Thornton Fwy
6	00000130300000000	Single-family Residence	N/A	2913 Dawson St
7	00000130294000000	Single-family Residence (including shed)	N/A	2917 Dawson St
8	00000130297000000	Single-family Residence	N/A	2921 Dawson St
9	00000130399000000	Commercial	Hinga's Automotive Co	1703 Chestnut St
10	00000129613000000	Commercial (Vacant)	Vacant	3001 Hickory St
11	00000104245500000	Government	Dallas Fire Marshal's Office	1600 Chestnut St
12	00000129625000000	Billboard	N/A	1613 Baylor St
13	000852000401A0000	Commercial	Gas Station Central (Natural Gas)	1600 Baylor St
14	00000129655000000	Billboard	N/A	3103 Hickory St
15	00DALAREARAPTT140	Commercial	DART	555 2nd Ave
16	00000127510000000	Commercial and Billboard	First Motors	601 1st Ave
17	00000127582000000	Billboard	N/A	701 1st Ave
18	00000127558000000	Billboard	N/A	713 Exposition Ave
19	00000127396000000	Commercial	Excalibur Collision Center	710 Exposition Ave
20	000811000001A0000	Commercial (Multiple Businesses)	Light Loft, LLL GymStudio, C. Cooper Boudoir Photography (possibly more)	820 Exposition Ave
21	00000127384000000	Billboard	N/A	4044 Commerce St
22	00000127306000000	Commercial and Billboard	Forty-Four (Construction)	619 S Hill Ave
23	00000127273000000	Commercial and Billboard	Unknown	620 S Hill Ave
24	00000145375000000	Single-family Residence	N/A	4937 Lindsley Ave
25	00000517615000000	Commercial	Brake-O Wheel Alignment	3909 Samuell Blvd
26	00000130303000000	Single-family Residence	Lobo Distribution, LLC	2911 Dawson St

TxDOT provides relocation assistance to all displaced persons without discrimination in accordance with USDOT policy pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in the Surface Transportation and Uniform Relocation Assistance Act of 1987 (the Uniform Act). All property owners from whom land is required are entitled to receive just compensation for their property, which is based upon the fair market value of the property. TxDOT also provides, through its Relocation Assistance Program, payment and services to aid in movement to a new location.

The No-Build Alternative would not require any displacements of residences, other buildings, or billboards.

5.2 Land Use

Based on aerial photography, a general land use analysis of the I-30 East Corridor Project area shows that approximately 30 percent of the land is residential (single and multi-family) development. Undeveloped, designated open-space or park land accounts for approximately 10 percent of the land bordering the project area. The remaining 60 percent of the land along the project corridor area is commercial (mostly highway retail strip development), industrial, and miscellaneous tracts such as schools and hospitals. The primary location of single-family residential neighborhoods along I-30 is from Carroll Avenue extending eastward nearly to White Rock Creek. As over 90 percent of proposed ROW is required from areas west of Carroll Avenue, ROW impacts from the Build Alternative would primarily affect commercial/industrial properties (see **Appendix B – Project Photographs** 5 – 12).

Notable features along the project corridor include Fair Park, located on the south side of I-30, and Tennison Park Golf Course and Samuell Grand Park located north of I-30 near White Rock Creek, a perennial stream that crosses I-30 near Ferguson Road. A large cemetery, Grove Hill Memorial Park and Cemetery, is also located near White Rock Creek, to the south of I-30. The Build Alternative would have no potential impacts on any of these land use features.

The No-Build Alternative is not expected to result in changes to existing land use within the I-30 East Corridor Project limits.

5.3 Farmlands

The Farmland Protection Policy Act does not apply because all proposed ROW would affect only lands already developed or otherwise in fact committed to urban use, as also evidenced by the U.S. Census Bureau's mapping of the project area as "urban" (see 7 USC 4201(c)(1)(A) and 7 CFR 658.2(a)).

5.4 Utility Relocation

It is reasonably foreseeable that utilities will have to be relocated as a result of the Build Alternative. In particular, the extensive construction activities needed to widen the project corridor in the I-30 segment from I-45 to Haskell Avenue would require relocation of all existing utilities within the existing and proposed ROW. Such activities include removal of existing I-30 bridge structures, excavation of earth to reconstruct mainlanes and managed lanes 30+ feet below existing ground level, construction of ramps and retaining walls, and creation of frontage road segments would necessitate relocation of all existing utilities within existing ROW and proposed ROW areas. Also, widening and excavation to depress I-30 mainlanes and managed lanes primarily within existing ROW east of Haskell Avenue to

Dolphin Road would be expected to require extensive relocation of utilities including storm and sanitary sewers, gas and water lines, and overhead and buried electrical/cable/fiber utilities. Some relocation of utilities, mostly within existing ROW, to the east of Dolphin Road would also be expected in connection with highway widening and construction of ramps and frontage roads. The impacts resulting from removal of any utilities from within existing highway right-of-way (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this EA.

It has not yet been determined whether the dislocated utilities will be re-installed within the I-30 ROW or to a location outside the highway ROW. However, the potential impacts resulting from re-installation of the displaced utilities within the highway ROW have been considered as part of the overall project footprint impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) within this EA. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process. Additionally, the owner of the utility will be responsible for acquiring any easements outside the highway ROW and ensuring that the design and construction meet all regulatory and environmental compliance requirements. See 43 TAC 21.37(a)(9), (g)(1)), and (g)(4); and 43 TAC 21.38(e)(2).

The No-Build Alternative would not require the relocation of any utilities.

5.5 Community Impacts

5.5.1 Community Study Area

The community study area boundaries are comprised of census block groups within one mile of the project and major roadways encompassing the project, including Jim Miller Road, Abrams Road, S. Glasgow Drive, Military Parkway, and Cesar Chavez Boulevard, among others. The community study area encompasses the areas most likely to be impacted by the proposed project. Eighty-five community facilities were identified within the community study area and include recreational and museum facilities, schools, places of worship, police/fire department facilities, a hospital, and a cemetery, among others.

5.5.2 Displacements

As discussed in **Section 5.1.2**, the Build Alternative would potentially displace five single-family residences and 24 non-residential structures. A search was made for replacement residential properties for the three potentially displaced homes on Dawson Street (see Map IDs 6-8 in **Appendix E – Displacements Map**). The appraised values as assessed by the Dallas County Appraisal District range from $42,710 to $43,990 for these homes with living area sizes from 1,003 to 1,099 square feet. A review of the home-buying websites zillow.com and trulia.com did not identify any homes for sale of comparable size and value for miles in any direction from these homes.

The review of the home-buying websites did identify a number of homes of comparable size and value for sale in the area of Map ID 24 on Lindsley Street, which has a living area of 1,526 square feet and a county-appraised value of $170,960. These comparable homes are within 2 miles of Map ID 24 and range in price from $175,000 to $195,000, with living area sizes between 1,794 and 2,106 square feet. However, most homes in the area are far more expensive. It should be noted that the appraised value of properties assessed by the county appraisal district for tax purposes are not the same as fair market value, which is what the review of Zillow and Trulia listings show. TxDOT compensates property owners based on the fair market value of their property, and not on tax roll appraisals. Undeveloped land and commercial/retail/office properties are available for sale or lease for the potentially displaced businesses.

TxDOT offers relocation assistance to all individuals, families, businesses, and non-profit organizations displaced as a result of a highway or other transportation project. In order to assist those who are required to move, TxDOT provides payments and services to aid in movement to a new location through its relocation program. This assistance applies to tenants as well as owners occupying the real property for an orderly, timely and efficient move. A relocation counselor would contact the affected property owners and tenants to assist with the details of relocation (TxDOT 2015). Additionally, various resources for housing and employment assistance are available in the Dallas area that could potentially help those displaced by the proposed project.

In early 2023 TxDOT conducted additional outreach to the owners of three potentially displaced residences on Dawson Street listed in **Table 6** (house numbers 2913, 2917 and 2921). The TxDOT project engineer held virtual meetings with each property owner for these residences in addition to the property owner of a fourth property (2911 Dawson Street) because inclusion of a large portion of the backyard for this residence may ultimately lead to displacement. The project engineer discussed project design details with each property owner, project schedule and the ROW acquisition process. In response to a request by one of the property owners, ROW specialists were included to discuss details of the property acquisition process and the types of relocation assistance that would be provided (see **Appendix E – Summary of Meetings with Potentially Displaced Residence Owners**).

The No-Build Alternative would not result in any residential, commercial, or other displacements, and would therefore require no relocation assistance.

5.5.3 Community Travel Patterns and Cohesion

The project would include ten mainlanes (five in each direction) and depress the mainlanes below ground level from I-45 to Dolphin Road to allow cross streets to bridge over I-30 and connect with frontage roads at-grade (see **Section 2.2** for details). This design would serve to reknit the street grid and provide for potential deck parks and plazas that would make the highway less of a barrier between adjacent communities and neighborhoods, as illustrated in **Appendix E – I-30 Potential Decking Locations Map**.

The proposed design also includes two reversible managed lanes, discontinuous at-grade frontage roads with two to three lanes in each direction, and the reconstruction of ramps and bridge structures. Accommodations for bicycle and pedestrian travel along the project corridor are a component of

project development and would aid the objective of reconnecting communities divided by the original construction of the I-30 corridor.

The proposed project would also reconnect Bank Street, Caldwell Street, Gurley Avenue and Beeman Avenue, which were divided by the construction of I-30 and construct a bridge crossing for a city-planned 4th Avenue. A total of 12 streets that currently cross under I-30 bridge structures from east of Malcom X Boulevard to Ferguson Road would cross over I-30 at grade and would have connections with new segments of frontage roads where such are constructed. Overall, the number of at-grade street crossings of I-30 within project limits would increase from two streets to 19 streets.

In a few instances near the I-30 interchanges with I-45, small streets that currently cross beneath the extended I-30 bridge structure would be access-controlled due to the need for ramps connecting with the interchange. However, in all but one instance these roads would acquire access to the frontage road or, in the case of 3rd Avenue, would have the new roadway bridge for the planned 4th Avenue constructed nearby.

In addition to improving the road network connections, the many cross streets would be compatible with design guidelines in the City of Dallas Complete Streets Design Manual (COD 2016b). This manual encourages the design of city streets to serve the destinations located along the streets and accommodate safe use of city streets by motor vehicles, bicyclists and pedestrians. Doing so would contribute to the neighborhood's character and quality of life.

Estimated travel times are anticipated to shorten due to increased mobility, managed congestion and the enhancement of pedestrian and bicycle facilities as a result of the proposed improvements.

The No-Build Alternative would make no beneficial changes to access and travel patterns or community cohesion. In addition, the No-Build Alternative would not improve mobility within the proposed project area and would not address the purpose and need for the project.

Bicycle and Pedestrian Facilities

The proposed Build Alternative includes improvements to create or enhance opportunities for bicycle and pedestrian travel throughout proposed project limits. This is an important design aspect that complements the new construction of all cross streets as at-grade bridge crossings of I-30 from I-45 to Dolphin Road. The design schematic (**Appendix C**) includes either 10-foot shared-use paths (i.e., pedestrian and bicycle use) or 5- to 6-foot sidewalks on both sides of all street crossings of I-30; nearly all bridge crossings also include a 5- to 6-foot buffer to the cross-street curb for added safety. Additionally, the design for the Peak Street and Barry Avenue bridge crossings of I-30 each include two protected 4- to 6-foot bicycle lanes (one in each direction) in addition to 6-foot sidewalks and a 3- to 5-foot buffer to either the bike lanes or street curb. Along the discontinuous I-30 frontage road segments within project limits a 10-foot shared-use path would be constructed with 5-foot buffer to the curb. The planned design of these facilities includes connections to approximately 1.5 miles of Veloweb that the city and NCTCOG are planning on the north side of I-30. Signalized intersections of cross streets with I-30 frontage roads would provide pedestrian phasing of traffic lights. At all

intersections crosswalks are planned with American with Disabilities Act ramps. A shared-use path bridge is planned just east of the DART bridge to maintain connectivity with the Santa Fe Trail.

The proposed improvements would improve connectivity, mobility and safety for pedestrian and cyclists traveling along the corridor. The proposed project would comply with TxDOT's Bicycle Accommodation Design Guidance, which implements USDOT and FHWA policy regarding bicycle and pedestrian accommodations (TxDOT 2021d).

Under the No-Build Alternative, pedestrians and cyclists would continue to use the existing, limited pedestrian and bicycle accommodations within the transportation network.

5.5.4 Limited English Proficiency (LEP)

EO 13166 - Improving Access to Services for Persons with Limited English 20 Proficiency (65 Federal Register 50121, 8/11/2000), requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. TxDOT carries out policies consistent with those promulgated by the USDOT for accomplishing LEP objectives stated in EO 13166 (see USDOT Policy Guidance Concerning Recipients' Responsibilities to LEP Persons, 70 Federal Register 74087-74100, 12/14/2005).

Fourteen of sixteen census tracts and 27 of 28 census block groups within the community study area contain LEP populations. The LEP populations range from 1% to 41% in census tracts and 0% to 55.4% in census block groups. Based on 2016-2020 ACS 5-Year Estimates, the estimated population 5 years and older across the 29 census block groups is 45,623 persons. The LEP population is estimated to be 8,917 (19.5%) persons. Of the 8,917 LEP persons, 8,893 (19.5%) speak Spanish; 0 (0%) speak Other Indo-European languages; 17 (0.04%) speak Asian and Pacific Island languages; and 7 (0.02%) speak Other languages. LEP populations are most concentrated between Haskell Avenue and E. Grand Avenue surrounding I-30, where LEP populations in census block groups range between 35.5% and 55.4%.

A virtual public meeting with an in-person option was held for this project in June 2021. Public involvement to date is described in detail in **Section 7.0**. To notify the public about the meeting, English and Spanish notices were mailed to adjacent property owners, stakeholders, community groups and organizations, elected officials and public officials. Bilingual postcards were also mailed to property owners in neighborhoods surrounding the I-30 corridor. Notices were published in English in two newspapers, the *Dallas Morning News* and the *Dallas Weekly* (serving the African American community), and in Spanish in *Al Dia*. Interpretation and translation services were offered to the public through the notice, but no requests were received. At the public meeting, comment forms were provided in English and in Spanish. A public hearing was held in June 2023. The LEP accommodations that were provided in the public meeting were also provided in the public hearing. If a request is received, TxDOT will make every reasonable effort to accommodate persons with special communication or mobility needs.

5.6 Visual/Aesthetic Impacts

The western half of the existing project corridor is generally elevated above adjacent properties. I-30 is elevated on structure from I-45 to Haskell Avenue, which places drivers' line-of-sight at least 25 feet above ground level. I-30 is elevated on an embankment that tapers in height from Haskell Avenue eastward, bridging over cross streets until it reaches the Dolphin Road bridge. These elevated segments of I-30 provide views beyond the ROW as adjacent areas are generally flat, allowing for long sight lines from the roadway when not interrupted by tall commercial buildings and landscape trees. The elevated views from the roadway are generally of residential development (single and multi-family), tall downtown buildings and commercial retail strip development. Throughout the communities within which I-30 passes, these elevated segments stand out as a predominant landscape feature both visually and acoustically (see **Appendix B – Project Photographs** 2 and 3).

The proposed project would depress I-30 mainlanes and managed lanes to a substantially lower elevation than the city street crossings and proposed frontage roads, increasing sightlines across I-30 on either side. As a result, the Build Alternative has the potential to positively impact views of the city's neighborhoods and urban landscaping by largely removing the highway from view and by reducing the traffic noise impacts on the aesthetic quality of surrounding communities. This effect is expected to be further enhanced by the city's plans to add deck coverings at selected locations above the depressed highway and reconstructing cross streets as "complete streets" with greater aesthetic enhancements (e.g., vegetation landscaping and amenities for pedestrians and bicyclists). Although not part of TxDOT's design for the proposed project, the design of the project has been extensively coordinated with the City of Dallas to identify areas that could be suitable sites for decking across portions of I-30 to create opportunities for landscaping and urban open space atop the highway. Coordination with the city as thus far identified several potential decking sites near Exposition Avenue and Grand Parkway (see **Appendix E – I-30 Potential Decking Locations Map**). Aesthetic decking is not part of the I-30 East Corridor Project design and would be constructed and maintained by the city after completion of highway improvements; however, project engineers would design retaining walls to provide the structural support needed at locations identified by the city for future decking amenities.

East of Dolphin Road the highway is at grade as it approaches and then crosses White Rock Creek and its tributaries atop bridge structure nearly 2,000 feet in length. The views from the highway along this segment include riparian and bottomland hardwood forests, as well as glimpses of large areas of urban open space (i.e., park, golf course and cemetery) in addition surrounding residential areas. The proposed project would reconstruct and widen the I-30 bridge crossing water features but would do little to alter the existing aesthetic qualities along this segment.

Urban design concepts have been developed to help blend and connect the project to the adjacent communities. Additional aesthetic design features such as lighting would be at the discretion of local jurisdictional areas along the project corridor. Aesthetic improvements associated with the proposed project would follow current TxDOT aesthetic guidelines and would be equal to or improve the existing conditions. Throughout project development TxDOT has worked closely with the City of Dallas to plan the improvements to the I-30 East Corridor to be compatible with city plans and guidelines for enhancing the aesthetic quality of its communities.

Under the No-Build Alternative, there would be no impact (adverse or beneficial) to the visual aesthetics of the area.

5.7 Cultural Resources

TxDOT evaluated impacts to cultural resources under Section 106 of the National Historic Preservation Act (NHPA, 54 USC 300101–307108) in accordance with the Programmatic Agreement Among FHWA, TxDOT, Texas SHPO and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (FHWA 2015). Additionally, the evaluations of archeological resources and historic-age cultural resources discussed in the two subsections below were carried out in compliance with regulations implementing the NHPA (36 CFR Part 800), the Antiquities Code of Texas and its implementing regulations (Texas Natural Resource Code, Title 9, Chapter 191; 13 TAC Chapter 26) and the TxDOT Memorandum of Understanding with the Texas Historical Commission (THC) relating to environmental review of transportation projects (43 TAC Rules 2.251–2.278).

5.7.1 Archeology

A desktop archeological background study in 2021 determined that most of the I-30 corridor is located within previously developed or highly disturbed settings with negligible potential for shallow or deep archeological deposits within an APE consisting of existing and proposed ROW. However, project archeologists recommended a field survey of several potentially undisturbed areas for shallow artifacts (i.e., within approximately 3 feet of the ground surface) and the mechanical excavation for deep deposits (i.e., to a depth of approximately 13 feet) within the White Rock Creek floodplain. The areas selected for field survey were considered to have a moderate to high potential for containing archeological resources due to indications that the areas may have avoided substantial ground disturbance despite the extensive urban development within the I-30 corridor.

The intensive archeological survey for the proposed project included shovel testing and backhoe trenching carried out in February/March 2022 under Texas Antiquities Permit Number 30592. Several areas within or near proposed ROW for the I-30 project were shovel tested and excavated soil from nine locations was examined for artifacts. Shovel testing revealed historic-era artifacts at two sites near the western project limit. Artifacts found in shallow soil included glass and ceramic shards, brick fragments, nails and other metal fragments believed to be domestic- or architectural-related. Analysis of the artifacts and records research of site ownership and past land use led project archeologists to recommend that the nature of artifacts, past land ownership and the diminished integrity of the sites did not warrant further research or investigation. The result of the backhoe trench excavation near White Rock Creek was negative for any artifacts.

The field archeological survey was coordinated with TxDOT-ENV and it was determined that the sites investigated do not meet criteria for listing on the NRHP and that further archeological investigation within the project corridor is not warranted. Accordingly, the Build Alternative is not expected to result in adverse impacts to archeological resources of consequence. In accordance with the agreements noted above (FHWA 2015; and 43 TAC Rules 2.251–2.278), no further coordination of the archeological survey is required. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

As the No-Build Alternative would not result in ground-disturbing construction activity, no impacts to archeological resources are expected.

5.7.2 Historic Properties

TxDOT conducted a historic resources survey of architectural and engineering resources located along the I-30 East Corridor Project to identify historic-age resources in compliance with Section 106 of the NHPA ("Section 106"). Historic-age resources are defined as buildings, structures, objects, districts, or sites that are or will be 45 years old or older on the date the project is expected to be let for construction (i.e., 2026; historic-age cutoff year is 1981).

Determinations of Eligibility

TxDOT's Historic Resources Survey Report (HRSR) for the project evaluates a total of 563 resources on 333 parcels. TxDOT historians evaluated each individual historic-age resource under the criteria for listing resources on the NRHP based on the quality of significance in American history, architecture, archeology, engineering and culture present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, association, and at least one of the following criteria:

- Criterion A: Resource is associated with important events that have contributed significantly to the broad pattern of history.
- Criterion B: Resource is associated with the lives of person significant in our past.
- Criterion C: Resource embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Resource has yielded, or may be likely to yield, information important in prehistory or history.

The HRSR combines other recent survey efforts. Survey forms in the HRSR include a compilation of photos and information from the *Historic Resources Survey of Downtown and Deep Ellum*, conducted by HHM & Associates for the City of Dallas in 2022, TxDOT's *IH-30 Canyon Improvements Project* HRSR conducted in 2020, and an earlier version of the current TxDOT HRSR for the proposed project. The resources identified in these previous surveys of historic resources are shown in **Appendix E – HRSR-1: Prior Surveys**.

As documented in the HRSR (see **Appendix E – HRSR-2: Surveyed Resources**, and **– HRSR-3: Historic Districts**), TxDOT determined the following properties are **eligible** for or previously **listed** in the NRHP.

Historic Districts:

- **Deep Ellum Historic District**—This district is eligible for listing in the NRHP and is pending official NRHP listing by the National Park Service.
- **Gulf Oil Distribution Facility Historic District**—Listed in the NRHP in 2010 at the local level under Criterion A for Industry, period of significance from 1900 to 1974; also locally designated as a Dallas Landmark and is contributing to the Deep Ellum Historic District.
- **Texas Centennial Exposition Buildings/Fair Park Historic District**—Listed in the NRHP in 1986 at the national level of significance (National Historic Landmark [NHL]) under Criterion A in the area of Entertainment/Recreation; also listed as a SAL and a local Dallas Landmark District.

- **Mt. Auburn/Santa Fe Historic District**—The Mt. Auburn/ Santa Fe Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the south, Willow Street/Santa Fe Trail (the former Santa Fe rail corridor) on the west, Cameron Avenue on the north, and East Grand Avenue on the east (see **Appendix E – HRSR-3: Historic Districts**, Page 2). The HRSR documents 77 resources within the project APE, with 65 contributing resources (84 percent) and 12 noncontributing (16 percent) in this district.
- **Claremont Historic District**—The Claremont Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the southwest, Hunnicut Road on the southeast, Dorrington Drive on the northeast, and, on the northwest, Ferguson Road/the creek between Claremont Drive and Bar X Street (see **Appendix E – HRSR-3: Historic Districts**, Page 3). The HRSR documents 16 resources within the APE, with all resources (100 percent) contributing to the character of this district.
- **Commerce/Exposition Historic District**—The Commerce/Exposition Historic District is located south of I-30 and roughly bounded by the Texas & Pacific (T&P) railroad tracks at the north, Parry Avenue at the east, the alley between 1st Avenue and Exposition Avenue at the south, and Ash Lane at the west (see **Appendix E – HRSR-3: Historic Districts**, Page 4). The Texas Centennial Exposition Buildings/Fair Park NHL District is immediately east of this eligible district. The HRSR documents 23 buildings within the APE, with 22 contributing resources (96 percent) and one noncontributing (4 percent).
- **Jubilee Park Historic District**—The Jubilee Park Historic District is located south of I-30 and roughly bounded by Ash Lane on the northwest, the East R.L. Thornton Access Road on the north, Philip Avenue on the southeast, and S Carroll Avenue on the southwest (see **Appendix E – HRSR-3: Historic Districts**, Page 5). The HRSR documents 61 buildings within the APE, with 54 contributing resources (89 percent) and seven noncontributing (11 percent).
- **Ford Motor Company**—The Ford Motor Company Historic District is located south of I-30, and the proposed district boundaries match the parcel boundaries, defined roughly by East Grand Avenue on the northwest, Barry Avenue on the southwest, an irregular line partially defined by a rail spur on the southeast, and the alley paralleling S Henderson Avenue on the northeast (see **Appendix E – HRSR-3: Historic Districts**, Page 6). The HRSR documents seven buildings within the APE, with all contributing (100 percent).
- **Owenwood Historic District**—The Owenwood Historic District is south of I-30 and is roughly bounded by the East R.L. Thornton Access Road/Culver Street on the north, Boone Avenue/Dolphin Road on the east, Alpine Street on the south, and Beeman Avenue/Henderson Avenue/Fairview Avenue on the west (see **Appendix E – HRSR-3: Historic Districts**, Page 7). The HRSR documents 94 buildings within the APE, with 86 contributing resources (91 percent) and eight noncontributing (9 percent).

Individually Eligible Properties

The individual resources previously listed in the NRHP in the study area are shown in the maps in **Appendix E – HRSR-1: Prior Surveys**. In addition to previously designated resources, TxDOT finds the resources listed in **Table 7** as individually **eligible** for NRHP designation under the eligibility criterion or criteria indicated.

Table 7. Individually Eligible Historic Resources Within the Project APE

HRSR Resource ID Number	Address (Name)	Applicable Eligibility Criterion/Criteria
Resource 8A	1622 PEARLSTONE ST A (Pearlstone Mill)	Criteria A and C, Industry and Architecture (also contributing to Deep Ellum Historic District)
Resource 9	3200 HICKORY ST (Pearlstone Mill)	Criteria A and C, Industry and Architecture at the local level (also contributing to Deep Ellum Historic District)
Resource 12	502 S 2ND AVE	Criterion C, Architecture (also contributing to Deep Ellum Historic District)
Resource 19	4008 COMMERCE ST (Texas Ice House)	Criterion C, Architecture (also contributing to Deep Ellum Historic District)
Resource 28	500 ANN AVE	Criterion C, Architecture
Resource 102	5421 E R.L. THORNTON FWY	Criterion C, Architecture (also contributing to Mt. Auburn/Santa Fe Historic District)
Resource 104A	2810 SAMUELL BLVD A	Criterion C, Architecture
Resource 137	3700 SAMUELL BLVD	Criterion C, Engineering
Resource 197	710 EXPOSITION AVE (Cabell's Incorporated)	Criteria A and C, Commerce and Architecture
Resource 200	4118 COMMERCE ST	Criterion C, Architecture (also contributing to Commerce/Exposition Commercial Historic District)
Resource 210	714 FLETCHER ST	Criterion C, Architecture
Resource 245A	4839 PARRY AVE A	Criterion C, Architecture (also contributing to Jubilee Park Historic District)
Resource 247A	4843 PARRY AVE A	Criterion C, Architecture (also contributing to Jubilee Park Historic District)
Resource 271A	5200 EAST GRAND AVE A	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 271B	5200 EAST GRAND AVE B	Criteria A and C, Industry and Architecture (also contributing to Ford Motor Company Historic District)
Resource 271C	5200 EAST GRAND AVE C	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 271E	5200 EAST GRAND AVE E	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 290A	5710 E R.L. THORNTON FWY A	Criteria A and C, Ethnic History, Religion, and Architecture (also contributing to Owenwood Historic District, meets Criterion Consideration A)
Resource 349	4529 SAMUELL BLVD (gas station)	Criterion C, Architecture
Resource 354	4721 SAMUELL BLVD	Criterion C, Architecture

TxDOT determined that the remaining surveyed properties within the project APE are not NRHP eligible due to lack of significance, historic integrity, or a combination of both.

Section 106 Determinations of Effects

TxDOT considered the potential for both direct and indirect effects to individual historic properties and to historic districts, including acquisition of new ROW, demolition of buildings, increased noise, vibration, and visual changes. Due to the proposed lowering below grade level of what is currently an elevated roadway, the project will not increase existing noise and visual effects along the corridor and will have no adverse effect on most of the identified historic properties. In some areas, the project will improve conditions, as project components remove the existing visual barrier of the highway and reconnect neighborhoods and commercial areas divided by the initial interstate construction.

The project would directly affect some properties by ROW acquisition and demolition as indicated in **Appendix E – HRSR-2: Surveyed Resources** and **HRSR-4: District Effects**. TxDOT determined the project will have an **adverse effect** on the following resources:

- The Cabell's Building at 710 Exposition Avenue (Resource ID 197), which is both individually eligible and a contributing resource within the recommended Commerce/Exposition Historic District;
- The contributing commercial building at 820 Exposition Avenue, Unit A (Resource ID 196A, also documented as 800 Exposition Avenue due to parcel records), within the recommended Commerce/Exposition Historic District; and
- The contributing Craftsman bungalow at 4937 Lindsley Avenue (Resource ID 69), within the recommended Mt. Auburn/Santa Fe Historic District.

TxDOT determined the project will have **no adverse effect** on the following resources:

- The Gulf Oil Distribution Facility at 501 S 2nd Avenue (Resource IDs 11A–F), which is both listed as a small historic district and contributing to the pending Deep Ellum Historic District, proposed ROW acquisition of 0.008 acre (0.35 percent) of the 2.26 acres within the NRHP-listed district boundaries;
- 4809 Ash Lane (Resource ID 44), contributing to the recommended Mt. Auburn/Santa Fe Historic District, proposed ROW acquisition of 0.0012 acre (0.62 percent) of the 0.1607-acre parcel; and
- 5115 Philip Avenue (Resource ID 269), contributing to the recommended Jubilee Park Historic District, proposed ROW acquisition of 0.0002 acres (0.15 percent) of the 0.1378-acre parcel.

As part of the Section 106 process, TxDOT coordinated the HRSR with the SHPO, consulting historic organizations and the public (during the public hearing comment period). The SHPO concurred with TxDOT's determinations of NRHP eligibility of historic resources and potential project-related effects, and documentation of agency coordination related to the HRSR is included in **Appendix F**. TxDOT also considered the input from consulting historic organizations in preparing the HRSR; no comments from the public regarding historic resources were received during the public hearing comment period (see **Appendix H**).

TxDOT also prepared a Programmatic Agreement for the project (Project PA) pursuant to Section 106 requirements. TxDOT invited consulting parties to participate in development of the Project PA but none elected to sign the project PA. Therefore, TxDOT-ENV and the SHPO are the signatory parties to the Project PA which is included in **Appendix G**. The PA was fully executed on October 16, 2025. Key aspects of the Project PA include the following:

1. Specific provisions that address historic property protections such as designating no-work zones near historic properties, noise abatement, ground movement and vibration monitoring, the preparation of a Historic Property Protection Plan, and requirements for reporting and repairing damages during construction. Appendix D of the Project PA provides a list of best practices that are required to be included in the construction plans and specifications to protect historic properties where construction activity would occur nearby.
2. Documentation of historic properties proposed for demolition, historic context and interpretive panels.
3. Procedures for post-review discoveries and emergency undertakings, including TxDOT's responsibility for investigations, resolution of adverse effects, and coordination with contractors as needed. For discoveries in additional APE areas requested by contractors, TxDOT mandates the contractor's responsibility to conduct any required investigations and resolve adverse effects in consultation with the SHPO and other consulting parties.

The No-Build Alternative would not affect any historic resources; no coordination with the SHPO/THC would be required.

5.8 Protected Lands

A thorough review of properties affected by proposed ROW acquisition for the I-30 East Corridor Project indicated that no parks or recreation areas funded by the Land and Water Conservation Fund (LWCF) are within the proposed project limits; therefore, an evaluation under Section 6(f) of the LWCF Act is not required (54 USC 200305; 36 CFR Part 59). Additionally, the proposed project would not result in any taking or use of any public land designated and used prior to the arrangement of the project as a park, recreation area, scientific area, wildlife refuge, or historic site, as defined in Chapter 26 of the Parks and Wildlife Code (13 TAC Chapter 26); therefore, Chapter 26 requirements do not apply to the proposed project.

The Build Alternative would not require the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge land of national, state, or local significance protected by Section 4(f) of the USDOT Act of 1966 and its implementing regulations (49 USC 303; 23 CFR Part 774). However, as discussed in **Sections 4.3.2** and **5.8.2** above, the proposed project would affect sites that are of national, state, or local significance and are protected by Section 4(f).

The No-Build Alternative would not result in impacts to Section 4(f), Section 6(f) or Chapter 26 properties.

5.8.1 Section 4(f) Individual Evaluation

TxDOT has conducted a detailed evaluation of potential project-related impacts to historic resources protected by Section 106 and by Section 4(f) of the USDOT Act of 1966 ("Section 4(f)") and its implementing regulations (49 USC 303; 23 CFR Part 774); the status of this evaluation of impacts to

protected historic resources is summarized in this subsection. Under Section 4(f), a federal transportation project affecting a historic site may not be approved if there is a prudent and feasible alternative to using the site and that the project includes all possible planning to minimize harm to the site resulting from that use.

As described in the preceding subsection, the HRSR identified three resources that all contribute to NRHP-eligible historic districts: (1) the NRHP-eligible Cabell's Building at 710 Exposition Avenue (Resource ID 197); (2) the contributing commercial building at 820 Exposition Avenue (Resource ID 196A, also documented as 800 Exposition Avenue due to parcel records); and (3) the contributing Craftsman bungalow at 4937 Lindsley Avenue (Resource ID 69). The proposed project would displace each of these resources resulting in an adverse effect that requires a Section 4(f) Individual Evaluation (hereinafter "4(f)IE"). Of these three resources only the Cabell's Building is individually eligible for NRHP listing. The results of the avoidance alternatives analysis in the 4(f)IE are discussed below.

The 4(f)IE examined several avoidance alternatives to the direct use of the historic sites. The No-Build Alternative and several additional avoidance alternatives considered in the 4(f)IE are summarized below, along with conclusions as to the reasonableness and feasibility of each alternative. A detailed discussion of all avoidance alternatives is in the Section 4(f) Individual Evaluation in **Appendix G**.

1. **No-Build**. Not constructing the proposed project would avoid any use of the three historic resources identified above for displacement but would not achieve any of the project's purposes nor would it address any aspect of the need for the project discussed in **Section 3.0** and detailed for this alternative in **Section 4.2**.
2. **TSM/TDM**. This approach would use TSM/TDM strategies to balance access and mobility through optimizing performance of existing roadway infrastructure as discussed in **Section 4.3.1**. Although TxDOT roadway planners will continue to apply TSM/TDM strategies regardless of whether the proposed project is constructed, using this as an avoidance alternative would not address the need/purpose to update I-30 structures reaching the end of their period of usefulness and reconstruct the highway to modern design/safety standards. This alternative would also do nothing to meet City of Dallas plans for improving communities by reknitting neighborhood severed by I-30 and implementing plans for constructing complete cross streets and decking options.
3. **Shift the Alignment North.** As discussed in **Section 4.3.2** this alternative was considered during early stages of project development as alignments were explored that would avoid adverse impacts to the historic resources adjacent to I-30 at 710 and 820 Exposition Avenue. However, shifting the I-30 alignment northward to avoid these two buildings would have required direct use impacts to buildings in the NRHP-listed Gulf Oil Distribution Facility District and the NRHP-eligible Texas Ice House, both of which also contribute to the Deep Ellum Historic District, which would also be affected by this alternative. This alternative is not prudent or feasible because it would not avoid all Section 4(f) resources.
4. **Bridge Over the Buildings at 710 and 820 Exposition Avenue.** Project designers have considered redesigning I-30 so that a bridge from 4th Avenue to Carroll Avenue would be constructed that would pass over the top of these two buildings. This alternative would result in undesirable impacts to adjacent EJ communities and would frustrate TxDOT and City of Dallas efforts to reknit communities. Moreover, the cost for this alternative would increase total construction costs by approximately $51 million. Due to cumulative impacts that are

contrary to the need/purpose of the project and construction costs (and expected added maintenance costs) this alternative would cause unique problems or impacts of extraordinary magnitude rendering avoidance alternative not prudent or feasible.

5. **Tunnel Under the Buildings at 710 and 820 Exposition Avenue.** Consideration was given to constructing a tunnel that would allow eastbound I-30 traffic to pass beneath these two buildings. A cylindrical tunnel approximately 60 feet in diameter could be constructed that would need to be placed at least 60 feet below the ground would accommodate five travel lanes; a second, 40-foot-wide eastbound frontage road tunnel at least 40 feet below ground surface would also be required. Challenges to constructing such a structure would include time to construct and including pumps to prevent flooding within the tunnel. This alternative also raises safety concerns about responding to vehicle accidents within the tunnel and the effects such events could have on traffic management. This alternative is not prudent or feasible in light of adverse impacts on traffic operations in addition to estimated increased project construction cost of approximately $1.4 billion that would more than double the overall current construction cost estimate for the project. In addition to the costs of extraordinary magnitude for this alternative, collateral impacts to other aspects of project design and major utilities (e.g., the Mill Creek stormwater tunnel project) render this alternative neither prudent nor feasible.
6. **Avoidance Alternatives for 4937 Lindsley Avenue**. The design of the roundabout intersection that adversely affects the resource at 4937 Lindsley Avenue (Resource ID 69) is based on achieving a high degree of safety. The roundabout design facilitates the intersection of Lindsley Avenue with Munger Boulevard that coincides with I-30 westbound entrance and exit ramps, thus allowing an intersection to accommodate traffic coming/going in six directions. Consideration was given to removing the roundabout entirely but this would not accommodate intersection improvements and at-grade connections that are a critical aspect of project design; therefore, this alternative would not be prudent. Constructing a tunnel under this property was considered but this would not allow for at-grade street connections and would result in costs of extraordinary magnitude; as this alternative would not support the project's purpose and need it would not be prudent. Shifting the roundabout southward to avoid the historic property would result in a more direct path for at least one roadway entering the roundabout that would allow vehicles to enter it at unsafe speeds. The key to the safe operation of this type of roundabout requires relatively even spacing of the three intersecting roadways so the geometric configuration of the facility provides natural speed control for entering vehicles. Accordingly, this alternative would compromise the safety and operations of the planned intersection improvements and would not be prudent.

The draft 4(f)IE was coordinated with and received concurrences from both agencies with Section 4(f) jurisdiction relating to the three adversely affected resources (i.e., the THC and U.S. Department of the Interior; see **Appendix F**) before a final decision was made. The final 4(f)IE concluded that the Build Alternative would result in a direct use of and adverse effect to the three properties noted above, and that the project would not result in any temporary or constructive use of these properties. The 4(f)IE further concluded that, based on the analysis of avoidance alternatives, there is no feasible and prudent alternative to avoid the use of these historic sites. Finally, the 4(f)IE found that the proposed action causes the least overall harm to historic resources and includes all possible planning to minimize harm resulting from the use of these three historic properties.

5.8.2 Section 4(f) *De Minimis* Evaluations

As noted in **Section 5.8.2** the proposed project would require small amounts of ROW from three historic sites. These instances are considered to be *de minimis* impacts as defined in FHWA's Section 4(f) regulations. That is, the impacts of the proposed ROW would have no adverse effect on the ability of these properties to continue as contributing resources to their respective historic districts. Section 4(f) regulations allow that *de minimis* impacts may be authorized upon receiving the concurrence of the Official with Jurisdiction (OWJ) that the nature and extent of proposed impacts would be minimal and would not result in an adverse effect. In this situation, the OWJ for these historic resources is the SHPO, whose concurrence is required before the *de minimis* impacts may be authorized. TxDOT has made the following *de minimis* impact findings, to which the SHPO concurred (see **Appendix F**):

- The Gulf Oil Distribution Facility at 501 S 2nd Avenue (Resource IDs 11A–F), which is both listed as a small historic district and contributing to the pending Deep Ellum Historic District, proposed Section 4f *de minimis* use of 0.008 acre (0.35 percent) of the 2.26 acres within the NRHP-listed district boundaries;
- 4809 Ash Lane (Resource ID 44), contributing to the recommended Mt. Auburn/Santa Fe Historic District, proposed Section 4f *de minimis* use of 0.0012 acre (0.62 percent) of the 0.1607-acre parcel; and
- 5115 Philip Avenue (Resource ID 269), contributing to the Jubilee Park Historic District, proposed Section 4f *de minimis* use of 0.0002 acres (0.15 percent) of the 0.1378-acre parcel.

5.9 Water Resources

5.9.1 Clean Water Act Section 404

This project will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404 of the Clean Water Act (CWA). **Table 8** shows the water features that were delineated for the project and indicates the features considered to be Waters of the U.S. (WOTUS) and within the jurisdiction of Section 404 in which regulated activity may take place. It also indicates whether permanent and/or temporary impacts are anticipated to be authorized under Section 404 by a nationwide permit (NWP) and if pre-construction notification (PCN) to the U.S. Army Corps of Engineers (USACE) is an anticipated; no impacts from the project would require an Individual Standard Permit, Letter of Permission, or Regional General Permit for any of the delineated WOTUS. The locations of water features listed in **Table 8** are shown in **Appendix E – Natural Resources Map** and details about expected impacts to water features are in **Appendix E – Water Feature Impacts Map**. Photographs 13 – 18 of **Appendix B – Project Photographs** depict representative aquatic features listed in **Table 8** that are expected to receive permanent and/or temporary impacts from the Build Alternative's construction activities.

Table 8. Summary of Water Features and Impacts

Name of Water Feature	Type of Water Feature	Location (Map ID#) in Appendix E – Natural Resources Map (types of impacts)	NWP 404? & if Y, then – NWP #	NWP with PCN Required?
Drainage Ditch	Drainage Ditch	1-1	N/A*	N/A*
Unnamed Tributary to White Rock Creek	Ephemeral Stream	1-2 (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	1-3 (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	1-4	N	N/A
White Rock Creek	Perennial Stream	2 (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	3-1 (temporary impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Ephemeral Stream	3-2 (temporary and permanent impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Ephemeral Stream	3-3 (temporary and permanent impacts)	Y – 14	Y
Wetland	Palustrine Emergent	3-4 (temporary and permanent impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Perennial Stream	4 (temporary and permanent impacts)	Y – 14	Y

Source: Study Team. Waters of the U.S. Delineation Report. December 2021.
* This is a water feature that was delineated but is a manmade ditch draining an upland and would not likely be considered a WOTUS by the USACE.

Water features were identified and delineated during field reconnaissance conducted on October 6, 13 and 14, and November 1, 2021. In addition to field observations of stream ordinary high-water marks and collection of site data for wetland features, the survey team analyzed U.S. Geological Survey topographic maps, Federal Emergency Management Agency (FEMA) floodplain maps, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory maps, Natural Resources Conservation Service (NRCS) Soil Survey maps and data, Light Detection and Ranging elevation data and current and past aerial photography. The placement of temporary or permanent dredge or fill material into potentially jurisdictional waters would be authorized under NWP 14 with a PCN, as indicated in Table 8. Of the ten water features delineated, only the drainage ditch (Map ID 1-1) is likely to be considered non-jurisdictional by the USACE. Verification with the USACE regarding whether the other nine water features are jurisdictional has not been performed to date.

The need for an Individual Standard Permit under Section 404 is not anticipated. If it is later determined that a Section 404 Individual Standard Permit is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the Individual Standard Permit application. The proposed project would not include any activity that involves alterations or use of any USACE Civil Works Project; therefore, authorization from the USACE pursuant to Section 408 of the Rivers and Harbors Act (33 USC 408) does not apply to the project.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to jurisdictional waters would be anticipated.

5.9.2 Clean Water Act Section 401

For projects that require a NWP under Section 404 that is covered by the Texas Commission on Environmental Quality's (TCEQ) blanket water quality certification under Section 401 of the CWA, regardless of whether the NWP is non-reporting, or requires the submission of a PCN, TxDOT complies with Section 401 by implementing TCEQ conditions for NWPs. For projects that require authorization under a NWP under Section 404 that is not covered by TCEQ's blanket Section 401 water quality certification, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made.

Under the No-Build Alternative, construction activities would not occur; therefore, no construction-related impacts to water quality would be anticipated.

5.9.3 Executive Order 11990 Wetlands

EO 11990, Protection of Wetlands (42 Federal Register 26961, 5/24/1977), prohibits new construction in wetlands unless there is no practicable alternative to such construction and the project includes all practicable measures to minimize harm to wetlands.

The field survey for aquatic features discussed in **Section 5.10.1** identified and delineated four emergent wetland features within project limits at two I-30 crossing sites. Project impacts to wetlands are all associated with the reconstruction of the I-30 bridge crossing of White Rock Creek and unnamed tributary streams near it. All wetlands with impacts would be the result of demolition of existing bridge support columns and drilling or other excavation activity for the placement of new bridge columns. Due to the aging structures of the existing bridge and the planned widening and realignment of the highway at this location the proposed project would not be able to meet the purpose and need without reconstructing this bridge. Therefore, there is no practicable alternative to the proposed bridge reconstruction.

The expected extent of project impacts to these features are detailed in **Appendix E – Water Feature Impacts Map** and are summarized below:

- Wetland 1-3: 0.157 acre of temporary impacts and no permanent impacts.
- Wetland 1-4: no temporary or permanent impacts are expected as the wetland is not near existing or proposed bridge support columns.
- Wetland 3-1: 0.047 acre of temporary impacts and no permanent impacts.
- Wetland 3.4: 0.037 acre of temporary impacts and 0.001 acre of permanent impacts; permanent impacts are due to the expected placement of a support column at the northern edge of this wetland for the proposed reconstructed bridge.

Design engineers were informed of the location of the water features, including these wetland features, during project development and careful consideration was given in the placement of bridge columns to both meet bridge structural design requirements for safety while minimizing impacts to the stream and wetland features that intersect I-30. The temporary impacts expected to wetland features necessary to remove existing support structures are simply unavoidable. Accordingly, the proposed action includes all practicable measures to avoid and minimize harm to wetlands.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to wetlands would be anticipated.

5.9.4 Rivers and Harbors Act

No navigable waters regulated under Sections 9 or 10 of the Rivers and Harbors Act lie within the project area; therefore, neither the Build Alternative nor the No-Build Alternative would impact any waters regulated by the Rivers and Harbors Act.

5.9.5 Clean Water Act Section 303(d)

The proposed project is located within 5 linear miles (not stream miles) of, is within the watershed of, and drains to, an impaired assessment unit under Section 303(d) of the CWA (see **Table 9**).

Table 9. Impaired Stream Segments Within 5 Linear Miles

Watershed	Segment Name	Segment Number	Assessment Unit Number
Headwaters Trinity River	Upper Trinity River	0805	0805_04
Source: TCEQ 2022b.			

To date, TCEQ has not yet identified (through either a total maximum daily load or the review of projects under the TCEQ MOU with TxDOT, 43 TAC Rules 2.301-2.308) a need to implement control measures beyond those required by the Construction General Permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated and maintained using best management practices to control the discharge of pollutants from the project site.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to an impaired water segment would be anticipated and coordination with TCEQ would not be required.

5.9.6 Clean Water Act Section 402

Since the Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications and Estimates (PS&E) Preparation manual require a storm water pollution prevention plan (SW3P) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual

requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System operator. It also requires that projects by inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation and Environmental Controls), and the "Required Specification Checklists" require the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

Under the No-Build Alternative, construction activities would not occur; therefore, no ground disturbance would occur and compliance with the TPDES CGP would not be required.

5.9.7 Floodplains

Portions of the proposed project are located within a FEMA designated 100-year floodplain and construction work would occur in the floodplain (see **Appendix E – Natural Resources Map**). The project is federally funded and therefore is subject to EO 11988 on Floodplain Management (42 Federal Register 26951, 5/24/1977). However, the project will not involve a significant encroachment in the floodplain as defined by FHWA's regulation implementing EO 11988 (23 CFR 650.105(q)).

The hydraulic design for the Build Alternative would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, and would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to floodplains would be anticipated.

5.9.8 Wild and Scenic Rivers

No wild and scenic rivers are in or near the project area; therefore, neither the Build Alternative nor the No-Build Alternative could potentially impact any wild and scenic rivers.

5.9.9 Coastal Barrier Resources

The Coastal Barrier Resources Act does not apply.

5.9.10 Coastal Zone Management

The project is not located within the Texas Coastal Management Plan boundary. Therefore, a consistency determination is not required.

5.9.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules and the EPA Edwards Aquifer MOU do not apply.

5.9.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

5.9.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to drinking water systems would be anticipated.

5.10 Biological Resources

The following sections address the Build Alternative's potential impacts to biological resources within the project area, which is located within the Texas Blackland Prairies Ecoregion. The assessment of potential impacts and proposed mitigation measures for nonurban landscapes within the I-30 corridor were prepared in accordance with TxDOT's 2021 Memorandum of Understanding (MOU) with Texas Parks and Wildlife Department (TPWD) regarding "the protection of the natural environment" (43 TAC Rules 2.201–2.207), TPWD's recommended Beneficial Management Practices (BMPs) for mitigating impacts to natural resources (TPWD 2021a) and TxDOT-ENV's implementing guidance (TxDOT 2023b).

5.10.1 Impacts to Vegetation

The nonurban vegetation habitat types in the project area were characterized and mapped based on field surveys by biologists in October/November 2021 that were augmented by GIS data of area soils, topography, water features and high-resolution aerial photography. Mapped vegetation types consist of approximately 3.4 acres of Floodplain Hardwood Forest, 6.8 acres of Riparian Hardwood Forest, in addition to the stream and wetland features described in **Section 5.10.1**. Also mapped were five unusually large trees, including three oak trees and two cottonwood trees, greater than 30 inches in diameter at breast height (dbh) near the eastern end of the project area. These forest and aquatic features are shown in **Appendix E – Natural Resources Map**, which includes a summary of field observations for each type of forested habitat studied and representative photographs of each, are included in **Appendix B – Project Photographs** (Photographs 19 and 20).

The riparian and floodplain hardwood forests and aquatic habitat types within the project area are primarily associated with White Rock Creek and two of its unnamed tributaries, along with their floodplains. Vegetation associated with Emergent Wetlands found abutting stream features is comprised of herbaceous species dominated by swamp smartweed (*Persicaria hydropiperoides*), marsh primrose-willow (*Ludwigia palustris*), sand spike-rush (*Eleocharis montevidensis*), chufa (*Cyperus esculentus*), golden crown grass (*Paspalum dilatatum*) and curly dock (*Rumex crispus*). Dominant tree species in the Riparian Hardwood Forest habitat are American elm (*Ulmus americana*), box elder (*Acer negundo*), black willow (*Salix nigra*), green ash (*Fraxinus pennsylvanica*) and sugarberry (*Celtis laevigata*). Dominant tree species in the Floodplain Hardwood Forest habitat are American elm, green ash, sugarberry, pecan (*Carya illinoinensis*) and western soapberry (*Sapinus saponaria*). The understories of both forest habitats are characterized by woody vines, shrubs and

small trees, grasses and sedges and forbs species that are typical of riparian/floodplain areas within the ecoregion; these understories were also observed to host a variety of invasive vines and shrubs, chief among which is Chinese privet (*Ligustrum sinense*). These habitat types provide soil conservation, habitat biodiversity and influence food and cover for fish, reptiles, resident and migratory birds, small mammals, invertebrates and the predators that feed on the other species. These areas can provide important nesting, breeding and foraging habitat.

As the proposed project requires complete reconstruction of the I-30 corridor within project limits vegetation impacts were assessed for all forested habitat inventoried, although much of this habitat (e.g., streambank vegetation) would likely not be removed by project construction; impacts to aquatic features are described in **Section 5.10.3** and in **Appendix E – Water Feature Impacts Map**. As all impacts to vegetation would be confined to existing and proposed ROW areas, encroachment-alteration effects to vegetation are not anticipated.

TxDOT is committed to reducing any impacts to biological resources as a result of the proposed project. In accordance with TxDOT guidance, reasonable and feasible measures will be made to mitigate destruction to biological resources after proposed construction is completed. Such measures could include seeding and replanting in disturbed areas. Removing of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable.

Under the No-Build Alternative the proposed improvements would not occur and impacts to vegetation are not expected.

5.10.2 Executive Order 13112 on Invasive Species

This project is subject to and will comply with EO 13112 on Invasive Species (64 Federal Register 6183-6186, 2/9/1999). TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual (TxDOT 2018a) and Landscape and Aesthetics Design Manual (TxDOT 2017).

As the No-Build Alternative would not modify the I-30 corridor EO 13112 would not apply.

5.10.3 Executive Memo on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping (60 Federal Register 40837-40841, 8/10/1995). TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual (TxDOT 2018a) and Landscape and Aesthetics Design Manual (TxDOT 2017).

As the No-Build Alternative would not modify the I-30 corridor the Executive Memorandum would not apply.

5.10.4 Impacts to Wildlife

As discussed in **Section 5.11.1**, nonurban landscapes within the project corridor are limited to approximately 10.2 acres proximate to White Rock Creek. The hardwood forest habitats and aquatic features are characterized by relatively small patches that have been fragmented for decades by the I-30 facility, other roadways and a railway line. These habitats are all within existing highway, roadway and railway ROW, and are located adjacent to or near areas of urban development. Although much of

the forest vegetation is native, its value for wildlife habitat value is diminished by the growing presence of well-established invasive woody species, nearly constant vehicular traffic nearby and occasional foot traffic of people from surrounding communities. These circumstances combine to lessen the value of forest resources to support numbers and diversity of wildlife species. Wildlife that are present within the project area are expected to be only those that are adapted to the influences of the urban life that permeates the area. Such species may be directly or indirectly impacted by required clearing or other construction-related activities. However, more mobile species are typically able to avoid construction areas and move into adjacent, less disturbed areas, such as riparian areas downstream from the I-30 ROW which leads to the Great Trinity Forest. Potential impacts to species protected by federal and state laws, and SGCNs designated by TPWD, are discussed in **Section 5.11.10**.

Regarding encroachment-alteration effects, impacts to wildlife would be limited to the project footprint and areas of direct impacts; no encroachment impacts are expected. Project specific measures to minimize impacts to wildlife, such as limited vegetation clearing, bat and bird protections, contractor avoidance and preconstruction surveys, have been coordinated with TPWD and are discussed in **Section 8.2.**

Under the No-Build Alternative, the proposed improvements would not occur; therefore, construction-related impacts to wildlife are not anticipated.

5.10.5 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is TxDOT's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is TxDOT's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- schedule vegetation clearing activities outside the typical nesting season.

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations (TxDOT 2018b).

Under the No-Build Alternative, the proposed improvements would not occur; therefore, no impacts to migratory birds are anticipated.

5.10.6 Fish and Wildlife Coordination Act

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act (FWCA) will be accomplished by complying with the terms and conditions of the nationwide permit.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, coordination under the FWCA is not anticipated.

5.10.7 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination is with USFWS is required for either the Build Alternative or No-Build Alternative.

5.10.8 Magnuson-Stevens Fishery Conservation Management Act

This project would not affect Essential Fish Habitat because there are no tidally influenced waters in Dallas County. Therefore, the Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply to either the Build Alternative or the No-Build Alternative.

5.10.9 Marine Mammal Protection Act

This project is not located within or over tidally influenced waters. As this project does not contain suitable habitat for marine mammals the Marine Mammal Protection Act does not apply to either the Build or the No-Build Alternative.

5.10.10 Threatened, Endangered and Candidate Species

The proposed project must comply with federal and state laws/regulations for protecting and managing threatened and endangered fish, wildlife, and plant species. The Endangered Species Act of 1973 (16 USC 1531-1544) affords protection for federally listed threatened and endangered species and, where designated, critical habitat for these species. The State of Texas provides for the state-listing of threatened and endangered nongame species (Texas Parks and Wildlife Code Chapter 68; 31 TAC Rules 65.175 and 65.176) and plant species (31 TAC Rule 69.8). A Species Analysis Form and Species Analysis Spreadsheet (SAS) were prepared for the I-30 East Corridor Project to document available habitat for protected species in the project area and determine whether impacts to such habitat may adversely affect/impact a federally or state protected species. The SAS also documents potential impacts anticipated to TPWD-designated SGCNs. The summary below identifies the protected species and SGCNs with suitable habitat within the project area that would likely be reduced or affected/impacted by the planned reconstruction of I-30 within project limits. Effects/impacts and recommended BMPs to avoid and minimize impacts to these species have been coordinated with the TPWD (see **Appendix F** for coordination documentation) and TxDOT commitments to implement BMPs are listed in **Section 8.2** with BMP details set out in **Appendix F.**

The No-Build Alternative would avoid highway reconstruction activity and no project-related impacts to the species discussed in this section would occur.

<u>Federally Listed, Candidate, and Proposed Species</u>

A project-specific Official Species List for federal candidate, proposed, and listed species was obtained from the USFWS Information for Planning and Consultation website (USFWS 2021) and updated on October 2025. Study team biologists evaluated the habitat requirements for such species considering field observations from the project's biological survey, aerial photography and other available site information, and recorded their assessments in the SAS. It was determined that construction of the Build Alternative would have no effect on federally listed threatened or endangered species due to a lack of suitable habitat or federally designated critical habitat for listed species. However, project biologists noted in the SAS that suitable habitat for the proposed threatened alligator snapping turttle occurs within the action area and that adverse effects may occur to the species.

- **Alligator snapping turtle (*Macrochelys temminckii*).**This species has been proposed for federal listing as threatened. Potential habitat exists in White Rock Creek; reconstruction of the bridges within this stream may affect but is unlikely to adversely affect this species. It was determined that the project is not required to consult with USFWS at this time as the species is not yet listed and the project is unlikely to result in jeopardy to this species. Should the

species become listed during the lifecycle of the project, the project would require re-evaluation to determine if consultation with USFWS is necessary.

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State Listed Species

The SAS includes a listing of all species protected by state law expected to occur within Dallas County where suitable habitat occurs in sufficient quantity/quality to support the species. Project biologists evaluated available habitat within the project area and determined that the eight state-listed threatened species noted below may be adversely impacted by the Build Alternative.

- White-faced ibis (*Plegadis chihi*) and wood stork (*Mycteria americana*). Proposed construction activity would occur within the White Rock Creek floodplain and around the KCS Railroad where suitable foraging habitat is present for these birds.
- Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas fawnsfoot (*Truniclla macrodon*), Texas heelsplitter (*Potamilus amphichaenus*), Trinity pigtoe (*Fusconaia chunii*) and alligator snapping turtle (*Macrochelys temminckii*). Potential habitat for these species exists in White Rock Creek and its unnamed tributary between Ferguson Road and Hunnicut Road; reconstruction of the bridges and culvert crossings of these streams may adversely impact these mussels and this turtle. A presence/absence survey of these stream habitats would be necessary prior to construction to determine whether any mussel or alligator snapping turtle would need to be relocated.

SGCNs

Although SGCNs are not protected by state law, the TPWD works to preserve habitat for them to prevent populations from requiring formal protection. There are 15 SGCNs with suitable habitat within the existing and proposed ROW of the Build Alternative. A description of the expected impacts to the suitable habitats of these species is provided below:

- Three amphibian species requiring access to aquatic features within the project area (e.g., White Rock Creek and its tributaries and associated emergent wetlands) and nearby forested areas may be impacted by the reconstruction the bridge/culvert crossing of stream channels: eastern tiger salamander (*Ambystoma tigrinum*), spotted dusky salamander (*Desmognathus conanti*) and Woodhouse's toad (*Anaxyrus woodhousii*).
- Two fish species requiring perennial streams such as White Rock Creek and its tributaries may be impacted by the reconstruction the bridge/culvert crossing of stream channels: American eel (*Anguilla rostrata*) and Mississippi silvery minnow (*Hybognathus nuchalis*).
- The American bumblebee (*Bombus pensylvanicus*) is the only SGCN insect that may be affected by the proposed project. This insect is expected to be present along existing and proposed ROW where flowering plants provide sources of nectar and pollen.
- Four mammal species and six reptile species may utilize suitable riparian/floodplain hardwood forest and aquatic habitats within the White Rock Creek floodplain, portions of which would likely be removed in the reconstruction of I-30 (see Appendix E – Natural Resources Map): eastern spotted skunk (*Spilogale putorius*), long-tailed weasel (*Mustela frenata*), muskrat (*Ondatra zibethicus*), swamp rabbit (*Sylvilagus aquaticus*), eastern box turtle (Terrapene Carolina), pygmy rattlesnake (*Sistrurus miliarius*), Texas garter snake (*Thamnophis sirtalis annectens*), timber (canebrake) rattlesnake (*Crotalus horridus*), western box turtle (*Terrapene ornata*) and western chicken turtle (*Deirochelys reticularia miaria*).

5.11 Air Quality

An assessment of the Build Alternative's potential effects on air quality was conducted in accordance with the procedures established by TxDOT-ENV (TxDOT 2022b). This section summarizes the results of evaluations of air quality regulatory requirements pertaining to (1) transportation conformity; (2) carbon monoxide traffic air quality analysis; (3) project-level mobile source air toxics analysis; and (4) congestion management process. Project-level hot-spot analyses were not required for the proposed project because it is not located within a CO or particulate matter nonattainment or maintenance area.

Under the No-Build Alternative, there would be no reconstruction of I-30 within project limits so any future air quality benefits from the Build Alternative's improvements to increase mobility and reduce traffic congestion would not be realized. Alternatively, traffic demand and congestion would continue to increase with the No-Build Alternative as vehicle use of I-30 increases as discussed in **Section 3.2.3**, which would not be expected to result in benefits to ambient air quality.

5.11.1 Transportation Conformity

The project is in the EPA-designated ten-county DFW severe nonattainment area for the 2008 ozone NAAQS. The EPA has designated a nine-county DFW moderate nonattainment area (including Dallas County) for the 2015 ozone NAAQS. Therefore, transportation conformity rules apply. As discussed in **Section 2.4** the Build Alternative is consistent with NCTCOG's Mobility 2045 Update MTP and the 2025-2028 STIP and TIP, as amended. The FHWA and FTA have reviewed the project's design for consistency with the MTP, TIP and STIP and determined on 9/14/2023 it is consistent with these conforming transportation plans.

5.11.2 Carbon Monoxide Traffic Air Quality Analysis (CO TAQA)

Traffic for the estimated time of completion year (2028) and design year (2048) is estimated to be 239,910 vehicles per day (VPD) and 298,445 VPD, respectively. These levels of traffic trigger the need for a project-level CO TAQA. Before applying analytic modeling, it was determined that the topography and meteorology of the proposed project area would not seriously restrict dispersion of air pollutants. Traffic data utilized in this analysis were developed and approved by the Dallas District, after coordination with the TTI.

CO concentrations for the proposed action were modeled using the CAL3QHC dispersion model and the EPA's Motor Vehicle Emissions Simulator model (MOVES2014b) and factoring in adverse meteorological conditions and sensitive receptors at the ROW line in accordance with TxDOT in accordance with TxDOT-ENV guidance (TxDOT 2022b). CO concentrations were modeled within two sections of I-30 using the following site selection criteria for a 'worst case' scenario: (1) relatively high average annual daily traffic (AADT) and (2) relatively narrow ROW width. The results of the analysis are summarized in **Table 10**, indicating that local concentrations of CO are not expected to exceed national standards at any time. The estimated CO concentrations for the design year (2048) are generally slightly less than the estimated time of completion (ETC) year (2028), despite an expected substantial increase in AADT. These results are strongly influenced by the expected decrease in CO emissions resulting from increasingly stringent environmental regulations and exhaust emission standards for new vehicles in future years, and as older vehicles with comparatively greater CO emissions are taken out of service.

Table 10. Project Carbon Monoxide Concentrations

Year	1-hour CO (Standard 35 ppm)*	1-hour % NAAQS	8-hour CO (Standard 9 ppm)*	8-hour % NAAQS
2028 (ETC Year)	1.9	5%	1.54	17%
2048 (Design Year)	1.8	5%	1.47	16%
***Notes:** The NAAQS for CO is 35 parts per million (ppm) for the 1-hour standard and 9 ppm for the 8-hour standard. Analysis includes 1-hour background concentration of 1.7 ppm and 8-hour background concentration of 1.4 ppm per TxDOT-ENV model application guidance.				

5.11.3 Mobile Source Air Toxics (MSAT) Analysis

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)[1]. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA)[2]. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES3 is a major revision to MOVES2014 and improves upon it in many respects. MOVES3 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2014. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES3 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. In the November 2020 EPA issued MOVES3 Mobile Source Emissions Model Questions and Answers[3] EPA states that for on-road emissions, MOVES3 updated heavy-duty (HD) diesel and compressed natural gas (CNG) emission running rates and updated HD gasoline emission rates. They updated light-duty (LD) emission rates for

[1] http://www.epa.gov/iris/

[2] https://www.epa.gov/national-air-toxics-assessment

[3] https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010M06.pdf

hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) and updated light-duty (LD) particulate matter rates, incorporating new data on Gasoline Direct Injection (GDI) vehicles.

Using EPA's MOVES3 model, as shown in **Figure 1**, FHWA estimates that even if VMT increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Diesel PM is the dominant component of MSAT emissions, making up 36 to 56 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES3 will notice some differences in emissions compared with MOVES2014. MOVES3 is based on updated data on some emissions and pollutant processes compared to MOVES2014, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES3 emissions forecasts are based on slightly higher VMT projections than MOVES2014, consistent with nationwide VMT trends.

MSAT Research

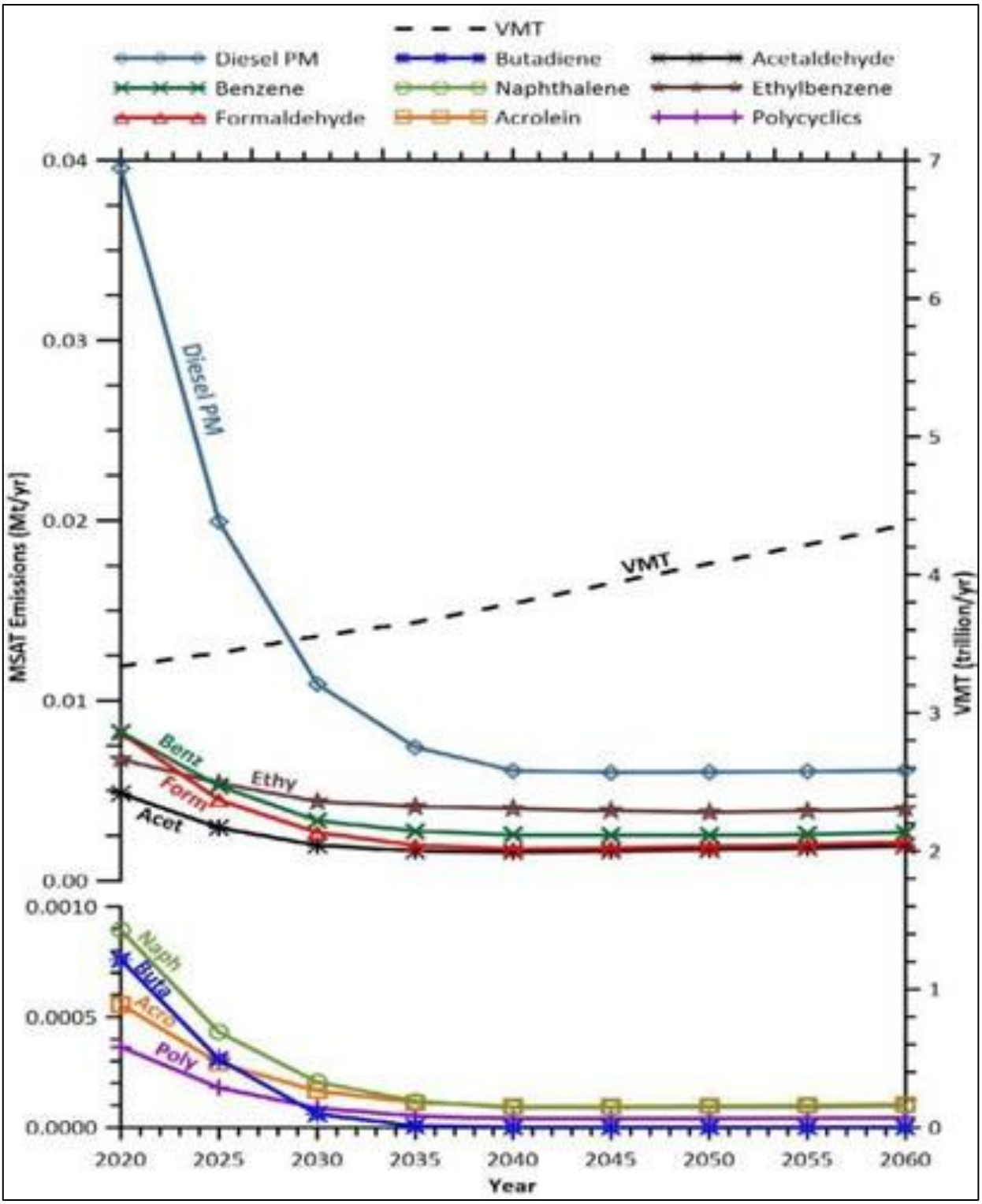
Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Project Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives[4].

[4] https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm

Figure 1. FHWA Projected National MSAT Emission Trends 2020 – 2060
for Vehicles Operating on Roadways



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors. Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

For each alternative, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The emissions increase from the additional VMT is offset somewhat by lower MSAT emission rates due to increased speeds; according to the EPA's MOVES3 model, emissions of all priority MSAT decrease as speed increases. The additional travel lanes contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under this alternative there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections and where highway mainlanes and ramps intersect along I-30 between I-45 and Ferguson Road. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT will be lower in other locations when traffic shifts away from them; therefore, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.[5] Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds

[5] http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm

at current environmental concentrations[6] or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI[7]. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk[8]."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two- step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of

[6] HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects

[7] Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects

[8] EPA IRIS database, Diesel Engine Exhaust, Section II.C., https://iris.epa.gov/static/pdfs/0642_summary.pdf

highway projects would result in levels of risk greater than deemed acceptable[9].

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Quantitative MSAT Analysis for the Proposed Project

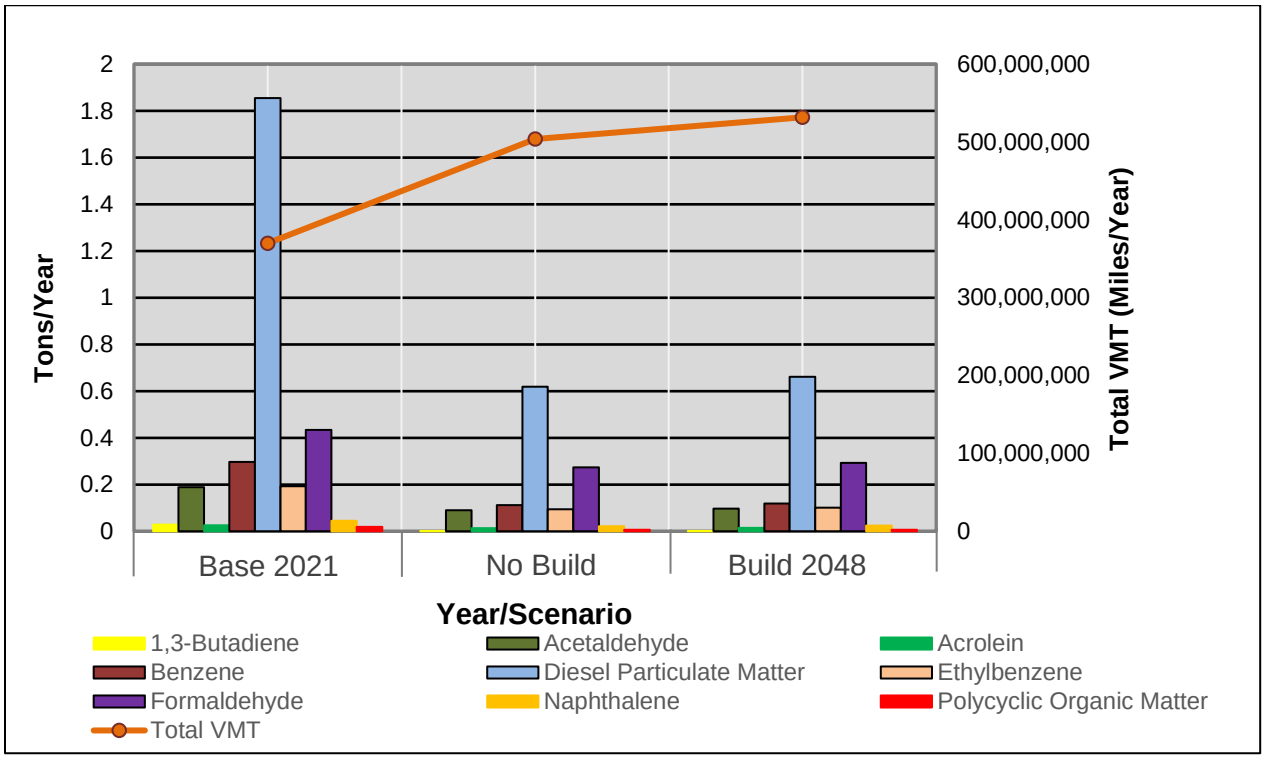
As the I-30 East Corridor Project is an added capacity project with federal involvement and a design year (2048) AADT of 298,445 VPD, a quantitative analysis of the Build Alternative's potential project-level effects on MSAT emissions is required. A quantitative analysis provides a basis for identifying and comparing the potential differences in MSAT emissions between the Build and No-Build Alternatives. The quantitative MSAT assessment for the proposed project was derived utilizing a methodology prescribed by TxDOT-ENV that uses MSAT emission factors applied to the project's affected transportation corridor, projected traffic data for traffic volumes and speed for the existing year (2021), and design year (2048) Build and No-Build scenarios. The analysis results are summarized in **Table 11** and illustrated in **Figure 2.**

Table 11. Annual MSAT Emissions by Year, Scenario and Pollutant

MSAT Compound	Year / Scenario Emissions (tons/year)			Percent Change from 2021 vs.	
	2021 Base	2048 No-Build	2048 Build	2048 No-Build	2048 Build
1,3-Butadiene	0.028	0.001	0.001	-96.4%	-96.4%
Acetaldehyde	0.189	0.090	0.097	-52.4%	-48.7%
Acrolein	0.026	0.013	0.014	-50.0%	-46.2%
Benzene	0.297	0.112	0.119	-62.3%	-59.9%
Diesel Particulate Matter	1.854	0.619	0.661	-66.6%	-64.3%
Ethylbenzene	0.193	0.094	0.101	-51.3%	-47.7%
Formaldehyde	0.434	0.274	0.292	-36.9%	-32.7%
Naphthalene	0.045	0.022	0.024	-51.1%	-46.7%
Polycyclic Organic Matter	0.018	0.006	0.006	-66.7%	-66.7%
Total MSAT Emissions (tons/year)	3.084	1.231	1.315	-60.1%	-57.4%
Total VMT (miles/year)	369,905,828	503,853,898	531,625,857	36.2%	43.7%

[9] NRDC v. EPA (DC Court of Appeals, Opinion # 07-1053, decided June 6, 2008); https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf

Figure 2. Projected Changes in MSAT Emissions by Project Scenario over Time



The analysis results indicate that a decrease in total MSAT emissions can be expected for both the Build and No-Build Alternatives (2048) relative to the base year (2021). The 2048 Build Alternative is expected to generate a 57.4 percent decrease in total MSAT emissions while the total VMT increases 43.7 percent; the 2048 No-Build Alternative has a similar 60.1 percent decrease in total MSAT and a 36.2 percent increase in VMT. The slightly lower level of emissions for the 2048 No-Build scenario as compared to the Build scenario is due to the reduced VMT in the No-Build Alternative.

EPA's vehicle and fuel regulations are expected to result in substantially lower MSAT levels in the future than exist today due to cleaner engines standards coupled with fleet turnover (FHWA, 2023). The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area will be substantially lower in the future than they are today, regardless of the scenario (No-Build or Build) chosen. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the proposed project.

5.11.4 Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The proposed project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The latest CMP update was adopted by the NCTCOG in August 2021 (NCTCOG 2021).

The NCTCOG commits to operational improvements and travel demand reduction strategies for the DFW region at two levels of implementation: program level and project level. Program level

commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained MTP and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the project's study boundary will consist of addressing alternative roadway infrastructure deficiencies by constructing one to three lane discontinuous frontage roads in each direction, addressing system demand deficiencies by adding one mainlane in each direction, addressing system reliability deficiencies by constructing two tolled reversible managed lanes as well as inside and outside shoulders along the mainlanes and including a shared use path adjacent to the frontage roads with bicycle and pedestrian accommodations. Individual projects are listed in **Table 12**. The completed NCTCOG CMP materials for the I-30 East Corridor Project are in **Appendix E – NCTCOG I-30 CMP Form and Corridor Fact Sheet**.

Table 12. Operational Improvements in the Travel Corridor

Project Location	TIP Project Code	Project Type	Implementing Agency	Year of Implemen-tation *	Total Project Cost
Deep Ellum Area – Bounded by Live Oak St, Hall St, I-30 and Cesar Chavez Blvd	25093.0000	Bike/Pedestrian, Safety, Traffic Signal Improvements	City of Dallas	2024	$5.5M
I-30 – From I-35E to I-45	13030.0000	Addition of Lanes, Reconstruction	TxDOT-Dallas	2025	$544M
VA on I-30 – From I-45 to Carroll Ave	11662.0000	Safety: I-30 Fair Park Area Street Grid Study	NCTCOG	2022	$1.0M
* Only projects with an implementation year of 2022 or later were included. **Source**: NCTCOG: TIPINS Interactive Map (online) and Query, found at https://rapts.dfwmaps.com. Accessed 8/22/2022.					

To reduce congestion and the need for SOV lanes in the region, TxDOT and the NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality (CMAQ) improvement program, the CMP and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study, boundary but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the Transportation Management Area is on file and available for review online (NCTCOG 2021).

5.12 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed for the Build Alternative in accordance with TxDOT-ENV technical protocols. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

The evaluation of potential hazardous materials sites began with a review of sites identified in an environmental regulatory database search, followed by information gleaned from field observations, review of historical aerial photographs and topographic maps and additional online federal and state environmental database research. The evaluation reached conclusions regarding potential impacts for each concern identified during preparation of the ISA using the following risk levels and indications for additional investigation:

1. Low Potential or No Potential for Project Impacts (Green): The issue has a low or no potential to affect the proposed project and no further investigations are recommended.
2. Moderate Potential for Project Impacts (Yellow): Not enough information is currently known about the proposed project and/or issue to determine potential impacts. Further investigation, and/or additional project design and ROW information, may be warranted.
3. High Potential for Project Impacts (Red): The issue has a high potential to impact the proposed project and further investigations, coordination, or contingencies may be required.

Research and evaluation of 32 regulatory sites with the potential to impact the project indicated that 22 sites were determined to pose a low environmental risk to the project. However, eight sites were determined to pose a moderate environmental risk and two sites were determined to pose a high environmental risk to the project. A listing of the moderate and high potential hazardous materials sites within the proposed project limits is provided in **Table 13**. The site locations (i.e., Map IDs) are shown in **Appendix E – Hazardous Materials Site Map** and photographs of High Risk and Moderate Risk sites are shown in **Appendix B – Project Photographs** (see Photographs 5 and 6, and 21 - 29).

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
5 & 6 Moderate	1. 4000 Ash Ln. 75223 2. GAG Meat (and other food-related businesses) 3. LPST[1] and PST[2] 4. Appendix B Photograph #: 21	Site had one UPST installed in 1966 and removed in 1992; and one UPST installed in 1980 and removed in 2000. A release was reported in 1992 upon tank closure groundwater was impacted. TCEQ closed the case in 1998. ROW acquisition from the site is proposed. Risk level is based on proposed ROW acquisition and extensive excavation planned adjacent to the site.
7, 8, 43 Moderate	1. 503 S. Haskell Ave. 75223 2. Extra Space Storage 3. VCP[3], MSD[4], GWCC[5], APAR[6] 4. Appendix B Photograph #: 22	Site was formerly a metals manufacturing facility. Soil is reported as contaminated with metals, TPH and VOCs; reported groundwater contaminants are tetrachloroethylene, dichloroethylene cis-1,2, trichloroethylene and MTBE. Risk level is based on contaminants in soil and groundwater, extensive I-30 project excavation adjacent to the site and recent VCP activity (2017).
9 & 10 Moderate	1. 710 Exposition Ave. 75226 2. Excalibur Collison Center 3. LPST and PST 4. Appendix B Photograph #: 5	Site had one UPST installed in 1965 and permanently filled in place in 1986; two UPSTs installed in 1987 and removed in 1991. A release reported in 1988 with soil only contamination; TCEQ closed case in 1992. Entire property is within proposed ROW and building displaced. Risk level based on filled in place UPST, the prior release and extensive excavation proposed onsite.

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
13 High	1. 3021 Oak Ln. 75226 2. Dallas Area Rapid Transit 3. MSD and IHWCA[7] 4. Appendix B Photograph #: 23	Active DART site (formerly Santa Fe railyard since pre-1952) was subject of investigations for Chemicals of Concern (COCs) from 1995-2019. Records indicate groundwater contamination with following COCs: cis-1,2-dichloroethene, 1,1-dichloroethene, trichloroethene, tetrachloroethene, trichlorofluoromethane, 1,1,2 trichloroethane and vinyl chloride; MSD issued in 2019. An Area/Section C of the site is within existing and proposed ROW area of the I-30 project and extensive excavations proposed onsite. High risk level is based on the history of this site including substantial contamination, extensive excavations occurring within this site for the proposed project, and ROW acquisition.
16,17, 18 High	1. 1703 Chestnut St. 75226 2. Hinga's Automotive Co. (formerly Recycle Revolution) 3. SWF/LF[8], LPST, PST, IHWCA, GWCC 4. Appendix B Photograph #: 24	This site had one UPST registered in 1987 and removed from the ground in 1988. A release was reported in 1988; TCEQ closed case the same year. An IHWCA is reported and investigations began in 1998; groundwater was impacted and monitoring performed for 7 years; TCEQ issued a No Further Action letter in 2006. A former site occupant, Recycle Revolution, LLC, is reported as an active resource recovery/recycling facility under the Municipal Solid Waste Processing program; a NOI to operate a recycling facility is dated 2012; this business no longer occupies the site. No other information is provided. Proposed ROW would be acquired from the NW corner of the site and the structure would be displaced. Proposed construction activity for this site and adjacent to this site includes a realignment of Chestnut St to join Dawson St, frontage road and connector bridges, as well as extensive excavations for I-30 mainlanes. High risk is based on the history of this site including groundwater contamination, substantial excavations occurring adjacent to the site, and ROW acquisition with displacement of the structure.
19 & 29 Moderate	1. 400 S. Hall St. 75226 2. Crosby Apartments 3. MSD, VCP, GWCC (2), APAR 4. Appendix B Photograph #: 25	Site was a former warehouse/industrial facility from at least 1956 until 2017/2018. VCP was submitted to the TCEQ in October 2016. Soils are reported as contaminated with chlorinated solvents, TPH, metals, and VOCs; and groundwater is reported as contaminated with chlorinated solvents and VOCs. A certificate of completion was issued in 2018. Current apartments constructed in 2018. MSD was applied for in 2017. The MSD boundaries are the northeast side of Chestnut St, the northwest side of S Hall St, approx. 140 ft southwest of Jeffries St (encompassing 514 S Hall St), and the existing I-30 ROW on the south side of the site and encompassing 1611 Chestnut St (currently Public Storage facility). Proposed ROW from the south side of the property. Proposed construction activity adjacent to this site includes direct connector, ramp, bridged frontage road, and a large culvert along Chestnut St and extending across I-30; some of these include extensive excavations. Moderate risk based on the VCP, extent of the MSD and extensive excavations.
20 Moderate	1. 1610 S. Malcolm X Blvd. 75226 2. CitySquare/Greater Workforce Solutions 3. LPST and PST 4. Appendix B Photograph #: 26	Site was an industrial facility from prior to 1950s to 2010, which was razed in 2011. Site had two UPSTs registered in 1987 and removed in 1991. A release was reported in 1991; no groundwater was impacted. TCEQ closed the case in 1996. The current onsite buildings were built in 2012. ROW would be acquired from the north portion of the site (parking lot). Proposed construction activity on and adjacent to this site includes frontage road, direct connector ramps, retaining walls, a storm sewer line, and a large culvert along I-30. Moderate risk is based on the length of time property was industrial use, the prior release and work proposed on the site.

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
24 & 33 Moderate	1. 501-517 S. Hill Ave. 75226 2. vacant lot (owner: City of Dallas) 3. VCP and GWCC 4. Appendix B Photograph #: 27	VCP began in 2015 and is currently active. Surface and subsurface soils contaminated with TPH, PAHs, VOCs, mercury and lead. Groundwater was reported to have trichloroethylene and tetrachloroethylene. Groundwater monitoring being performed. An MSD was issued in March 2022. No ROW would be acquired from the site. Construction activity adjacent to the site includes ramps with retaining walls, DART rail modifications and two storm sewer lines. The new ramps will require substantial excavation adjacent to this site. Additionally, I-30 mainlanes will be widened and depressed in this area. Moderate risk based on the VCP information and active status as well as proposed construction activity adjacent to the site.
32 Moderate	1. 3111 Dawson St. 75226 2. Central Service Center 3. LPST (2), PST, VCP, GWCC (2) 4. Appendix B Photograph #: 28	Site is the City of Dallas service center for city fleet vehicles. Five UPSTs are in use and were installed in 2001; additionally, five underground oil water separators are in use and were installed between 2005 and 2008. Two aboveground PSTs were observed on the site but are not listed as registered PSTs. The site previously utilized 13 UPSTs (used oil, diesel, etc.) of varying sizes installed between 1956-1979 and removed between 1990-2001. One release was reported in 1993; groundwater was impacted and monitoring performed until 2009; six PSH product recovery events performed between 2004 and 2011. TCEQ closed the case in 2016. A second release was reported in 1994 with no groundwater impact; TCEQ closed the case in 2016. VCP began in 2017 and is active. Soils are contaminated with chlorinated solvents, TPH, and VOCs; groundwater is contaminated with chlorinated solvents and VOCs; monitoring is ongoing. No ROW would be acquired from the site. Proposed construction activity adjacent to the site includes improvements on Baylor St and Dawson St. In addition, nearby construction activities include depressing and widening the I-30 mainlanes; constructing frontage road, direct connect, ramps, retaining walls, and three storm sewer lines all requiring some excavation near and around Baylor St. Moderate risk based on the reported releases, the site's active VCP status, the unknown direction and length of the groundwater contaminant plume, and the proposed excavations for construction.
38 Moderate	1. 501 S 2nd Ave., Ste. B101 75226 2. Hickory Street Annex (Gulf Oil) 3. PST 4. Appendix B Photograph #: 6 and 29	Site is the historic Gulf Oil Distribution Plant that had two UPSTs registered in 1987 and removed in 1997. Historic maps and aerial photos indicate numerous aboveground oil tanks dating to the 1920s (but since removed). The investigation reports for Map ID 13, which is adjacent southwest, mention potential off-site sources of contamination; as this site is up-gradient to the northern portion of Map ID 13, it may be a source of contaminated groundwater found at Map ID 13. A minor amount of ROW would be acquired from the S and SE corners of the site. Proposed construction activity adjacent to this site are a frontage road, retaining walls, a storm sewer line, new bridge for the new 4th Ave over I-30, and improvements on 2nd Ave as well as widening and depressing the I-30 mainlanes. Moderate risk is based on past use of the site, numerous, large quantity historic PSTs and evidence of contaminated groundwater migration to an adjacent property.

Notes:

1. **LPST.** Leaking Underground Storage Tank Database: List of cleanup sites where contamination was caused by spills, leaks, or other releases of petroleum or hazardous substances from UPSTs and/or aboveground storage tanks regulated by the TCEQ
2. **PST.** Petroleum Storage Tanks Database: List of facilities with PSTs are made available by the TCEQ that have no association as either underground or aboveground tanks.
3. **VCP**. Voluntary Cleanup Program: List of sites which have participated or are currently participating in the VCP administered by the TCEQ. The VCP provides administrative, technical and legal incentives to encourage the cleanup of contaminated sites in Texas.
4. **MSD**. Municipal Setting Designation: List maintained by the TCEQ. An MSD is an official state designation give to property within a municipality or its extraterritorial jurisdiction that certifies that designated groundwater at the property is not used as potable water and is prohibited from future use as potable water because that groundwater is contaminated in excess of the applicable potable-water protective concentration level.

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
5. **GWCC**. Groundwater Contamination Cases: List of sites present in the TCEQ Groundwater Contamination Viewer, which represent groundwater contamination cases in Texas as per TCEQ publication SFR-056 (current and some previous years). The Joint Groundwater Monitoring Report (SFR-056) was designed and produced by the Texas Groundwater Protection Committee in fulfillment of requirements given in Section 26.406 of the Texas Water Code. The information does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. 6. **APAR**. Affected Property Assessment Reports: List of sites for which an Affected Property Assessment Report has been submitted to the TCEQ. An APAR is required when a person is addressing a release of Chemicals of Concern (COCs) under 30 TAC Chapter 350, the Texas Risk Reduction Program. The purpose of the APAR is to document all relative affective property information to identify all release sources of COCs, determine the extent of all COCs, identify all transport/exposure pathways and to determine if any response actions are necessary. 7. **IHWCA**. Industrial and Hazardous Waste Sites with Corrective Actions: List of IHWCA sites made available by the TCEQ. The mission of the IHW corrective action program is to oversee the cleanup of sites contaminated from industrial and municipal hazardous and industrial nonhazardous wastes. 8. **SWF/LF**. Permitted Solid Waste Facilities: List of active, inactive and post-closure Municipal Solid Waste landfills and processing facilities with issued permits and authorizations, as well as pending, withdrawn, or denied applications registered with the TCEQ under 30 TAC Chapter 330.		

Source: TxDOT: Hazardous Materials Initial Site Assessment for the I-30 East Corridor Project. May 2022.

The site visit disclosed several auto body shops, auto service and industrial facilities along the corridor adjacent to the proposed project that were not identified in the regulatory database. These sites were considered low environmental risks to the project. In addition, the site visit identified pole-mounted electrical transformers along various sections of I-30, but it was determined that these transformers do not pose an environmental concern for the project. No evidence of spills or releases were observed near any areas of proposed construction within the highway corridor.

The proposed project would also include the demolition of buildings and bridges. Asbestos-containing materials and lead-containing paint may be present in the structures. Asbestos and lead-containing paint inspections, notification and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements. Detailed information about the hazardous materials evaluation conducted for the project can be found in the ISA available for review at the TxDOT Dallas District Office.

The No-Build Alternative would not generate major excavations of earth and would not demolish existing bridges or other structures; thus, hazardous materials impacts would not occur.

5.13 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA-approved) traffic noise policies/procedures that prescribe the methodology for traffic noise analyses and criteria for implementing noise abatement where project impacts are predicted (TxDOT 2019). In the analysis, the sound generated a vehicle's tires, engine and exhaust are measured in decibels ("dB") and predicted for designated noise "receivers." As sound occurs over a wide range of frequencies, and not all frequencies are detectable by the human ear, 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 "dB(A)" in the traffic noise analysis.

The FHWA has established 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. Except for NAC D (interior receiver), all NAC threshold levels for noise impacts apply to exterior receivers only and are modeled in areas of frequent human outdoor activity. The NAC categories are summarized below:

- NAC A: 57 dB(A). Areas where serenity and quiet are of extraordinary importance.
- NAC B: 67 dB(A). Residential (e.g., patio/balcony or backyard).
- NAC C: 67 dB(A). Active sport areas, amphitheaters, campgrounds, cemeteries, day care centers, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, recreation areas, schools, trails and other facilities with outdoor areas for human use.
- NAC D: 52 dB(A). Interior receivers for buildings listed under NAC C.
- NAC E: 72 dB(A). Hotels, motels, offices, restaurants/bars and areas not in other NACs.
- NAC F: n/a dB(A). No NAC threshold is identified for areas such as agricultural land, airports, bus yards, emergency services, industrial, retail, utilities, warehousing, etc.

FHWA/TxDOT noise policies define a traffic noise impact as occurring when either an absolute or relative criterion is met. The absolute criterion defines an impact when the predicted noise level at a modeled noise receiver approaches (i.e., 1 dB(A) below the NAC), equals or exceeds the applicable NAC. A noise impact may occur under the relative criterion if the predicted noise level substantially exceeds (i.e., by greater than 10 dB(A)) the existing noise level at a receiver.

Traffic noise levels were modeled under the 2021 existing facility configuration and the 2048 predicted future facility configuration at 295 receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and would potentially benefit from noise abatement. After all modeled noise receiver locations were analyzed, the number of receivers was pared down to 129 representative receivers for mapping and reporting purposes. Refer to **Appendix E – Traffic Noise Impacts Map & Table** for locations of representative receivers and existing and predicted traffic noise levels at each representative receiver.

The traffic noise analysis determined that out of 129 representative receivers, 113 receivers are impacted under the existing facility configuration (2021) while only 79 would be impacted in the predicted future facility configuration (2048). The approximate 30 percent decrease in impacted receivers can be attributed to the proposed Build Alternative design, which would alter of the line-of-sight between the project roadway and adjacent receivers via depressed mainlanes from I-45 to Dolphin Road, retaining walls, ramps, frontage roads and concrete traffic barriers. Notwithstanding the decreases in modeled traffic noise levels between the existing and predicted scenarios, modeled future noise levels at 79 of the 129 representative receiver locations approached or exceeded the applicable NAC; therefore, the proposed project would result in traffic noise impacts. This is in large part to due to the high traffic volumes and heavy truck usage associated with this interstate highway in both the existing and predicted scenarios.

As the proposed project would result in traffic noise impacts, noise abatement options were considered, and a noise barrier analysis was conducted. Noise barriers must provide a minimum noise reduction (i.e., “benefit”) of at least 5 dB(A) to be considered effective and must be both “feasible” and “reasonable” to be recommended as part of the project design. A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first row impacted receivers and benefits a minimum of two impacted receivers. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receiver and must meet the noise reduction design goal of 7 dB(A) for at least one receiver.

Preliminary noise mitigation analysis indicated that a noise barrier would be feasible and reasonable for the impacted receivers listed in **Table 14**; therefore, a total of seven noise barriers are proposed for incorporation into the project, pending further evaluation for constructability. The noise mitigation analysis employed authorized methodologies to maximize the number of noise barriers that could be recommended within TxDOT's noise guidelines (i.e., analysis of mitigation based on the Neighborhood Concept rather than block-by-block, and use of Cost Averaging for Common Noise Environments). Refer to **Appendix E – Traffic Noise Impacts Map & Table** for the locations of recommended noise barriers. Analysis of noise abatement for the remaining impacted representative receivers was not reasonable and feasible; therefore, abatement is not proposed for those locations.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. Each of the proposed barriers will need to be further assessed by project engineers as to its constructability at the proposed location and configuration. A full constructability evaluation will be completed when the results of detailed subsurface utility engineering (SUE) studies are available to assist with potential conflicts with buried utilities. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, constructability assessment and polling of all benefited and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the predicted (2048) noise impact contours included in **Table 15**. A copy of this traffic noise analysis will be available to local officials. On the date of the environmental decision for this project (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Table 14. Proposed Noise Barriers (Preliminary)

Noise Barrier		Representative Receivers	Total # Benefited	Barrier Length (feet)	Barrier Height (feet)	Total Area (sq. feet)	Area per Benefited Receiver (sq. feet)
7		R101	9	528 feet	12 feet	6,336	704
2		R51 and R53 – R54	10	713 feet	10 feet	7,130	713
6[1]	6-1 & 6-2	R81 – R88[2]	26	1,654 feet	16 feet	26,464	1,018
1[1]	1-1	R24[2] and R29 – R30	13	545 feet	10 feet	17,490	1,345
	1-2			538 feet			
	1-3			666 feet			
3		R36[2], R39 and R41	4	580 feet	10 feet	5,800	1,450
4		R45 – R46	2	460 feet	10 feet	4,600	2,300
5		R56 – R57, R59 – R63[2], and R65 – R68[2]	7	916 feet	10 feet	9,160	1,309
6[1]	6-3	R89 – R94[2]	10	1,141 feet	18 feet	20,538	2,054
Cumulative Average Area per Benefited Receiver (square feet)							1,204

Notes:
1. Noise Barrier 1 is comprised of the three segments with corresponding lengths shown. Noise Barrier 6 is comprised of three segments, two of which (6-1 and 6-2) are separated by a narrow gap for sidewalk access and lengths are combined for calculations; the third segment is 6-3.
2. Representative receivers R24, R36, R61, R66-R68, R81, R88-R89 and R94 are located behind a proposed noise barrier but do not receive at least a 5 dB(A) reduction.

Table 15. Traffic Noise Contours dB(A)

Location (From Western to Eastern Project Termini)	Land Use NAC Category	Impact Contour	Distance from Right of Way
Westbound (WB) I-30 Between Haskell Avenue and Peak Street	B or C	66 dB(A)	100 feet
	E	71 dB(A)	25 feet
WB I-30 Approximately 90 feet east of Peak Street	B or C	66 dB(A)	275 feet
	E	71 dB(A)	60 feet
Eastbound (EB) I-30 Approximately 115 feet east of Carroll Avenue	B or C	66 dB(A)	ROW
	E	71 dB(A)	ROW
WB I-30 Approximately 80 feet east of Bank Street	B or C	66 dB(A)	275 feet
	E	71 dB(A)	100 feet
EB I-30 Approximately 50 feet west of Barry Avenue	B or C	66 dB(A)	225 feet
	E	71 dB(A)	75 feet
WB I-30 Approximately 240 feet west of Winslow Avenue	B or C	66 dB(A)	150 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 80 feet west of Sibley Avenue	B or C	66 dB(A)	50 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 145 feet east of Owenwood Avenue	B or C	66 dB(A)	50 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 165 feet east of Winfield Avenue	B or C	66 dB(A)	130 feet
	E	71 dB(A)	25 feet
EB I-30 Approximately 730 feet east of Winfield Avenue	B or C	66 dB(A)	525 feet
	E	71 dB(A)	ROW
EB I-30 Approximately 1,440 feet east of Winfield Avenue	B or C	66 dB(A)	375 feet
	E	71 dB(A)	ROW
EB I-30 Approximately 130 feet west of Lawnview Avenue	B or C	66 dB(A)	375 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 370 feet east of Valleyglen Drive	B or C	66 dB(A)	ROW
	E	71 dB(A)	ROW
WB I-30 Approximately 1,225 feet west of Hunnicutt Road	B or C	66 dB(A)	125 feet
	E	71 dB(A)	ROW feet
EB I-30 Approximately 135 feet east of Hunnicutt Road	B or C	66 dB(A)	325 feet
	E	71 dB(A)	ROW

Table 15. Traffic Noise Contours dB(A)

Location (From Western to Eastern Project Termini)	Land Use NAC Category	Impact Contour	Distance from Right of Way
Note: Impact contours are one dB(A) lower than the NAC per category to reflect impacts that would occur as a result of approaching the NAC for the respective contours. The undeveloped areas identified above were based on aerial review and field verification conducted in February 2022. Permit research was conducted using the best available online data from the City of Dallas as of February 2022. This research was based on available online permit search and address information from the county appraisal district database.			

Under the No-Build Alternative, the proposed project would not be constructed. If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with the anticipated rise in future traffic volumes; however, in keeping with noise modeling guidelines, the future noise levels for the No-Build Alternative were not modeled for the proposed project so the extent of that potential rise in noise levels is unknown.

5.14 Induced Growth

The application of TxDOT-ENV guidance on assessing the potential for the proposed project to induce urban growth (i.e., development or undeveloped land or redevelopment of land previously urbanized) indicated that a detailed analysis of this aspect of indirect impacts was required. An Indirect Impacts Analysis Technical Report was prepared, and the results of that analysis are summarized below.

The induced growth analysis first delineated an area of influence (AOI), which is a study area that circumscribes locations where project-related induced growth could reasonably be expected to occur. After consulting with City of Dallas urban planners the AOI for the I-30 East Corridor Project was developed, which encompasses approximately 4,507 acres within City of Dallas limits (see **Appendix E – Project Area of Influence (AOI) Map**). Temporal boundaries for the indirect impacts analysis extend from the anticipated construction of the Build Alternative until 2045, the end of the current MTP planning cycle. City of Dallas planners identified six areas, totaling approximately 73 acres or 1.6 percent of the AOI, as potentially subject to urban growth that the proposed project would be expected to induce (see **Appendix E - Project Area of Influence (AOI) Map**).

The likelihood of project-induced development or redevelopment in each area was further evaluated based on current land use, City of Dallas planning documents, as well as proposed access changes and ROW acquisition under the Build Alternative. The resulting areas likely to undergo project-induced growth within each identified area are summarized in the list below.

- **City of Dallas Central Service Center in Deep Ellum** (18.2 acres): The project proposes ROW acquisition from the southwest corner of the Central Service Center. The remaining land is reasonably likely to undergo induced redevelopment as a result of the proposed project.
- **Vacant parcels bounded by 4th Ave., I-30, Commerce St. and Fair Park** (5.4 acres): Proposed ROW would affect portions of four vacant properties south of 1st Street; the portions remaining are reasonably likely to undergo project-induced development.
- **Old Ford Plant at Barry Ave. and I-30** (0.5 acre): City planners identified the parcel as reasonably likely to undergo induced redevelopment as a result of the I-30 project.

- **Grand Ave. (SH 78) corridor between I-30 and Mount Auburn Ave.** (17.0 acres): The project design would reconstruct Grand Avenue to bridge over depressed I-30 mainlanes and add a shared use path along the westbound frontage road; this is reasonably likely to induce commercial redevelopment along the corridor by enhancing pedestrian and cyclist access.
- **The Samuell Blvd. corridor between Grand Ave. and Dolphin Rd.** (28.0 acres): The project would reconnect several city streets between Samuell Blvd. and I-30 and add a shared use path along the westbound frontage road; this is reasonably likely to induce commercial redevelopment along the corridor by enhancing vehicle, pedestrian and cyclist access.
- **Any surplus TxDOT ROW** (3.7 acres): Areas of excess ROW (see **Appendix E – TxDOT Potential Surplus Right-of-Way (ROW) Map**) would be redeveloped following I-30 reconstruction.

The approximately 73 acres likely to undergo project-induced growth are urban properties that either are currently or were formerly developed. None contain high quality wildlife habitat or water resources (streams, open water or wetland features); as a result, no mitigation is necessary for indirect impacts to biological and water resources. In the four areas identified for potential redevelopment (the City of Dallas Central Service Center, the old Ford Plant, the Grand Avenue Corridor and the Samuell Boulevard Corridor), there are no commercial properties that contain known community facilities; however, there are City of Dallas and Dallas Independent School District facilities. The Central Service Center was the only community resource identified by the city as potentially subject to redevelopment. Mitigation would be coordinated by the City of Dallas to ensure that services housed at the Central Service Center would be maintained in the event of redevelopment. Based on past cultural resource surveys, no previously designated cultural resources are expected to be affected within the areas likely to undergo induced growth.

The No-Build Alternative is not expected to have any potential to induce land development or redevelopment beyond the patterns that currently exist.

5.15Cumulative Impacts

A cumulative impacts analysis was conducted in accordance with TxDOT procedures (TxDOT 2022b) and the results of the detailed analysis are summarized in this section. The purpose of a cumulative impacts analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. Environmental and social resources are evaluated from the standpoint of relative abundance among similar resources within a larger geographic area. Broadening the view of resource impacts in this way allows the decision maker an insight into the magnitude of project-related impacts viewed from the overall health and abundance of resources.

After screening resources/issues studied for direct and indirect impacts, the resources identified for cumulative impacts analysis were WOTUS, including wetlands, and vegetation/wildlife habitat. Other resources were excluded from the cumulative impacts analysis due to lack of substantial adverse direct or indirect effects, or because impacts to those resources would be regulated and mitigated by city, state and federal laws. A resource study area (RSA) was defined for the analysis that encompasses approximately 22,640 acres within the Headwaters Trinity River Watershed and the City of Dallas – White Rock Creek Subwatershed shown in **Appendix E – Resource Study Area (RSA) Map**. Temporal

boundaries for the cumulative impacts analysis extend from 1957, when I-30 was constructed, to the end of the Mobility 2045 MTP planning cycle.

The current extent of the resources studied for cumulative impacts in the RSA was mapped and the estimated acreage for each resource type is included in **Table 16**, along with the estimated direct impacts to the resources; no indirect impacts to water and vegetation/habitat resources are expected. The analysis then considered the potential impacts of reasonably foreseeable transportation and land development projects in the RSA that are underway or planned; the general locations of such projects are indicated in **Appendix E – Resource Study Area (RSA) Map** and expected impacts to water and vegetation/habitat resources from those projects were added to **Table 16**. The final step in assessing cumulative impacts was summing the combined effects of direct, indirect and reasonably foreseeable projects in the Potential Cumulative Impacts column of the table.

The cumulative impacts on biological resources would affect approximately one percent of the floodplain and riparian forest resources within the RSA. Project-related impacts make up approximately 23 percent of the cumulative total. The cumulative impacts to WOTUS, including wetlands, would affect approximately 0.7 percent of the total water resources within the RSA. Project-related impacts make up approximately 0.5 percent of the cumulative total. Potential cumulative impacts to biological resources and WOTUS, including wetlands, are not considered substantial when viewed in context of total available resources within the RSA.

Mitigation measures to address direct impacts to natural resources include implementing BMPs for avoiding and minimizing impacts to wildlife and plants that have been implemented pursuant to the TxDOT MOU with TPWD (TPWD 2021a) and compliance with Section 404 of the CWA.

Table 16. Potential Cumulative Impacts to Natural Resources

Resource	Summary of Existing Resource Conditions and Potential Impacts				
	Existing Area in RSA	Proposed Project: Direct Impacts	Proposed Project: Indirect Impacts	Impacts from Reasonably Foreseeable Projects	Potential Cumulative Impacts
Vegetation / Wildlife Habitat	Floodplain forest: 3,152 acres Riparian forest: 666 acres TOTAL: 3,818 ac.	Floodplain forest: 3.4 acres Riparian forest: 7.2 acres TOTAL: 10.6 ac.	none	Floodplain forest: 32.0 acres Riparian forest: 2.9 acres TOTAL: 34.9 ac.	Floodplain forest: 35.4 acres Riparian forest: 10.1 acres TOTAL: 45.5 ac.
WOTUS, Including Wetlands	Streams: 34 acres Open water: 372 acres Wetlands: 1,509 acres TOTAL: 1,915 ac.	Streams: <0.1 acre Open water: 0.0 acre Wetlands: <0.1 acre TOTAL: <0.1 ac.	none	Streams: 1.0 acre Open water: 1.8 acres Wetlands: 10.5 acres TOTAL: 13.3 ac.	Streams: 1.1 acres Open water: 1.8 acres Wetlands: 10.5 acres TOTAL: 13.4 ac.

Notes:
1. Reasonably foreseeable actions within the RSA were identified by consulting City of Dallas planners and City of Dallas, NCTCOG and TxDOT planning documents (COD 2021, 2022a, 2022b; NCTCOG 2023a, 2023b, 2023c; TxDOT 2023c).

2. The information presented reflects expected impacts and does not take into consideration potential mitigation or other measures stipulated/required by regulatory authorities.

Mitigation measures to address impacts to natural resources due to reasonably foreseeable projects include compliance with Section 404 of the CWA, NEPA and City of Dallas ordinances, floodplain management regulations (COD 2022c) and other planning documents. The City of Dallas comprehensive plan, ForwardDallas, identifies specific goals regarding environmental considerations, such as preserving and increasing tree canopy as well as identifying, protecting and restoring open spaces (COD 2006). Ecologically sensitive areas, including riparian corridors, waterways, upland habitat and treed areas are highlighted as areas to be surveyed and protected. Floodplain development is restricted and where unavoidable, balanced cut and fill and appropriate mitigation to prevent loss of ecological values are required.

Under the No-Build Alternative, existing natural resources would only be impacted by reasonably foreseeable projects, which account for most cumulative impacts on all resources examined.

5.16 Construction Phase Impacts

5.16.1 Build Alternative

This section considers temporary construction-related impacts that would occur as a result of the proposed project. There is potential for impacts associated with physical construction activity, traffic disruptions, noise and dust or light pollution. These are typically short-term impacts and only occur during actual construction. The duration of the construction phase is anticipated to be approximately 5 years, but this estimate would depend on required traffic control and phasing developed during final design of the project.

Construction Noise

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 receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will 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. In residential areas, major activity would be limited to normal work hours whenever practicable to minimize noise impacts.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter and MSAT emissions may occur from construction activities. The primary construction-related emissions of particulate matter are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT

encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (TCEQ 2022c). Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

Light Pollution

Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Due to the proximity of residences and businesses to the project, if construction were to occur during the night-time hours, it would be of short duration and would not be conducted late in the evening. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Activity Impacts

Construction activities would be limited to the proposed project footprint. Excessive vibration from construction equipment is not anticipated. If excessive vibration were to result from construction equipment it would be of short duration.

Temporary Lane, Road or Bridge Closures (Including Detours)

Traffic control plans would be prepared and implemented in coordination with the City of Dallas. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at a time. Where detours are required, clear and visible signage for an alternative route would be displayed. Construction of the proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided. Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media and community newspapers or social media channels.

5.16.2 No-Build Alternative

This alternative would not result in noise, dust or light pollution related to road construction, nor would there be temporary lane or road closures and other traffic disruptions associated with construction.

5.17 Greenhouse Gas and Climate Change

For a discussion of on-road greenhouse gas (GHG) emissions analyses for Texas, assessment of future Texas climate scenarios or projections and how that might impact the on-road transportation system, and summary of TxDOT strategies and programs that result in GHG reduction and transportation system resiliency and preservation, please refer to TxDOT's Statewide On-Road Greenhouse Gas and Climate Change Technical Report – https://www.txdot.gov/content/dam/docs/division/env/toolkit/725-01-rpt.pdf.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the Build Alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project. At this point in the NEPA process only early coordination has been accomplished. For this reason, the list below also identifies the agency coordination that is anticipated to occur prior to environmental clearance of the proposed project or post-clearance. All pertinent documentation of agency coordination has been or will be included in **Appendix F**.

- **SHPO** (see **Sections 5.8** and **5.8.1**). Pursuant to applicable law, regulations and agreements with the THC/SHPO, the Archeological Survey Report and appurtenant documents were approved by TxDOT-ENV, which satisfies coordination requirements.
- **SHPO** (see **Sections 5.8** and **5.8.2**). The draft HRSR was coordinated with the SHPO, who concurred with the recommendations of TxDOT historians as to the eligibility of historic-age resources for listing on the NRHP. Additionally, the SHPO reviewed the draft Section 4(f) Individual Evaluation and concurred with TxDOT-ENV historians' findings as to adverse effects to historic properties and plans to address appropriate mitigation for impacts in a Project PA, which was later completed by TxDOT-ENV and the SHPO. Copies of the coordination record for the HRSR and Section 4(f) report are included in **Appendix F** and the Project PA is in **Appendix G.**
- **Cultural Resource Organizations** (see **Sections 5.8.2** and **5.9**). Various federal, state and local agencies have been consulted regarding the HRSR, PA and the Section 4(f) documentation prepared for the proposed project and included in this EA.
- **TCEQ** (see **Sections 5.10.5** and **5.12**). Coordination with the TCEQ was completed during the circulation of the draft EA document regarding water quality and air quality (see TCEQ's letter of concurrence in **Appendix F**).
- **TPWD** (see **Section 5.11**). Collaborative review with TPWD was initiated on 4/8/2022 and TxDOT provided a response to TPWD's comments on 6/9/2022 (see the record of coordination with TPWD in **Appendix F**). Collaborative review with TPWD included TPWD's review of the draft EA. Consultation with the USFWS would not be required.
- **USACE** (see **Section 5.10.1**). After environmental clearance during the PS&E design phase, application for a NWP 14 with PCN will be made with the USACE Fort Worth District office.
- **U.S. Department of the Interior** (see **Section 5.9**). The Section 4(f) Individual Evaluation was coordinated with the U.S. Department of the Interior prior to finalization; documentation of the Department of the Interior's concurrence is in **Appendix F**.

In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing and Mitigating Impacts of Transportation Projects on State Natural Resources" (TPWD 2021a). The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the *Form: Documentation of Texas Parks and Wildlife Department Best Management Practices* prepared for the project, which is included in **Appendix F**.

7.0 PUBLIC INVOLVEMENT

7.1 Stakeholder/Community Meetings

As discussed in **Section 4.3.2**, throughout project development TxDOT has worked with the City of Dallas, the NCTCOG and various Dallas community stakeholders in planning the overall concept and design details for the proposed project. Since 2019, there have been dozens of coordination meetings with the city staff and at least six TxDOT and/or city briefings with other stakeholders were held during 2020 and 2021, including the following organizations:

- Baylor, Scott & White Hospital (Deep Ellum)
- Bonton Farms
- BRV Corporation
- Cedars Neighborhood
- Deep Ellum Foundation
- Fair Park First
- Frazier Revitalization Inc.
- Habitat for Humanity
- Innercity Community Development Corporation
- Larkspur Capital
- TR Hoover Community Development Corp.
- TREC
- Madison Partners-Deep Ellum Foundation
- Matthews Southwest
- Queen City Neighborhood Association
- Park Row Neighborhood Association
- Revitalize South Dallas Coalition
- St. Phillips School & Community Center
- Scottie, Smith & Associates
- South Dallas Fair Park Faith Coalition
- South Dallas Merchants Association
- South Side Quarter Development Corp.
- South Fair Community Development Corp.
- Space Between Design Studio
- Spectra
- State Fair of Texas
- Urban Designer-Space Between Design Studio
- Woodlawn Neighborhood Association

In addition to the meetings with representatives of stakeholder groups noted above, TxDOT conducted a community briefing for members of the Jubilee Park Community on March 12, 2022. The Jubilee Park Neighborhood is comprised of 62 residential blocks and includes a substantial number of residents whose primary language is Spanish. Accordingly, this community briefing was set up to provide a rolling slide presentation about the proposed project in both English and Spanish. In addition, two rooms with poster displays and design layouts were set up to accommodate English-speaking and Spanish-speaking attendees. A total of 58 members of the community attended the event and all materials presented at the briefing were posted to a website that was communicated to the members of the neighborhood.

7.2 Virtual Public Meeting with In-Person Option

A virtual public meeting with in-person option was held for the proposed project on June 8, 2021, at 4 p.m. through June 23, 2021, at 11:59 p.m. The virtual public meeting was held in the form of a pre-recorded, narrated video presentation with audio and visual components and was available 24/7 on TxDOT's I-30 East Corridor Project webpage and on YouTube. The total number of webpage views was 1,994 and there were 912 views of the video presentation within the comment period. The in-person option was held 4 p.m. to 8 p.m. at the Fair Park Coliseum located at 1438 Coliseum Drive, Dallas, TX 75210. A total of 112 people attended the in-person option, including two elected officials. All meeting materials were available in English and Spanish, and staff were available to provide translation

services, as necessary. English and Spanish notices for the virtual public meeting with in-person option were mailed out to the public, elected officials and other interested stakeholders.

A total of 58 commenters provided feedback during the public meeting comment period. There was a wide range of comments provided about the I-30 East Corridor project. Of the comments received, feedback included questions about the proposed design and need for the project, support for and opposition to the proposed project, support for depressing I-30 mainlanes below grade, opposition to widening and increasing capacity along I-30, concerns regarding frontage roads and the proposed roundabout, concerns regarding traffic circulation, support for and opposition to the decking options for the city, concerns about traffic noise, support for increasing connectivity and reconnecting neighborhoods and city streets, and concerns about business impacts and potential displacements.

Feedback received from the public meeting was used to inform the design. For example, one commenter expressed concerns about how the proposed project would impact his business. As a result of this feedback and further discussions between TxDOT and the City of Dallas, design adjustments were made to remove the proposed Terry Street extension to Carroll Street to avoid impacts to the subject property. These design adjustments removed the need for displacement of buildings.

7.3 Public Hearing

A virtual public hearing with in-person option was held for the proposed project on June 29, 2023, at 5:30 p.m. through July 14, 2021, at 11:59 p.m. The virtual public hearing was held in the form of a pre-recorded, narrated video presentation with audio and visual components and was available 24/7 on TxDOT's I-30 East Corridor Project webpage and on YouTube. The webpage received 1,133 views and video presentation received a total of 98 views within the comment period. The in-person option was held 5:30 p.m. to 7:30 p.m. at the Fair Park – Briscoe Carpenter Livestock Center located at 1403 Washington Street, Dallas, TX 75210. A total of 78 people attended the in-person option, including one elected official. All public hearing materials were available in English and Spanish, and staff were available to provide translation services, as necessary. English and Spanish notices for the virtual public hearing with in-person option were mailed out to the public, elected officials and other interested stakeholders.

A total of 41 commenters submitted comments during the public hearing comment period. Of the nearly 30 commenters expressed support or opposition to the project, the majority favored the project. The several commenters indicating support or opposition to the proposed roundabout intersection at Lindsley/Fitzhugh/Munger were evenly split. There was general support for increasing connectivity and reconnecting neighborhoods and city streets. All comments, and TxDOT responses thereto, were included in the Comment-Response Matrix in **Appendix H**. Feedback received from the public hearing has been used, and will continue to be used, to inform the design as it progresses through development.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES/COMMITMENTS

8.1 Post-Environmental Clearance Activities

This section identifies unresolved environmental activities that would require surveys that are not expected to be completed before issuance of a FONSI. This is generally necessary because a survey may need to be timed to occur shortly before construction activity begins (e.g., survey of a stream for protected mussel species) or to ensure access to areas of proposed ROW where no right-of-entry was received (e.g., for SUE survey work or sampling for hazardous materials in soil or groundwater).

- Completion of a presence/absence survey for protected mussels and the alligator snapping turtle in White Rock Creek and its perennial tributaries within project limits (see **Section 5.11.10**).
- Sampling of soil and groundwater in where excavation is proposed in areas that were identified in the hazardous materials ISA with moderate or high risk for contamination (see **Section 5.13)**.
- Sampling of bridges and other structures for presence of asbestos or lead prior to demolition (see **Section 5.13)**.
- Constructability of proposed noise barriers. Detailed surveys (i.e., SUE and geo-technical drilling) would be required to ensure proposed noise walls would be constructable in light of site-specific conditions (see **Section 5.14)**. Additionally, affected property owners will be contacted to receive their votes for or against the seven noise barriers proposed for this project; only noise barriers that receive a majority vote from adjacent property owners will be constructed.
- Section 404: The proposed project would require an NWP 14 with a PCN and a nonreporting NWP 14. The PCN will be obtained before construction. The proposed project would comply with all general conditions of the NWP. All mitigation banks with a service area covering the project will be contacted and a quote will be requested for any required mitigation credits for this project.
- Historic Resource: The PA identified 5 resources (501 South Second Street, 4008 Commerce Street, 4830 Ash Lane, and 4100 Commerce Street) for ground vibration and settlement monitoring, consisting of preconstruction surveys, post construction surveys, and vibration monitoring work plan.

8.2 Design/Construction Commitments

As indicated in **Section 6.0**, the TPWD-recommended BMPs (TPWD 2021a) that will be applied to this project are included in the TPWD BMPs form for this project in **Appendix F** and summarized below. Also noted below are the species that trigger the application of the listed BMPs, which are listed in the order of the section number from the TPWD BMPs publication (TPWD 2021a).

- **1.1 General Design and Construction.** Generally applicable for all projects and in particular for these mammal SGCNs: eastern spotted skunk, long-tailed weasel, muskrat and swamp rabbit.
- **1.2 Vegetation.** Generally applicable for all projects and in particular for these SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, eastern box turtle,

pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, western box turtle, and western chicken turtle.

- 1.3 Invasive Species. Generally applicable for all projects; adapt as appropriate to site conditions.
- 1.4 Water Quality. For: (1) federal proposed threatened/state listed threatened species: Alligator snapping turtle; (2) SGCNs: spotted dusky salamander, Woodhouse's toad, American eel, Mississippi silvery minnow, eastern spotted skunk, long-tailed weasel, muskrat, swamp rabbit, and western chicken turtle.
- 1.5 Stream Crossings. For: (1) federal proposed threatened/state listed threatened species: Louisiana pigtoe and Texas fawnsfoot; (2) federal proposed endangered/state listed threatened species: Texas heelsplitter; (3) state threatened species: sandbank pocketbook and Trinity pigtoe; (4) SGCNs: American eel and Mississippi silvery minnow.
- 1.6 Dewatering. For all mussel species, and fish SGCNs: American eel and Mississippi silvery minnow.
- 2.2.1 Bird. For state threatened species: white-faced ibis and wood stork.
- 2.4.3 Freshwater Mussel. For SGCNs: Deertoe, Pondmussel, Pimpleback, Mapleleaf, Gulf Mapleleaf, and Pistolgrip.
- 2.4.4 Insect Pollinator. For: (1) federal candidate species: monarch butterfly; (2) SGCN: American bumblebee.
- 2.6.1 Aquatic Amphibian and Reptile. For: (1) federal proposed threatened/state threatened species: alligator snapping turtle; (2) SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, and western chicken turtle.
- 2.6.2 Terrestrial Amphibian and Reptile. For SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, western box turtle, and western chicken turtle.

9.0 CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

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11.0 APPENDICES

Appendix A – Project Location Map

Appendix B – Project Photographs

Appendix C – Schematics

Appendix D – Typical Sections

Appendix E – Resource-Specific Maps/Data

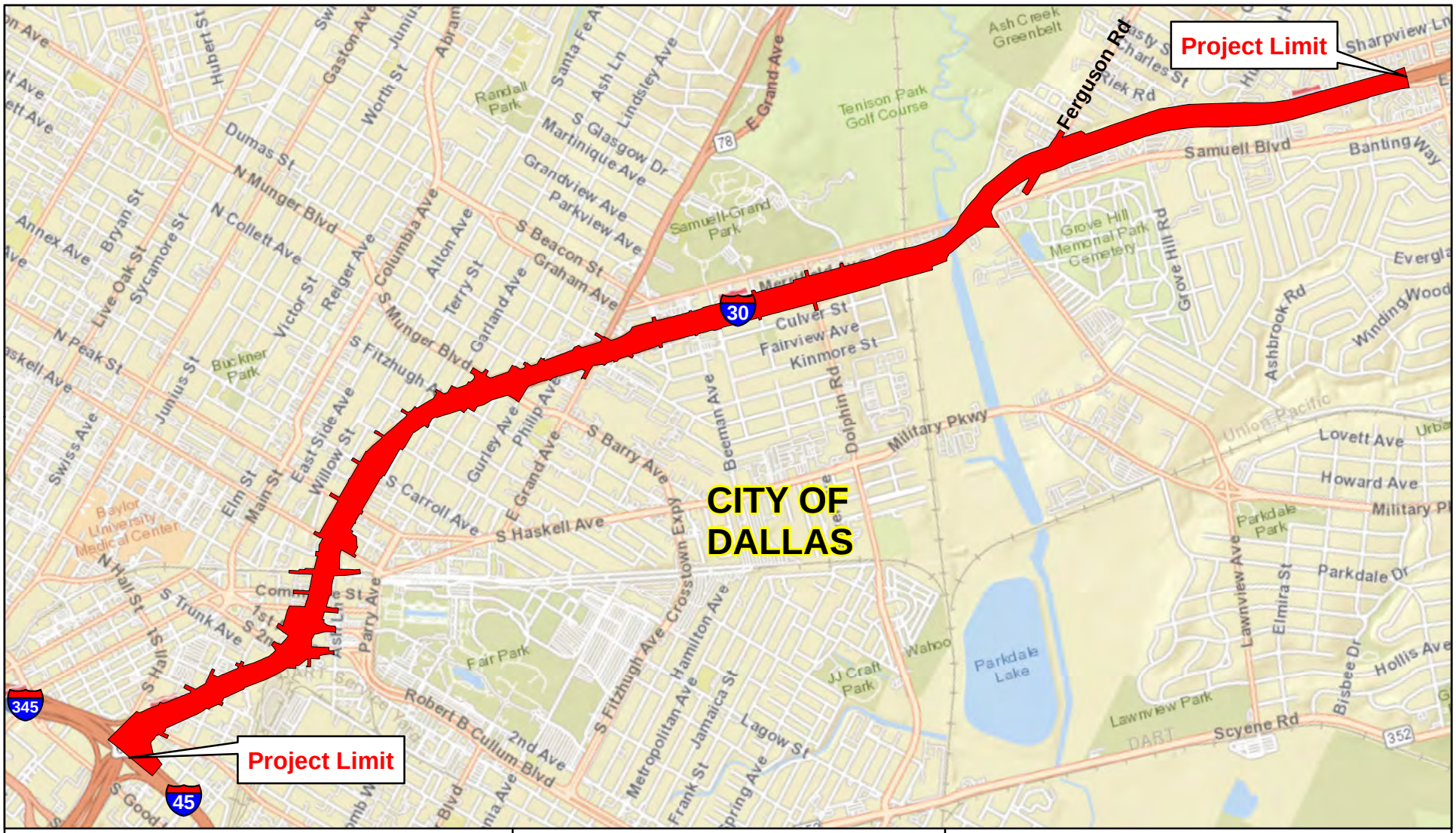
Appendix F – Resource Agency Coordination

Appendix G – Section 4(f) Documentation

Appendix H – Comment and Response Matrix from the Public Hearing

APPENDIX A

PROJECT LOCATION MAP



Legend

I-30 East Corridor Project Limits
(Existing and Proposed Right of Way)

N

0 3,000 6,000

Feet

Texas Department of Transportation

Basemap Source: Esri World Street Map
Map Date: 6/9/2022

PROJECT LOCATION MAP

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

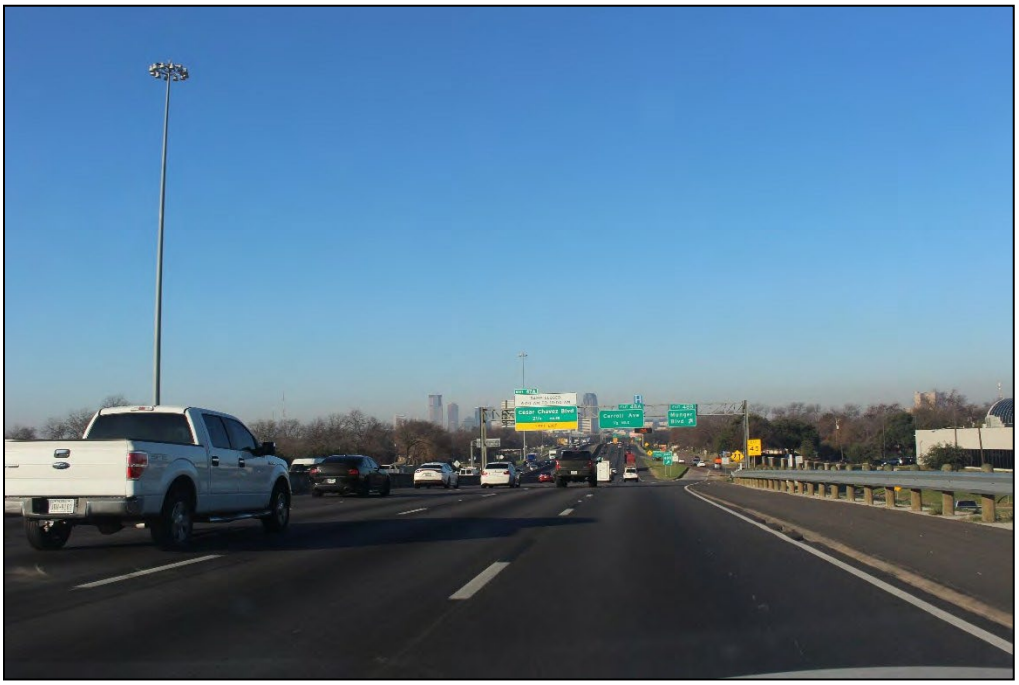
Dallas County, Texas

APPENDIX B

PROJECT PHOTOGRAPHS



Photograph 1: Just east of the proposed project's western terminus (I-45) the I-30 highway is on structure until it reaches Haskell Avenue. This view of I-30 is to the north from Ash Lane toward area of proposed ROW along I-30 (605 First Avenue). This photograph was taken between December 2021 to January 2022.



Photograph 2: East of Haskell Avenue continues to be elevated above surrounding areas atop an earthen embankment, crossing over all cross streets until reaching Dolphin Road. The photograph is typical of the views from I-30 of the surrounding urban landscape. This view of I-30 is to the west with the exit ramp to Munger Boulevard exit on the right. Photograph was taken between December 2021 to January 2022.



Photograph 3: View toward the west from the I-30 bridge crossing of Ferguson Road, the eastern logical terminus of the proposed project. Throughout the project limits I-30 crosses over all cross streets except for Dolphin Road. Photograph was taken between December 2021 to January 2022.



Photograph 4: View looking northeast toward an auto service facility that is representative of many similar commercial establishments along the I-30 corridor. This location (3915 Samuell Blvd.) is just east the bridge crossing of White Rock Creek and its floodplain. Note that I-30 is elevated on embankment, which is typical along this highway segment just west of Ferguson Road. ROW would be required from this site and the structures would be displaced. Date of photograph: 12/7/21.



Photograph 5: View looking west-northwest toward the former Cabell's, Inc. building, a historic resource located at 710 Exposition Avenue eligible for listing on the NRHP. The site is currently an auto repair shop that would be displaced by the project. The site is a moderate environmental risk based on a prior LPST (see Map ID 9/10 in **Appendix E – Hazardous Materials Site Map**). Date of photograph: 12/7/21.



Photograph 6: View looking southwest toward the historic NRHP-listed Gulf Oil Distribution Facility District at 501 S. 2nd Avenue. The proposed project would require a minor amount of ROW from the property's southern corners, with no impacts to any buildings. The site is a moderate environmental risk based on historic use of the site and contaminated groundwater migration (see Map ID 38 in **Appendix E – Hazardous Materials Site Map**, and **Photograph 29**). Date of photograph: 12/7/21.



Photograph 7: View to the northeast of the Texas Ice House (4008 Commerce Street), a historic resource that is eligible for listing on the NRHP. The property is currently in use as a food distribution facility. The proposed project has been designed to avoid any adverse impacts to this property. Photograph was taken between December 2021 to January 2022.



Photograph 8: View looking south from S. Henderson Avenue toward the former Ryder Truck Rental facility at 1315 S. Henderson Avenue. The site is representative of former industrial facilities that have been converted to other commercial uses. This facility is now a commercial sport facility (Soccerplex). No ROW would be acquired from this site. Date of photograph: 12/7/21.



Photograph 9: View looking north toward the 7 Eleven gas station and convenience store at 5550 E. Grand Avenue. This site is representative of many small service/retail commercial facilities within the project limits. No ROW would be acquired from this site. Date of photograph 12/9/21.



Photograph 10: Representative photograph of the many neighborhoods along I-30 from Carroll Avenue to White Rock Creek, with many historic-age single-family residences. View is to the east from the intersection of Caldwell Street and Terry Street. Photograph was taken between December 2021 to January 2022.



Photograph 11: View to the east of Grove Hill Memorial Park (3920 Samuell Boulevard), south of I-30. This is along a short segment of I-30 with open space. Other areas nearby are the White Rock Creek floodplain and Tenison Park/Golf Course (north of I-30). The proposed project would not require ROW from any public parks/recreation areas, or cemeteries. Photograph was taken between December 2021 to January 2022.



Photograph 12: View to the northwest from Dawson Street, a residential area with single-family homes that would be displaced by the proposed project, including 2913, 2917, and 2921 Dawson Street shown here (i.e., the three homes closest to the elevated I-30 in the background). Photograph was taken between December 2021 to January 2022.



Photograph 13: View looking south of the I-30 bridge crossing of White Rock Creek (Crossing 2). Project design would require removal of existing bridge structure and support columns as the new bridge would be shifted slightly and widened. This stream may be habitat to several state-listed mussels and the alligator snapping turtle. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.



Photograph 14: View looking south toward the unnamed tributary to White Rock Creek (Crossing 3-2) that flows beneath the I-30 bridges and through box culverts beneath Samuell Boulevard. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.



Photograph 15: View looking southeast along the tributary to White Rock Creek (Crossing 3-3) that flows beneath the I-30 bridges. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.



Photograph 16: View looking east from Ferguson Road toward the unnamed tributary to White Rock Creek (Crossing 4). The stream at this location is north and parallel to I-30. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/06/21.



Photograph 17: View looking northeast toward an emergent wetland area (Crossing 1-3) located at the southwest corner of I-30 at the KCS Railroad. See location on **Appendix E – Water Feature Impacts Map**. Date of photograph: 10/20/21.



Photograph 18: View looking northwest of an emergent wetland area (Crossing 3-4) beneath and south of the I-30 bridges. See location on **Appendix E – Water Feature Impacts Map**. Date of photograph: 10/20/21.



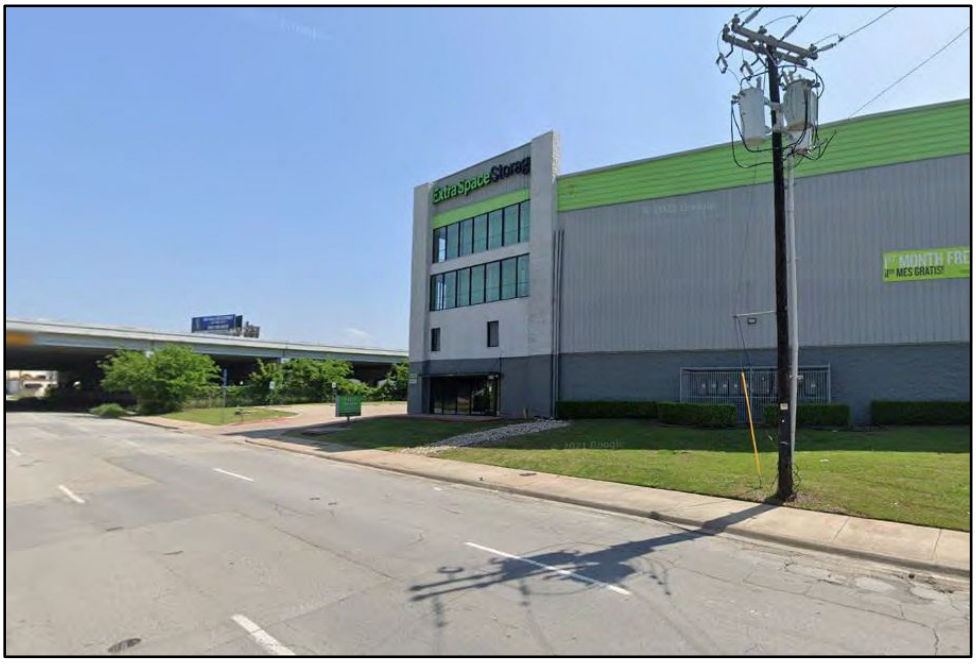
Photograph 19: View looking west along an unnamed tributary to White Rock Creek (Crossing 4) on the north side of I-30 east of Ferguson Road. Adjacent to the stream is a riparian hardwood forest dominated by American elm, box elder, green ash, and pecan trees. Common invasive species include mimosa (middle), wax leaf Ligustrum (lower right), and Chinese privet (lower left). Date of photograph: 10/6/21.



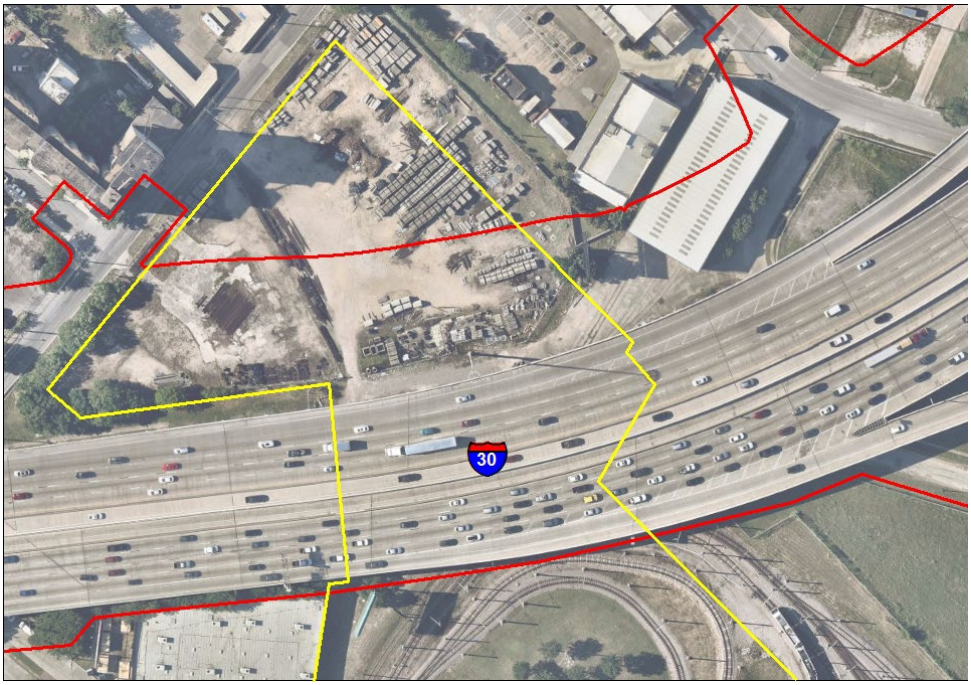
Photograph 20: View looking southeast from near the south I-30 ROW line of floodplain hardwood forest habitat within the White Rock Creek floodplain. Typical species include American elm, green ash, sugarberry, and pecan; however, this area has been invaded with Chinese privet, Chinese flame tree, and Amur honeysuckle. Date of photograph: 11/1/21.



Photograph 21: View looking south-southeast from Haskell Avenue toward the GAG Meat LPST/PST site at 4000 Ash Lane (see Map ID 5/6 in **Appendix E – Hazardous Materials Site Map**). A small amount of ROW would be acquired from the northeast corner and western side of the site. The site is a moderate environmental risk for contamination in soil/groundwater. Date of photograph: 12/7/21.



Photograph 22: View looking south along Haskell Avenue toward the former Assured Self Storage VCP/MSD site at 503 S. Haskell Avenue (see Map ID 7/8/43 in **Appendix E – Hazardous Materials Site Map**) and I-30 (background). The site is currently Extra Space Storage. No ROW would be acquired from this site. The site is a moderate environmental risk due to soil/groundwater contamination from a former metals manufacturing facility, VCP activity, and extensive excavation planned adjacent to this property. Date of photo: 12/7/21.



Photograph 23: Aerial photograph view (north at the top) of the active DART site (formerly Santa Fe railyard) at 3021 Oak Lane (site boundary outlined in yellow; see Map ID 13 in **Appendix E – Hazardous Materials Site Map**). Approximately 3 acres at the north end of this large site are within existing and proposed I-30 ROW (shown with red lines). The site is a high environmental risk based on site history and the extensive excavations planned within it to depress I-30 mainlanes. Date of Nearmap imagery: 5/26/22.



Photograph 24: View looking north toward the former Recycle Revolution site at 1703 Chestnut Street (see Map ID 16/17/18 in **Appendix E – Hazardous Materials Site Map**). The site is currently Hinga's Automotive. The site is a high environmental risk based on past site history of contamination in soil/groundwater. ROW would be acquired from this site and the structure would be displaced. Date of photograph: 12/7/21.



Photograph 25: View looking south toward 400 S. Hall Street (see Map ID 19/29 in **Appendix E – Hazardous Materials Site Map**). This site is currently the Crosby Apartments but was formerly a warehouse/industrial facility. The site is a moderate environmental risk based on its history of soil/groundwater contamination. ROW would be acquired from the south side of the site. Date of photograph: 12/7/21.



Photograph 26: View looking east from the facility entrance of the former Sullivan Transfer facility at 1610 S. Malcolm X Boulevard (see Map ID 20 in **Appendix E – Hazardous Materials Site Map**). The site is currently City Square/Greater Workforce Solutions. The site is a moderate environmental risk for contamination in soil/groundwater from a LPST and prior industrial use of the site. ROW would be acquired from the north portion of the site (i.e., the area to the left of photo center). Date of photograph: 12/7/21.



Photograph 27: View looking west toward City of Dallas properties at 501-517 S. Hill Avenue (see Map ID 24/33 in **Appendix E – Hazardous Materials Site Map**). No ROW would be acquired from the site but extensive excavation would occur adjacent to it. The site is a moderate environmental risk based on historic records of contamination in soil/groundwater and active VCP status. Date of photograph: 12/9/21.



Photograph 28: View looking north from the intersection of Baylor Street and Dawson Street toward the Dallas Central Service Center for fleet vehicles at 3111 Dawson Street (see Map ID 32 in **Appendix E – Hazardous Materials Site Map**). The tank hold is located beneath the cones in the photo center. No ROW would be acquired from this site but construction excavations adjacent to it are planned. The site is a moderate environmental risk for contamination in soil/groundwater based on reported releases, its active VCP status and unknown extent of the groundwater contaminant plume. Date of photograph: 12/7/21.



Photograph 29: View looking south from Hickory Street into the former Collier site (see Map ID 38 in **Appendix E – Hazardous Materials Site Map**) at 501 S. 2nd Avenue. The site was historically the Gulf Refining Company Distribution Plant which had numerous, large quantity aboveground oil storage tanks. These tanks were formerly located inside the fence to the right in the photo. ROW would be acquired from the site. The site is a moderate environmental risk. Date of photograph: 12/7/21.

APPENDIX C

SCHEMATICS

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

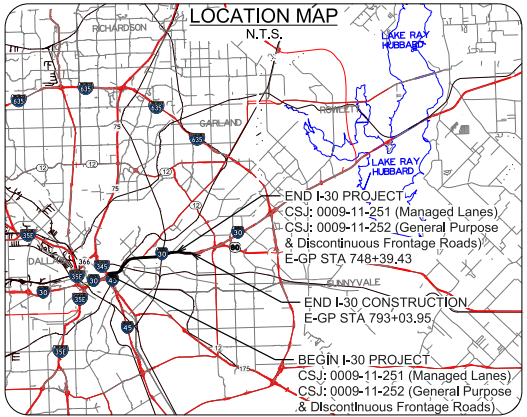
I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 1 OF 9

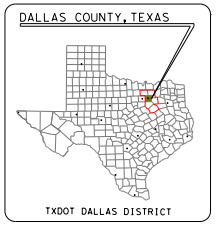
LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
30
45
175
345
366
35E
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ☐
DATE APPROVED: ☐

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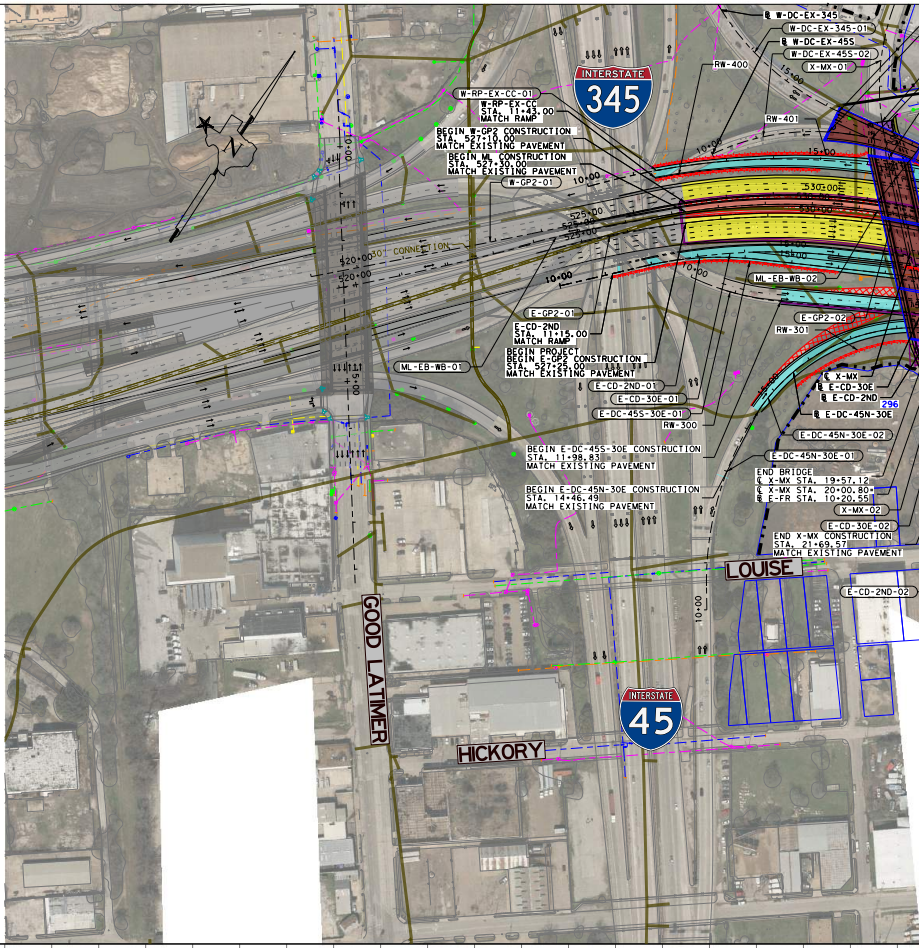
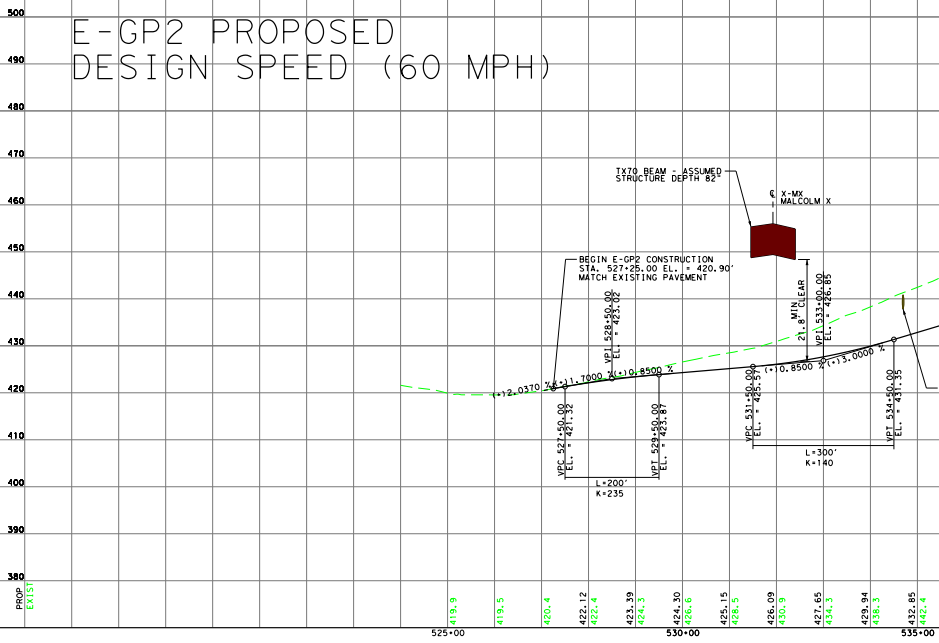
LEGEND:

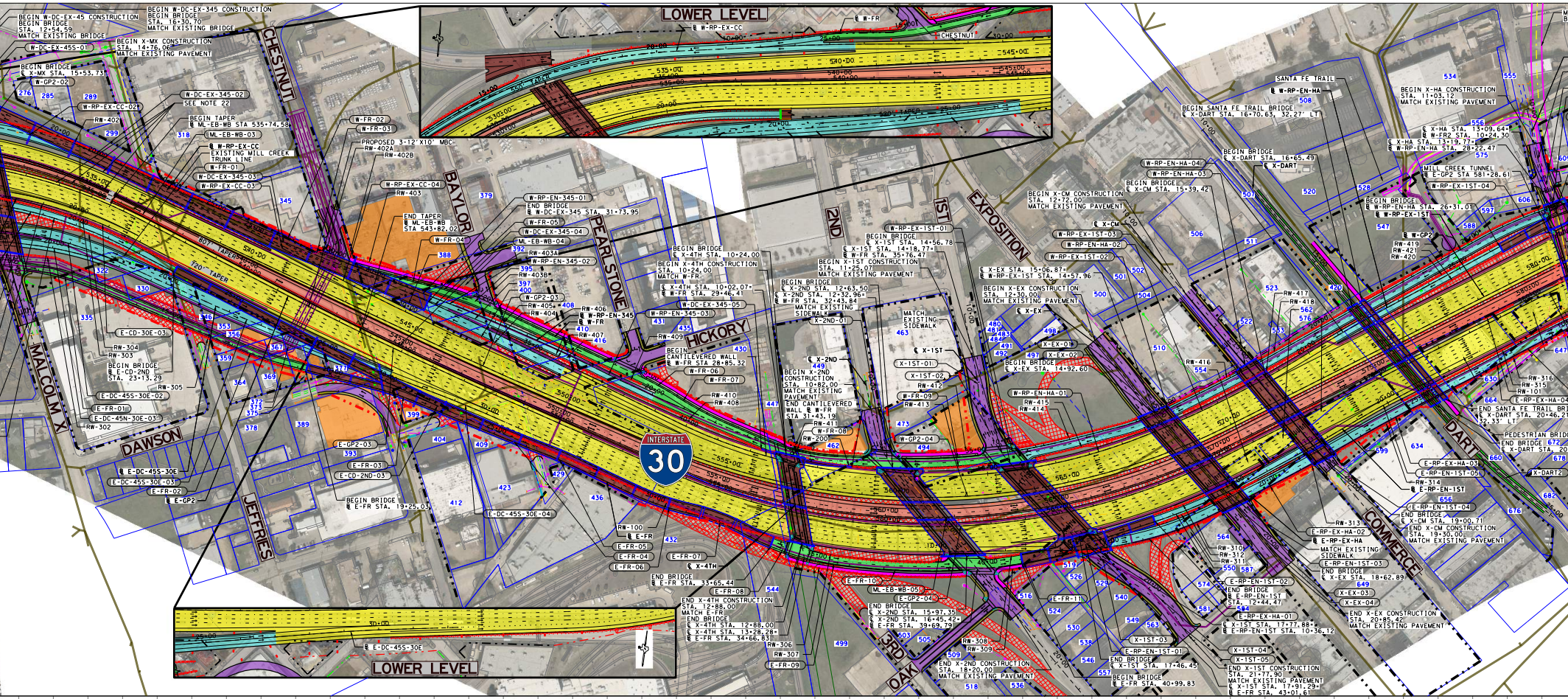
— · · —	EXISTING ROW (I-30)
— · · —	EXISTING CITY OF DALLAS ROW
═	EXISTING PROPERTY LIMITS
═	EXISTING STORM SEWER
—	EXISTING PLANIMETRIC FEATURES
—E—	EXISTING OVERHEAD ELECTRIC LINES
—T—	EXISTING TELEPHONE / CABLE / FIBER LINE
—W—	EXISTING WATER LINE
—E—	EXISTING ELECTRIC LINE
—SS—	EXISTING SANITARY SEWER LINE
—G—	EXISTING GAS / PETROLEUM LINE
— —	PROPOSED CENTERLINE/BASELINE
— · —	PROPOSED ROW
—■—	PROPOSED DENIAL OF ACCESS
—	PROPOSED EDGE OF PAVEMENT
—	PROPOSED BRIDGE ABUTMENT
—	PROPOSED BRIDGE BENT
—	PROPOSED RETAINING WALL
—	PROPOSED NOISE WALL (POTENTIAL)
═	PROPOSED CULVERT / STORM SEWER / SYPHON
▨	PROPOSED DRAINAGE DETENTION/STORAGE AREA
═	PROPOSED PRELIMINARY RAIL MODIFICATION
—	PROPOSED PROJECT BY OTHERS
→	PROPOSED DIRECTION OF TRAVEL
⇨	EXISTING DIRECTION OF TRAVEL
▬	EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
▬	EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟧	PROPOSED MANAGED LANES
▬	PROPOSED MANAGED LANES RAMP
▬	PROPOSED RAMP/DIRECT CONNECTOR
🟩	PROPOSED ACCESS/FRONTAGE ROAD
🟪	PROPOSED LOCAL CROSS STREET/DRIVEWAY
▬	PROPOSED SIDEWALK/RAISED MEDIAN
▬	PROPOSED SHARED USE PATH
🟧	POTENTIAL DISPLACEMENTS
▩	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
⏢	PEDESTRIAN CURB RAMP

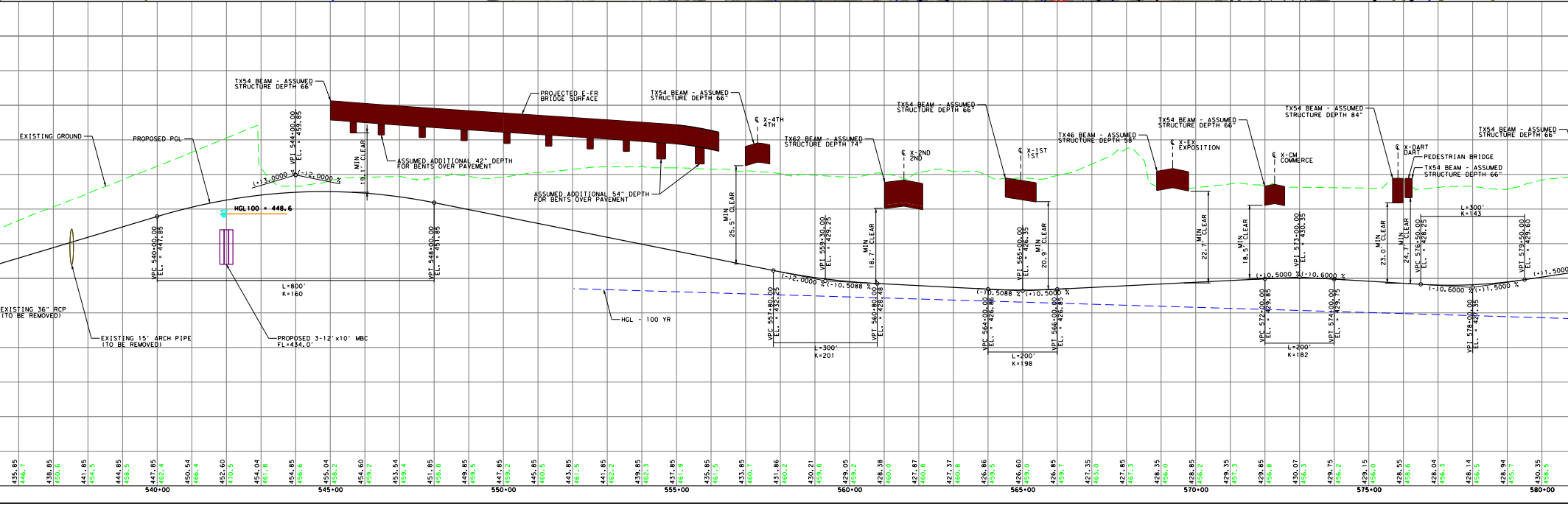
NOTES:

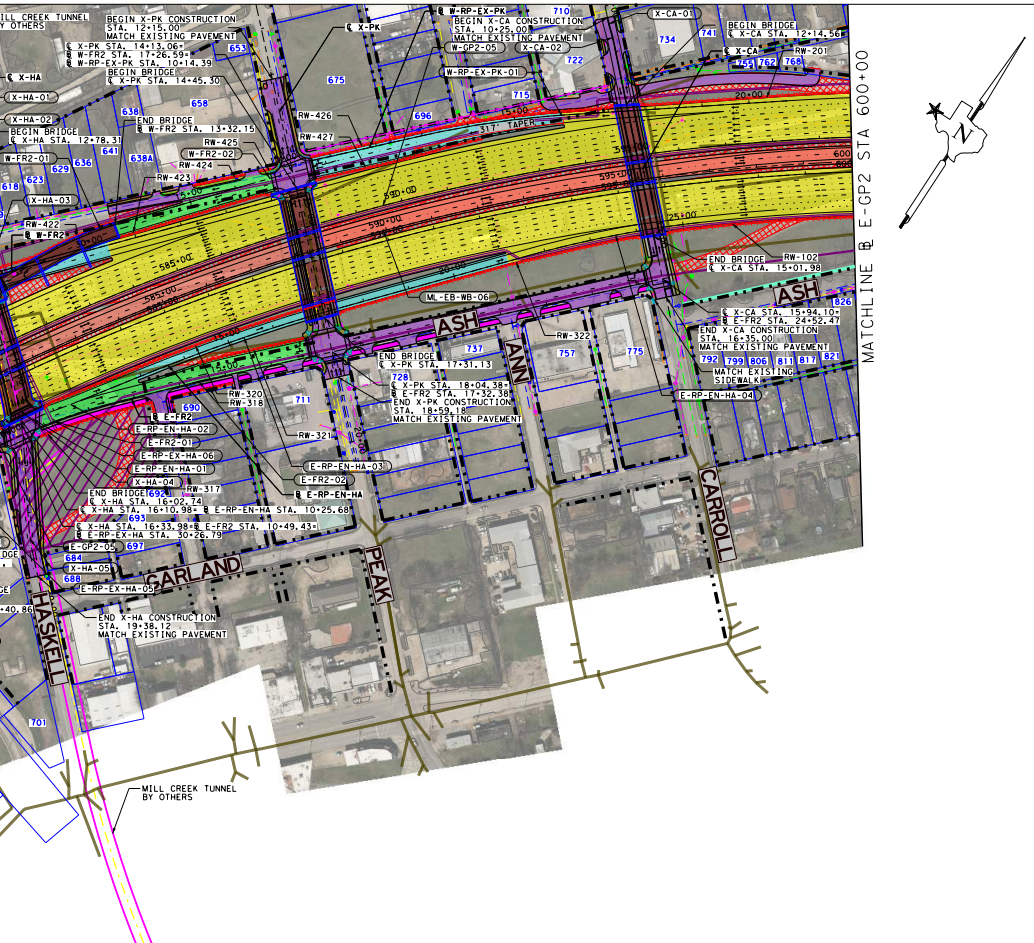
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY,2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.

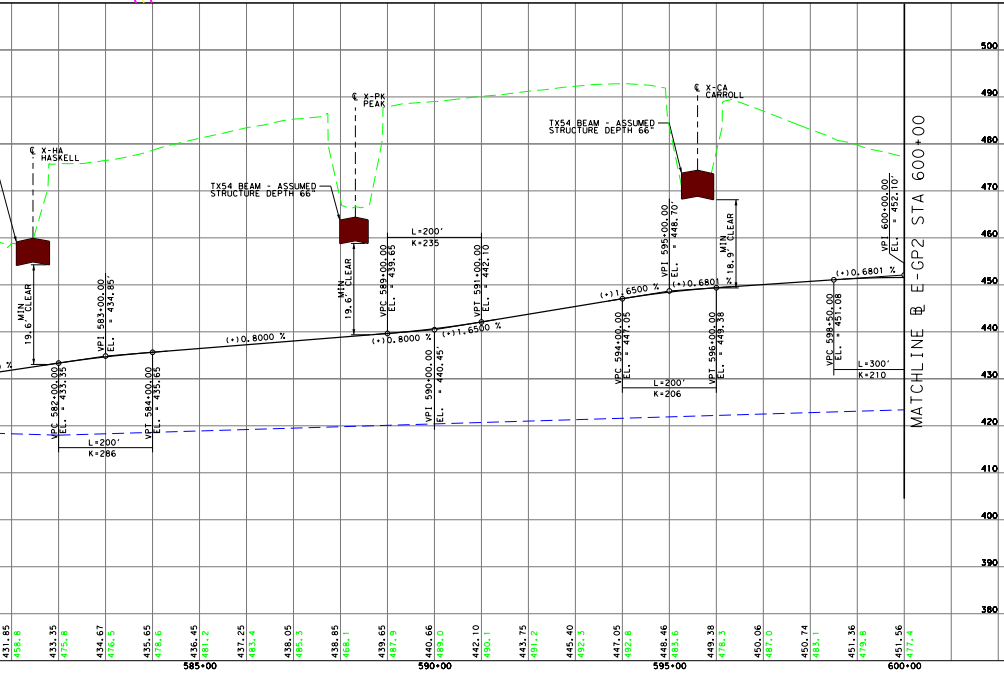

INTERSTATE 345
INTERSTATE 45
W-DC-EX-345
W-DC-EX-345-01
W-DC-EX-45S
W-DC-EX-45S-02
X-MX-01
RW-400
RW-401
W-RP-EX-CC-01
W-RP-EX-CC STA. 11+43.00 MATCH RAMP
BEGIN W-GP2 CONSTRUCTION STA. 527+10.00 MATCH EXISTING PAVEMENT
BEGIN ML CONSTRUCTION STA. 527+30.00 MATCH EXISTING PAVEMENT
W-GP2-01
CONNECTION
ML-EB-WB-01
ML-EB-WB-02
E-GP2-01
E-CD-2ND STA. 11+15.00 MATCH RAMP
BEGIN PROJECT
BEGIN E-GP2 CONSTRUCTION STA. 527+25.00 MATCH EXISTING PAVEMENT
E-CD-2ND-01
E-CD-30E-01
E-DC-45S-30E-01
RW-300
RW-301
E-GP2-02
X-MX
E-CD-30E
E-CD-2ND
296
E-DC-45N-30E
E-DC-45N-30E-02
E-DC-45N-30E-01
BEGIN E-DC-45S-30E CONSTRUCTION STA. 11+98.83 MATCH EXISTING PAVEMENT
BEGIN E-DC-45N-30E CONSTRUCTION STA. 14+46.49 MATCH EXISTING PAVEMENT
END BRIDGE X-MX STA. 19+57.12
X-MX STA. 20+00.80 = E-FR STA. 10+20.55
X-MX-02
E-CD-30E-02
END X-MX CONSTRUCTION STA. 21+69.57 MATCH EXISTING PAVEMENT
E-CD-2ND-02
LOUISE
HICKORY
GOOD LATIMER
520+00
525+00
530+00
10+00
15+00


E-GP2 PROPOSED DESIGN SPEED (60 MPH)
500
490
480
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
X-MX MALCOLM X
BEGIN E-GP2 CONSTRUCTION STA. 527+25.00 EL. = 420.90′ MATCH EXISTING PAVEMENT
MIN 21.8′ CLEAR
VPI 528+50.00 EL. = 423.02
VPI 533+00.00 EL. = 426.85
(+)2.0370 %
(+)1.7000 %
(+)0.8500 %
(+)0.8500 %
(+)3.0000 %
VPC 527+50.00 EL. = 421.32
VPT 529+50.00 EL. = 423.87
L=200′ K=235
VPC 531+50.00 EL. = 425.57
VPT 534+50.00 EL. = 431.35
L=300′ K=140
419.9
419.5
420.4
422.12
422.4
423.39
424.3
424.30
426.6
425.15
428.5
426.09
430.9
427.65
434.3
429.94
438.3
432.85
442.4
525+00
530+00
535+00


LOWER LEVEL
LOWER LEVEL
INTERSTATE 30
CHESTNUT
BAYLOR
PEARL STONE
HICKORY
2ND
1ST
EXPOSITION
SANTA FE TRAIL
DART
COMMERCE
MALCOLM X
DAWSON
JEFFRIES
3RD
OAK
BEGIN W-DC-EX-345 CONSTRUCTION
BEGIN W-DC-EX-45 CONSTRUCTION
BEGIN X-MX CONSTRUCTION
MATCH EXISTING BRIDGE
MATCH EXISTING PAVEMENT
EXISTING MILL CREEK TRUNK LINE
PROPOSED 3-12'X10' MBC
END TAPER
BEGIN BRIDGE
END BRIDGE
BEGIN CANTILEVERED WALL
END CANTILEVERED WALL
BEGIN X-4TH CONSTRUCTION
END X-4TH CONSTRUCTION
BEGIN X-2ND CONSTRUCTION
END X-2ND CONSTRUCTION
BEGIN X-1ST CONSTRUCTION
END X-1ST CONSTRUCTION
BEGIN X-EX CONSTRUCTION
END X-EX CONSTRUCTION
BEGIN X-CM CONSTRUCTION
END X-CM CONSTRUCTION
BEGIN X-HA CONSTRUCTION
BEGIN SANTA FE TRAIL BRIDGE
END SANTA FE TRAIL BRIDGE
MILL CREEK TUNNEL
PEDESTRIAN BRIDGE
MATCH EXISTING SIDEWALK
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
PROJECTED E-FR BRIDGE SURFACE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
EXISTING GROUND
PROPOSED PGL
ASSUMED ADDITIONAL 42" DEPTH FOR BENTS OVER PAVEMENT
ASSUMED ADDITIONAL 54" DEPTH FOR BENTS OVER PAVEMENT
℄ X-4TH 4TH
℄ X-2ND 2ND
℄ X-1ST 1ST
℄ X-EX EXPOSITION
℄ X-CM COMMERCE
℄ X-DART DART
PEDESTRIAN BRIDGE
HGL100 = 448.6
HGL - 100 YR
EXISTING 36" RCP (TO BE REMOVED)
EXISTING 15' ARCH PIPE (TO BE REMOVED)
PROPOSED 3-12'x10' MBC FL=434.0'
VPI 544+00.00 EL. = 459.85
VPC 540+00.00 EL. = 447.85
VPT 548+00.00 EL. = 451.85
L=800' K=160
(+)3.0000 %
(-)2.0000 %
MIN 19.1' CLEAR
MIN 25.5' CLEAR
VPC 557+80.00 EL. = 432.25
VPI 559+30.00 EL. = 429.25
VPT 560+80.00 EL. = 428.48
L=300' K=201
(-)2.0000 %
(-)0.5088 %
MIN 18.7' CLEAR
VPC 564+00.00 EL. = 426.86
VPI 565+00.00 EL. = 426.35
VPT 566+00.00 EL. = 426.85
L=200' K=198
(+)0.5000 %
MIN 20.9' CLEAR
MIN 22.7' CLEAR
MIN 18.5' CLEAR
VPC 572+00.00 EL. = 429.85
VPI 573+00.00 EL. = 430.35
VPT 574+00.00 EL. = 429.75
L=200' K=182
(-)0.6000 %
MIN 23.0' CLEAR
MIN 24.7' CLEAR
VPC 576+50.00 EL. = 426.25
VPI 578+00.00 EL. = 427.35
VPT 579+50.00 EL. = 429.60
L=300' K=143
(+)1.5000 %
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00


ILL CREEK TUNNEL
Y OTHERS
BEGIN X-PK CONSTRUCTION
STA. 12+15.00
MATCH EXISTING PAVEMENT
℄ X-PK STA. 14+13.06=
℄ W-FR2 STA. 17+26.59=
℄ W-RP-EX-PK STA. 10+14.39
BEGIN BRIDGE
℄ X-PK STA. 14+45.30
END BRIDGE
℄ W-FR2 STA. 13+32.15
BEGIN BRIDGE
℄ X-HA STA. 12+78.31
℄ X-PK
℄ X-HA
X-HA-01
X-HA-02
X-HA-03
X-HA-04
X-HA-05
W-FR2-01
W-FR2-02
℄ W-FR2
RW-426
RW-427
RW-425
RW-424
RW-423
RW-422
℄ W-RP-EX-PK
BEGIN X-CA CONSTRUCTION
STA. 10+25.00
MATCH EXISTING PAVEMENT
W-GP2-05
X-CA-01
X-CA-02
W-RP-EX-PK-01
BEGIN BRIDGE
℄ X-CA STA. 12+14.56
℄ X-CA
RW-201
317' TAPER
ML-EB-WB-06
END BRIDGE
℄ X-CA STA. 15+01.98
RW-102
℄ X-CA STA. 15+94.10=
℄ E-FR2 STA. 24+52.47
END X-CA CONSTRUCTION
STA. 16+35.00
MATCH EXISTING PAVEMENT
MATCH EXISTING
SIDEWALK
E-RP-EN-HA-04
END BRIDGE
℄ X-PK STA. 17+31.13
℄ X-PK STA. 18+04.38=
℄ E-FR2 STA. 17+32.38
END X-PK CONSTRUCTION
STA. 18+59.18
MATCH EXISTING PAVEMENT
RW-322
RW-320
RW-318
RW-321
RW-317
℄ E-FR2
E-RP-EN-HA-02
E-FR2-01
E-FR2-02
E-RP-EX-HA-06
E-RP-EN-HA-01
E-RP-EX-HA-03
E-RP-EX-HA-05
END BRIDGE
℄ X-HA STA. 16+02.74
℄ X-HA STA. 16+10.98= ℄ E-RP-EN-HA STA. 10+25.68
℄ X-HA STA. 16+33.98= ℄ E-FR2 STA. 10+49.43=
℄ E-RP-EX-HA STA. 30+26.79
E-GP2-05
℄ E-RP-EN-HA
END X-HA CONSTRUCTION
STA. 19+38.12
MATCH EXISTING PAVEMENT
ASH
ANN
CARROLL
PEAK
GARLAND
HASKELL
MILL CREEK TUNNEL
BY OTHERS
585+00
590+00
595+00
600+00
710
734
741
653
675
658
638
696
715
722
755
762
768
641
638A
629
636
623
618
737
757
775
826
792
799
806
811
817
821
728
711
690
692
693
697
684
688
701
N
MATCHLINE ℄ E-GP2 STA 600+00

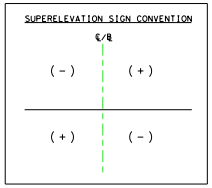


CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-01	P.C. 523+98.83	6971441.31660	2496672.64500	N 41°34'04.31" E			
	P.I. 524+49.13	6971478.94660	2496706.01680	4°06'54.07" RT	100.55	50.30	1400.00
	P.T. 524+99.38	6971514.08490	2496742.00290	N 45°40'58.39" E			
ML-EB-WB-02	P.C. 526+77.97	6971638.85520	2496869.78330	N 45°40'58.39" E			
	P.I. 531+48.14	6971967.32850	2497206.18130	37°27'05.37" RT	906.62	470.17	1387.00
	P.T. 535+84.59	6972023.53290	2497672.97820	N 83°08'03.76" E			
ML-EB-WB-03	P.C. 535+95.30	6972024.81320	2497683.61130	N 83°08'03.76" E			
	P.I. 536+71.16	6972033.88170	2497758.92830	0°46'34.15" RT	151.72	75.86	11200.00
	P.T. 537+47.02	6972041.92920	2497834.36130	N 83°54'37.91" E			
ML-EB-WB-04	P.C. 541+49.24	6972084.59770	2498234.31620	N 83°54'37.91" E			
	P.I. 545+12.10	6972123.09010	2498595.12650	3°42'23.80" LT	725.46	362.86	11214.00
	P.T. 548+74.70	6972184.82750	2498952.69350	N 80°12'14.11" E			
ML-EB-WB-05	P.C. 553+31.89	6972262.61450	2499403.21590	N 80°12'14.11" E			
	P.I. 562+36.09	6972416.45640	2500294.22890	50°19'12.22" LT	1690.63	904.20	1925.00
	P.T. 570+22.52	6973200.42840	2500744.73890	N 29°53'01.88" E			
ML-EB-WB-06	P.C. 580+51.36	6974092.46980	2501257.35110	N 29°53'01.88" E			
	P.I. 590+07.27	6974921.28060	2501733.62780	23°52'19.98" RT	1884.09	955.91	4522.00
	P.C.C. 599+35.45	6975486.43870	2502504.57740	N 53°45'21.86" E			
℄ E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-01	P.C. 524+40.27	6971455.5370	2496717.6065	N 42°45'30.59" E			
	P.I. 525+60.18	6971543.5763	2496799.0135	4°34'39.81" RT	239.69	119.91	3000.00
	P.C.C. 526+79.96	6971624.8376	2496887.1872	N 47°20'10.40" E			
E-GP2-02	P.C.C. 526+79.96	6971624.8376	2496887.1872	N 47°20'10.40" E			
	P.I. 531+80.07	6971963.7568	2497254.9366	36°33'32.16" RT	966.04	500.11	1514.00
	P.T. 536+46.00	6972016.9421	2497752.2063	N 83°53'42.56" E			
E-GP2-03	P.C. 541+35.58	6972069.0080	2498239.0098	N 83°53'42.56" E			
	P.I. 544+74.34	6972105.0346	2498575.8493	3°27'20.47" LT	677.32	338.76	11230.00
	P.T. 548+12.90	6972161.2992	2498909.9048	N 80°26'22.09" E			
E-GP2-04	P.C. 553+43.24	6972249.3826	2499432.8759	N 80°26'22.09" E			
	P.I. 562+31.02	6972396.8337	2500308.3264	50°33'20.21" LT	1658.84	887.78	1880.00
	P.T. 570+02.08	6973166.5729	2500750.6576	N 29°53'01.88" E			
E-GP2-05	P.C. 580+57.32	6974081.5084	2501276.4259	N 29°53'01.88" E			
	P.I. 590+07.31	6974905.1900	2501749.7550	23°50'28.94" RT	1872.50	950.00	4500.00
	P.C.C. 599+29.82	6975467.2628	2502515.6310	N 53°43'30.83" E			
℄ E-FR (DESIGN SPEED: 40 MPH)							
E-FR-01	P.C. 10+81.46	6971724.6203	2497580.2061	N 65°11'33.89" E			
	P.I. 11+79.31	6971765.6755	2497669.0281	14°26'50.95" RT	194.66	97.85	772.00
	P.T. 12+76.12	6971783.2719	2497765.2842	N 79°38'24.84" E			
E-FR-02	P.C. 17+25.02	6971863.9967	2498206.8652	N 79°38'24.84" E			
	P.I. 17+99.05	6971877.3097	2498279.6902	8°28'04.75" LT	147.79	74.03	1000.00
	P.T. 18+72.81	6971901.2016	2498349.7609	N 71°10'20.09" E			
E-FR-03	P.C. 21+35.01	6971985.8204	2498597.9328	N 71°10'20.09" E			
	P.I. 21+86.06	6972002.2938	2498646.2463	7°39'53.25" RT	101.94	51.04	762.00
	P.T. 22+36.95	6972012.1760	2498696.3253	N 78°50'13.34" E			
E-FR-04	P.C. 25+06.27	6972064.3170	2498960.5526	N 78°50'13.34" E			
	P.I. 25+64.72	6972075.6329	2499017.8970	1°15'28.83" LT	116.90	58.45	5324.00
	P.T. 26+23.17	6972088.2052	2499074.9792	N 77°34'44.51" E			
E-FR-05	P.C. 26+66.58	6972097.5426	2499117.3744	N 77°34'44.51" E			
	P.I. 27+04.18	6972105.6297	2499154.0926	4°18'23.10" RT	75.16	37.60	1000.00
	P.T. 27+41.74	6972110.9368	2499191.3144	N 81°53'07.61" E			
E-FR-06	P.C. 29+32.75	6972137.8976	2499380.4065	N 81°53'07.61" E			
	P.I. 30+22.62	6972150.5832	2499469.3777	12°49'09.59" LT	178.99	89.87	800.00
	P.R.C. 31+11.74	6972182.6932	2499553.3166	N 69°03'58.02" E			
E-FR-07	P.R.C. 31+11.74	6972182.6932	2499553.3166	N 69°03'58.02" E			
	P.I. 31+96.50	6972212.9771	2499632.4819	16°04'53.58" RT	168.41	84.76	600.00
	P.R.C. 32+80.14	6972220.1468	2499716.9381	N 85°08'51.60" E			
E-FR-08	P.R.C. 32+80.14	6972220.1468	2499716.9381	N 85°08'51.60" E			
	P.I. 34+27.59	6972232.6191	2499863.8575	20°53'09.45" LT	291.62	147.45	800.00
	P.C.C. 35+71.77	6972296.6500	2499996.6766	N 64°15'42.15" E			
E-FR-09	P.C.C. 35+71.77	6972296.6500	2499996.6766	N 64°15'42.15" E			
	P.I. 35+77.54	6972299.1571	2500001.8771	0°30'32.03" LT	11.55	5.77	1300.00
	P.C.C. 35+83.31	6972301.7103	2500007.0552	N 63°45'10.12" E			
E-FR-10	P.C.C. 35+83.31	6972301.7103	2500007.0552	N 63°45'10.12" E			
	P.I. 37+33.54	6972368.1491	2500141.7964	8°35'29.26" LT	299.90	150.23	2000.00
	P.C.C. 38+83.21	6972453.9711	2500265.1005	N 55°09'40.87" E			
E-FR-11	P.C.C. 38+83.21	6972453.9711	2500265.1005	N 55°09'40.87" E			
	P.I. 41+08.12	6972582.4509	2500449.6928	16°46'04.36" LT	446.59	224.90	1526.00
	P.T. 43+29.80	6972758.7218	2500589.3707	N 38°23'36.50" E			
℄ E-FR2 (DESIGN SPEED: 40 MPH)							
E-FR2-01	P.C. 10+00.00	6974027.7322	2501379.8285	N 30°08'26.14" E			
	P.I. 11+29.08	6974139.3575	2501444.6412	12°16'43.46" RT	257.17	129.08	1200.00
	P.T. 12+57.17	6974234.6458	2501531.7103	N 42°25'09.60" E			
E-FR2-02	P.C. 14+29.10	6974361.5731	2501647.6894	N 42°25'09.60" E			
	P.I. 14+41.30	6974370.5797	2501655.9191	1°44'50.75" RT	24.40	12.20	800.00
	P.T. 14+53.50	6974379.3311	2501664.4197	N 44°10'00.34" E			
℄ E-CD-30E (DESIGN SPEED: 40 MPH)							
E-CD-30E-01	P.C. 11+81.12	6971527.2694	2496895.3587	N 43°32'19.90" E			
	P.I. 13+85.27	6971675.2593	2497035.9869	19°18'36.10" RT	404.43	204.15	1200.00
	P.T. 15+85.55	6971768.4210	2497217.6409	N 62°50'56.00" E			
E-CD-30E-02	P.C. 17+29.45	6971834.0889	2497345.6855	N 62°50'56.00" E			
	P.I. 19+06.72	6971914.9857	2497503.4246	16°56'45.62" RT	351.96	177.27	1190.00
	P.C.C. 20+81.41	6971946.3937	2497677.8935	N 79°47'41.62" E			
E-CD-30E-03	P.C.C. 20+81.41	6971946.3937	2497677.8935	N 79°47'41.62" E			
	P.I. 21+41.70	6971957.0763	2497737.2344	4°20'36.14" RT	120.53	60.29	1590.00
	P.T. 22+01.94	6971963.2341	2497797.2139	N 84°08'17.76" E			
℄ E-CD-2ND (DESIGN SPEED: 40 MPH)							
E-CD-2ND-01	P.C. 11+88.36	6971532.5154	2496900.3437	N 43°32'19.90" E			
	P.I. 13+08.12	6971619.3359	2496982.8453	19°25'05.58" RT	237.24	119.77	700.00
	P.T. 14+25.60	6971673.7892	2497089.5184	N 62°57'25.48" E			
E-CD-2ND-02	P.C. 16+91.83	6971794.8369	2497326.6485	N 62°57'25.48" E			
	P.I. 19+36.84	6971906.2305	2497544.8666	21°11'13.03" RT	484.41	245.01	1310.00
	P.T. 21+76.25	6971931.2280	2497788.5935	N 84°08'38.51" E			
E-CD-2ND-03	P.C. 28+63.24	6972001.3207	2498472.0026	N 84°08'38.51" E			
	P.I. 31+68.02	6972032.4163	2498775.1871	6°33'54.00" LT	608.88	304.77	5314.00
	P.T. 34+72.13	6972097.9712	2499072.8283	N 77°34'44.51" E			
℄ E-DC-45N-30E (DESIGN SPEED: 35 MPH)							
E-DC-45N-30E-01	P.C. 10+50.76	6971033.8299	2497382.4220	N 34°15'15.55" W			
	P.I. 12+54.97	6971202.6222	2497267.4768	34°52'58.13" RT	395.73	204.21	650.00
	P.C.C. 14+46.49	6971406.8236	2497269.7168	N 0°37'42.58" E			
E-DC-45N-30E-02	P.C.C. 14+46.49	6971406.8236	2497269.7168	N 0°37'42.58" E			
	P.I. 16+92.40	6971652.7160	2497272.4142	63°09'49.50" RT	440.97	245.91	400.00
	P.T. 18+87.46	6971761.3154	2497493.0419	N 63°47'32.08" E			
E-DC-45N-30E-03	P.C. 19+46.12	6971787.2196	2497545.6682	N 63°47'32.08" E			
	P.I. 20+97.80	6971854.2086	2497681.7614	17°15'01.92" RT	301.08	151.69	1000.00
	P.T. 22+47.20	6971877.8258	2497831.5985	N 81°02'34.00" E			
℄ E-DC-45S-30E (DESIGN SPEED: 40 MPH)							
E-DC-45S-30E-01	P.C. 10+23.58	6971568.9529	2497016.4029	N 79°42'23.07" E			
	P.I. 11+11.87	6971584.7280	2497103.2632	17°58'49.77" LT	175.11	88.28	558.00
	P.T. 11+98.69	6971626.5459	2497181.0116	N 61°43'33.30" E			
E-DC-45S-30E-02	P.C. 15+05.53	6971771.8909	2497451.2393	N 61°43'33.30" E			
	P.I. 16+79.12	6971854.1188	2497604.1188	19°19'00.70" RT	343.89	173.59	1020.00
	P.T. 18+49.42	6971881.1463	2497775.5921	N 81°02'34.00" E			
E-DC-45S-30E-03	P.C. 21+20.67	6971923.3801	2498043.5405	N 81°02'34.00" E			
	P.I. 22+77.78	6971947.8416	2498198.7340	3°24'12.89" LT	314.13	157.11	5288.00
	P.T. 24+34.80	6971981.4736	2498352.2016	N 77°38'21.11" E			
E-DC-45S-30E-04	P.C. 28+47.20	6972069.7540	2498755.0380	N 77°38'21.11" E			
	P.I. 29+40.37	6972089.6992	2498846.0505	2°48'00.98" RT	186.31	93.17	3812.00
	P.T. 30+33.50	6972105.1741	2498937.9287	N 80°26'22.09" E			
℄ E-RP-EN-1ST (DESIGN SPEED: 40 MPH)							
E-RP-EN-1ST-01	P.C. 10+00.00	6972712.5888	2500535.4595	N 41°01'47.42" E			
	P.I. 10+33.04	6972737.5100	2500557.1459	2°30'00.07" LT	66.06	33.04	1514.00
	P.T. 10+66.06	6972763.3534	2500577.7247	N 38°31'47.35" E			
E-RP-EN-1ST-02	P.C. 12+44.47	6972902.9229	2500688.8619	N 38°31'47.35" E			
	P.I. 13+08.35	6972952.8905	2500728.6504	4°49'53.84" LT	127.67	63.87	1514.00
	P.C.C. 13+72.15	6973006.0318	2500764.0888	N 33°41'53.50" E			
E-RP-EN-1ST-03	P.C.C. 13+72.15	6973006.0318	2500764.0888	N 33°41'53.50" E			
	P.I. 14+71.31	6973088.5323	2500819.1061	5°38'15.19" LT	198.17	99.16	2014.00
	P.T. 15+70.31	6973176.0383	2500865.7527	N 28°03'38.32" E			
E-RP-EN-1ST-04	P.C. 16+34.11	6973232.3388	2500895.7647	N 28°03'38.32" E			
	P.I. 17+41.21	6973326.8517	2500946.1465	2°18'55.29" LT	214.18	107.10	5300.00
	P.R.C. 18+48.29	6973423.3228	2500992.6688	N 25°44'43.02" E			
E-RP-EN-1ST-05	P.R.C. 18+48.29	6973423.3228	2500992.6688	N 25°44'43.02" E			
	P.I. 19+85.59	6973546.9935	2501052.3080	4°08'18.86" RT	274.48	137.30	3800.00
	P.T. 21+22.77	6973666.0377	2501120.7168	N 29°53'01.88" E			

CURVE NO.
℄ E-RP-EN-HA (D
E-RP-EN-HA-01
E-RP-EN-HA-02
E-RP-EN-HA-03
E-RP-EN-HA-04
℄ E-RP-EX-HA (D
E-RP-EX-HA-01
E-RP-EX-HA-02
E-RP-EX-HA-03
E-RP-EX-HA-04
E-RP-EX-HA-05
E-RP-EX-HA-06
℄ W-GP2 (DESIGN
W-GP2-01
W-GP2-02
W-GP2-03
W-GP2-04
W-GP2-05
℄ W-FR (DESIGN
W-FR-01
W-FR-02
W-FR-03
W-FR-04
W-FR-05
W-FR-06
W-FR-07
W-FR-08
W-FR-09
℄ W-FR2 (DESIGN
W-FR2-01
W-FR2-02
℄ W-DC-EX-45S
W-DC-EX-45S-01
W-DC-EX-45S-02
℄ W-DC-EX-345
W-DC-EX-345-01
W-DC-EX-345-02
W-DC-EX-345-03
W-DC-EX-345-04
W-DC-EX-345-05
℄ W-RP-EN-345
W-RP-EN-345-01
W-RP-EN-345-02
W-RP-EN-345-03

STATION	NORTHING	EASTING	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
DESIGN SPEED: 40 MPH)						
P.C. 10+00.00	6974065.7468	2501376.9284	N 31°36'49.95" E			
P.I. 10+52.17	6974110.1787	2501404.2780	4°53'22.74" RT	104.29	52.17	1222.00
P.R.C. 11+04.29	6974152.1178	2501435.3152	N 36°30'12.69" E			
P.R.C. 11+04.29	6974152.1178	2501435.3152	N 36°30'12.69" E			
P.I. 11+38.46	6974179.5915	2501455.6473	1°56'40.22" LT	68.35	34.18	2014.00
P.T. 11+72.64	6974207.7392	2501475.0354	N 34°33'32.47" E			
P.C. 13+15.65	6974325.5150	2501556.1592	N 34°33'32.47" E			
P.I. 15+34.30	6974505.5854	2501680.1915	6°35'10.97" RT	436.83	218.65	3800.00
P.T. 17+52.47	6974670.2407	2501824.0594	N 41°08'43.44" E			
P.C. 21+68.65	6974983.6374	2502097.8903	N 41°08'43.44" E			
P.I. 23+55.22	6975124.1331	2502220.6488	9°16'30.37" RT	372.33	186.57	2300.00
P.T. 25+40.97	6975243.0064	2502364.4466	N 50°25'13.82" E			
DESIGN SPEED: 40 MPH)						
P.C. 13+65.30	6972686.0023	2500511.7068	N 56°08'03.11" E			
P.I. 15+96.83	6972815.0194	2500703.9522	26°04'17.11" LT	455.03	231.52	1000.00
P.T. 18+20.34	6973015.3987	2500819.9342	N 30°03'46.00" E			
P.C. 19+36.33	6973115.7931	2500878.0437	N 30°03'46.00" E			
P.I. 20+68.73	6973230.3750	2500944.3651	2°51'42.66" LT	264.73	132.39	5300.00
P.T. 22+01.06	6973348.1252	2501004.8829	N 27°12'03.35" E			
P.C. 23+20.29	6973454.1689	2501059.3841	N 27°12'03.35" E			
P.I. 24+13.96	6973537.4789	2501102.2013	2°40'58.54" RT	187.30	93.67	4000.00
P.T. 25+07.60	6973618.6933	2501148.8713	N 29°53'01.88" E			
P.C. 26+34.99	6973729.1467	2501212.3434	N 29°53'01.88" E			
P.I. 27+12.19	6973796.0813	2501250.8074	1°40'08.44" LT	154.39	77.20	5300.00
P.R.C. 27+89.37	6973864.1079	2501287.3056	N 28°12'53.44" E			
P.R.C. 27+89.37	6973864.1079	2501287.3056	N 28°12'53.44" E			
P.I. 28+53.24	6973920.3856	2501317.5002	1°55'32.69" RT	127.72	63.87	3800.00
P.T. 29+17.10	6973975.6169	2501349.5690	N 30°08'26.14" E			
P.C. 29+77.36	6974027.7322	2501379.8285	N 30°08'26.14" E			
P.I. 30+80.05	6974116.5405	2501431.3930	9°46'57.37" RT	204.89	102.69	1200.00
P.T. 31+82.24	6974195.2961	2501497.2971	N 39°55'23.50" E			
N SPEED: 60 MPH)						
P.C. 521+97.79	6971328.5549	2496530.7704	N 45°44'37.58" E			
P.I. 522+87.93	6971391.4615	2496595.3317	0°51'04.04" LT	180.28	90.14	12136.00
P.T. 523+78.07	6971455.3201	2496658.9515	N 44°53'33.54" E			
P.C. 526+43.40	6971643.2864	2496846.2148	N 44°53'33.54" E			
P.I. 531+03.40	6971969.1658	2497170.8753	36°52'12.17" RT	888.04	460.00	1380.00
P.T. 535+31.43	6972035.0718	2497626.1316	N 81°45'45.72" E			
P.C. 545+60.72	6972182.5406	2498644.7960	N 81°45'45.72" E			
P.I. 547+37.94	6972207.9312	2498820.1861	1°49'05.64" LT	354.41	177.22	11168.00
P.T. 549+15.12	6972238.8740	2498994.6822	N 79°56'40.08" E			
P.C. 552+90.92	6972304.4888	2499364.7045	N 79°56'40.08" E			
P.I. 562+01.48	6972463.4743	2500261.2734	50°03'38.19" LT	1703.76	910.56	1950.00
P.T. 569+94.68	6973252.9601	2500714.9519	N 29°53'01.88" E			
P.C. 579+92.81	6974118.3784	2501212.2651	N 29°53'01.88" E			
P.I. 589+73.34	6974968.5368	2501700.8092	24°11'55.88" RT	1931.83	980.53	4574.00
P.C.C. 599+24.64	6975543.7338	2502494.9081	N 54°04'57.76" E			
SPEED: 40 MPH)						
P.C. 9+54.09	6972132.1166	2499342.9430	N 82°05'01.97" E			
P.I. 10+83.63	6972149.9576	2497852.7924	4°47'08.72" LT	258.93	129.54	3100.00
P.T. 12+13.02	6972178.4412	2497979.1646	N 77°17'53.25" E			
P.C. 12+72.85	6972191.5973	2498037.5342	N 77°17'53.25" E			
P.I. 13+33.82	6972205.0027	2498097.0093	8°42'57.78" RT	121.70	60.97	800.00
P.R.C. 13+94.55	6972209.2405	2498157.8290	N 86°00'51.03" E			
P.R.C. 13+94.55	6972209.2405	2498157.8290	N 86°00'51.03" E			
P.I. 14+94.03	6972216.1553	2498257.0690	14°10'36.40" LT	197.95	99.48	800.00
P.T. 15+92.50	6972247.1649	2498351.5931	N 71°50'14.63" E			
P.C. 17+67.62	6972301.7540	2498517.9927	N 71°50'14.63" E			
P.I. 17+87.40	6972307.9172	2498536.7795	2°15'55.44" LT	39.54	19.77	1000.00
P.R.C. 18+07.16	6972314.8182	2498555.3080	N 69°34'19.18" E			
P.R.C. 18+07.16	6972314.8182	2498555.3080	N 69°34'19.18" E			
P.I. 19+12.92	6972351.7295	2498654.4113	12°04'25.11" RT	210.72	105.75	1000.00
P.T. 20+17.89	6972367.0951	2498759.0431	N 81°38'44.30" E			
P.C. 24+74.01	6972433.3673	2499210.3248	N 81°38'44.30" E			
P.I. 25+40.68	6972443.0535	2499276.2829	7°37'40.86" RT	133.13	66.67	1000.00
P.R.C. 26+07.14	6972443.8986	2499342.9430	N 89°16'25.15" E			
P.R.C. 26+07.14	6972443.8986	2499342.9430	N 89°16'25.15" E			
P.I. 26+89.68	6972444.9449	2499425.4748	9°26'12.53" LT	164.70	82.54	1000.00
P.T. 27+71.85	6972459.5090	2499506.7181	N 79°50'12.62" E			
P.C. 28+85.86	6972479.6269	2499618.9427	N 79°50'12.62" E			
P.I. 29+97.68	6972499.3568	2499729.0032	21°06'46.40" LT	221.09	111.81	600.00
P.T. 31+06.95	6972557.4069	2499824.5687	N 58°43'26.22" E			
P.C. 32+58.09	6972635.8697	2499953.7390	N 58°43'26.22" E			
P.I. 35+15.23	6972769.3668	2500173.5100	16°15'35.99" LT	510.82	257.14	1800.00
P.T. 37+68.91	6972959.0592	2500347.1116	N 42°27'50.23" E			
N SPEED: 40 MPH)						
P.C. 11+77.79	6974422.9821	2501238.4463	N 28°12'07.10" E			
P.I. 12+63.31	6974498.3541	2501278.8637	11°47'39.98" RT	170.45	85.52	828.00
P.T. 13+48.23	6974563.8733	2501333.8339	N 39°59'47.08" E			
P.C. 16+18.80	6974771.1529	2501507.7400	N 39°59'47.08" E			
P.I. 16+76.24	6974815.1530	2501544.6558	2°10'29.08" RT	114.86	57.44	3026.00
P.T. 17+33.66	6974857.7206	2501583.2147	N 42°10'16.17" E			
(DESIGN SPEED: 40 MPH)						
P.C. 10+00.00	6971808.2018	2496886.9019	N 31°18'16.33" E			
P.I. 11+16.70	6971907.9104	2496947.5366	26°16'29.09" RT	229.29	116.70	500.00
P.C.C. 12+29.29	6971970.4759	2497046.0452	N 57°34'45.42" E			
P.C.C. 12+29.29	6971970.4759	2497046.0452	N 57°34'45.42" E			
P.I. 13+49.39	6972034.8628	2497147.4216	23°38'04.18" RT	236.77	120.10	574.00
P.T. 14+66.07	6972053.2071	2497266.1075	N 81°12'49.60" E			
(DESIGN SPEED: 40 MPH)						
P.C. 11+97.20	6972122.9847	2496650.2358	S 55°23'56.56" E			
P.I. 14+19.98	6971996.4783	2496833.6108	43°23'13.84" LT	424.06	222.78	560.00
P.T. 16+21.26	6972030.5073	2497053.7750	N 81°12'49.60" E			
P.C. 20+68.53	6972098.8275	2497495.7998	N 81°12'49.60" E			
P.I. 21+44.28	6972110.3982	2497570.6609	1°26'47.91" RT	151.49	75.75	6000.00
P.T. 22+20.03	6972120.0752	2497645.7902	N 82°39'37.51" E			
P.C. 24+83.93	6972153.7892	2497907.5345	N 82°39'37.51" E			
P.I. 26+22.54	6972171.4968	2498045.0104	4°10'41.06" LT	277.10	138.61	3800.00
P.T. 27+61.03	6972199.1734	2498180.8307	N 78°28'56.45" E			
P.C. 29+69.32	6972240.7615	2498384.9209	N 78°28'56.45" E			
P.I. 31+62.79	6972279.3923	2498574.4983	4°10'52.47" RT	386.78	193.47	5300.00
P.T. 33+56.09	6972304.0979	2498766.3878	N 82°39'48.92" E			
P.C. 39+74.83	6972383.1079	2499380.0630	N 82°39'48.92" E			
P.I. 42+06.75	6972412.7221	2499610.0778	17°34'39.72" LT	460.18	231.91	1500.00
P.T. 44+35.02	6972510.4177	2499820.4094	N 65°05'09.19" E			
(DESIGN SPEED: 40 MPH)						
P.C. 12+40.90	6972281.7000	2498525.7237	N 78°28'56.4475" E			
P.I. 12+76.34	6972288.7745	2498560.4417	1°04'06.3410" LT	70.86	35.43	3800.00
P.R.C. 13+11.76	6972296.4953	2498595.0217	N 77°24'50.1065" E			
P.R.C. 13+11.76	6972296.4953	2498595.0217	N 77°24'50.1065" E			
P.I. 15+77.00	6972354.2913	2498853.8818	5°43'47.4606" RT	530.03	265.23	5300.00
P.R.C. 18+41.79	6972385.9545	2499117.2187	N 83°08'37.5671" E			
P.R.C. 18+41.79	6972385.9545	2499117.2187	N 83°08'37.5671" E			
P.I. 19+51.48	6972399.0494	2499226.1267	3°18'24.9449" LT	219.32	109.69	3800.00
P.T. 20+61.11	6972418.4048	2499334.0979	N 79°50'12.6222" E			

CURVE NO.	STATION	NORTHING	EASTING	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
℄ W-RP-EN-HA (DESIGN SPEED: 40 MPH)							
W-RP-EN-HA-01	P.C. 10+00.00	6972751.7689	2500208.7380	N 51°11'28.16" E			
	P.I. 12+64.21	6972917.3566	2500414.6225	18°11'41.54" LT	523.97	264.21	1650.00
	P.T. 15+23.97	6973138.9523	2500558.5080	N 32°59'46.62" E			
W-RP-EN-HA-02	P.C. 15+98.91	6973201.8049	2500599.3191	N 32°59'46.62" E			
	P.I. 16+49.94	6973244.5965	2500627.1044	3°06'44.73" LT	102.02	51.02	1878.00
	P.T. 17+00.93	6973288.8336	2500652.5252	N 29°53'01.88" E			
W-RP-EN-HA-03	P.C. 17+42.90	6973325.2242	2500673.4371	N 29°53'01.88" E			
	P.I. 18+56.57	6973423.7807	2500730.0727	4°49'17.32" LT	227.21	113.67	2700.00
	P.R.C. 19+70.11	6973526.7488	2500778.2240	N 25°03'44.57" E			
W-RP-EN-HA-04	P.R.C. 19+70.11	6973526.7488	2500778.2240	N 25°03'44.57" E			
	P.I. 21+15.36	6973658.3198	2500839.7511	3°08'22.54" RT	290.42	145.25	5300.00
	P.T. 22+60.53	6973786.3236	2500908.3918	N 28°12'07.10" E			
℄ W-RP-EX-1ST (DESIGN SPEED: 40 MPH)							
W-RP-EX-1ST-01	P.C. 10+00.00	6972824.3026	2500209.8541	N 48°35'22.55" E			
	P.I. 10+96.31	6972888.0087	2500282.0881	6°07'32.32" LT	192.44	96.31	1800.00
	P.T. 11+92.44	6972959.0592	2500347.1116	N 42°27'50.23" E			
W-RP-EX-1ST-02	P.C. 13+39.54	6973067.5715	2500446.4193	N 42°27'50.23" E			
	P.I. 14+26.54	6973131.7527	2500505.1563	12°24'47.76" LT	173.32	87.00	800.00
	P.T. 15+12.86	6973207.0597	2500548.7237	N 30°03'02.46" E			
W-RP-EX-1ST-03	P.C. 16+48.75	6973324.6851	2500616.7736	N 30°03'02.46" E			
	P.I. 17+38.40	6973402.2862	2500661.6682	2°42'10.84" LT	179.27	89.65	3800.00
	P.T. 18+28.02	6973481.9182	2500702.8532	N 27°20'51.62" E			
W-RP-EX-1ST-04	P.C. 25+18.73	6974095.4301	2501020.1571	N 27°20'51.62" E			
	P.I. 26+67.23	6974227.3306	2501088.3751	14°06'31.38" RT	295.49	148.50	1200.00
	P.T. 28+14.22	6974338.6234	2501186.6877	N 41°27'23.01" E			
℄ W-RP-EX-CC (DESIGN SPEED: 40 MPH)							
W-RP-EX-CC-01	P.C. 10+00.00	6971605.4086	2496704.4876	N 40°45'16.9688" E			
	P.I. 10+83.23	6971668.4570	2496758.8226	5°56'26.8186" RT	166.31	83.23	1604.00
	P.C.C. 11+66.31	6971725.5431	2496819.3913	N 46°41'43.7874" E			
W-RP-EX-CC-02	P.C.C. 11+66.31	6971725.5431	2496819.3913	N 46°41'43.7874" E			
	P.I. 16+25.71	6972040.6355	2497153.7066	35°23'18.1784" RT	889.41	459.40	1440.00
	P.T. 20+55.72	6972103.9058	2497608.7306	N 82°05'01.9658" E			
W-RP-EX-CC-03	P.C. 23+75.04	6972147.8832	2497925.0049	N 82°05'01.9658" E			
	P.I. 24+90.11	6972163.7315	2498038.9818	2°29'15.4227" RT	230.11	115.07	5300.00
	P.T. 26+05.15	6972174.6178	2498153.5391	N 84°34'17.3886" E			
W-RP-EX-CC-04	P.C. 27+71.99	6972190.4015	2498319.6305	N 84°34'17.3886" E			
	P.I. 29+01.92	6972202.6939	2498448.9841	2°48'31.6728" LT	259.82	129.94	5300.00
	P.T. 30+31.81	6972221.3103	2498577.5800	N 81°45'45.7157" E			
℄ W-RP-EX-PK (DESIGN SPEED: 40 MPH)							
W-RP-EX-PK-01	P.C. 12+99.54	6975068.5904	2501765.1501	N 43°56'11.83" E			
	P.I. 14+57.77	6975182.5327	2501874.9396	9°02'49.3582" RT	315.8	158.23	2000.00
	P.T. 16+15.34	6975277.7937	2502001.2802	N 52°59'01.19" E			
℄ X-1ST (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-1ST-01	P.C. 11+70.65	6972977.8548	2500019.4890	S 44°57'48.97" E			
	P.I. 11+94.36	6972961.0763	2500036.2462	7°36'01.69" RT	47.36	23.71	357.00
	P.R.C. 12+18.01	6972942.2288	2500050.6370	S 37°21'47.27" E			
X-1ST-02	P.R.C. 12+18.01	6972942.2288	2500050.6370	S 37°21'47.27" E			
	P.I. 13+46.31	6972840.2477	2500128.5035	39°32'16.54" LT	246.35	128.31	357.00
	P.T. 14+64.36	6972811.1685	2500253.4744	S 76°54'03.82" E			
X-1ST-03	P.C. 17+87.91	6972737.8410	2500568.6070	S 76°54'03.82" E			
	P.I. 18+33.39	6972727.5339	2500612.9028	14°50'56.73" LT	90.45	45.48	349.00
	P.T. 18+78.36	6972728.9229	2500658.3608	N 88°14'59.45" E			
X-1ST-04	P.C. 19+62.53	6972731.4937	2500742.4955	N 88°14'59.45" E			
	P.I. 20+45.69	6972734.0335	2500825.6180	26°13'32.98" RT	163.41	83.16	357.00
	P.R.C. 21+25.94	6972699.5792	2500901.3062	S 65°31'27.57" E			
X-1ST-05	P.R.C. 21+25.94	6972699.5792	2500901.3063	S 65°31'27.57" E			
	P.I. 21+50.52	6972689.3980	2500923.6720	7°52'31.68" LT	49.07	24.57	357.00
	P.T. 21+75.01	6972682.3774	2500947.2218	S 73°23'59.24" E			
℄ X-2ND (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-2ND-01	P.C. 11+23.77	6972692.5191	2499853.7281	S 44°30'33.25" E			
	P.I. 12+09.49	6972631.3886	2499913.8203	28°52'16.36" LT	167.80	85.72	333.00
	P.T. 12+91.57	6972606.8712	2499995.9598	S 73°22'49.61" E			
℄ X-4TH (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6972496.5800	2499674.8180	BEARING	LENGTH		
	P.O.E. 13+33.02	6972254.0739	2499903.0531	S 43°15'48.79" E	333.02		
℄ X-CA (DESIGN SPEED: 30 MPH)							
X-CA-01	P.C. 10+25.53	6975495.9772	2501956.5398	S 45°14'21.22" E			
	P.I. 10+39.34	6975486.2502	2501966.3484	4°31'13.39" LT	27.61	13.81	350.00
	P.R.C. 10+53.14	6975477.3264	2501976.8932	S 49°45'34.62" E			
X-CA-02	P.R.C. 10+53.14	6975477.3264	2501976.8932	S 49°45'34.62" E			
	P.I. 10+69.71	6975466.6217	2501989.5424	4°44'40.18" RT	33.12	16.57	400.00
	P.T. 10+86.27	6975454.9074	2502001.2629	S 45°00'54.43" E			
℄ X-CM (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6973577.9052	2500138.8599	BEARING	LENGTH		
	P.O.E. 23+35.58	6973196.8475	2501418.9255	S 73°25'20.88" E	1335.58		
℄ X-DART2 (DESIGN SPEED: 30 MPH)							
X-DART2	P.C. 21+38.09	6973603.0007	2501273.7650	S 73°40'51.72" E			
	P.I. 22+35.97	6973575.4977	2501367.7025	10°10'11.53" LT	195.25	97.88	1100.00
	P.T. 23+33.33	6973565.0131	2501465.0202	S 83°51'03.25" E			
℄ X-EX (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-EX-01	P.C. 13+22.86	6973217.0083	2500344.6158	S 73°26'24.96" E			
	P.I. 13+55.59	6973207.6791	2500375.9906	4°41'09.42" RT	65.43	32.73	800.00
	P.R.C. 13+88.29	6973195.8179	2500406.4983	S 68°45'15.53" E			
X-EX-02	P.R.C. 13+88.29	6973195.8179	2500406.4983	S 68°45'15.53" E			
	P.I. 14+31.12	6973180.2990	2500446.4140	6°07'42.91" LT	85.57	42.83	800.00
	P.T. 14+73.86	6973169.1302	2500487.7584	S 74°52'58.44" E			
X-EX-03	P.C. 18+73.09	6973065.0149	2500873.1695	S 74°52'58.44" E			
	P.I. 19+15.49	6973053.9573	2500914.1022	6°04'03.61" RT	84.72	42.40	800.00
	P.R.C. 19+57.81	6973038.6349	2500953.6367	S 68°48'54.84" E			
X-EX-04	P.R.C. 19+57.81	6973038.6349	2500953.6367	S 68°48'54.84" E			
	P.I. 19+90.11	6973026.9602	2500983.7599	4°37'30.12" LT	64.58	32.31	800.00
	P.T. 20+22.38	6973017.7524	2501014.7263	S 73°26'24.96" E			
℄ X-HA (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-HA-01	P.C. 11+32.75	6974395.0749	2501025.6011	S 45°38'04.98" E			
	P.I. 11+47.42	6974384.8157	2501036.0902	5°02'44.46" LT	29.33	14.67	333.00
	P.T. 11+62.08	6974375.5188	2501047.4409	S 50°40'49.44" E			
X-HA-02	P.C. 11+98.55	6974352.4043	2501075.6616	S 50°40'49.44" E			
	P.I. 12+25.87	6974335.0962	2501096.7932	6°15'14.21" LT	54.58	27.32	500.00
	P.R.C. 12+53.13	6974320.1931	2501119.6845	S 56°56'03.65" E			
X-HA-03	P.R.C. 12+53.13	6974320.1931	2501119.6845	S 56°56'03.65" E			
	P.I. 13+03.42	6974292.7571	2501161.8264	7°11'36.47" RT	100.44	50.29	800.00
	P.T. 13+53.57	6974260.2600	2501200.2011	S 49°44'27.17" E			
X-HA-04	P.C. 14+92.17	6974170.6924	2501305.9684	S 49°44'27.17" E			
	P.I. 15+81.71	6974112.8229	2501374.3047	12°46'24.75" RT	178.35	89.55	800.00
	P.T. 16+70.52	6974041.2765	2501428.1548	S 36°58'02.42" E			
X-HA-05	P.C. 18+18.75	6973922.8413	2501517.2964	S 36°58'02.42" E			
	P.I. 18+56.64	6973892.5673	2501540.0824	8°40'02.56" LT	75.64	37.89	500.00
	P.T. 18+94.39	6973866.0729	2501567.1704	S 45°38'04.98" E			
℄ X-MX (DESIGN SPEED: 30 MPH) (MAJOR COLLECTOR)							
X-MX-01	P.C. 12+30.83	6972279.0678	2497037.6228	S 13°43'23.33" E			
	P.I. 13+74.31	6972139.6871	2497071.6598	32°01'19.10" LT	279.44	143.48	500.00
	P.T. 15+10.27	6972039.5619	2497174.4238	S 45°44'42.43" E			
X-MX-02	P.C. 20+14.02	6971688.0221	2497535.2280	S 45°44'42.43" E			
	P.I. 20+35.13	6971673.2902	2497550.3481	4°50'06.92" LT	42.20	21.11	500.00
	P.T. 20+56.22	6971659.8853	2497566.6561	S 50°34'49.35" E			
℄ X-PK (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975140.7523	2501282.6335	BEARING	LENGTH		
	P.O.E. 20+47.95	6974409.3930	2502033.1699	S 45°44'29.09" E	1047.95		


SUPERELEVATION SIGN CONVENTION

SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	527+25.00	-5.2	528+32.00	-6.0
	536+02.00	-6.0	539+00.00	-2.5
	546+37.00	-2.5	554+68.00	5.6
	568+77.00	5.6	577+08.00	-2.5
	579+78.00	-2.5	580+72.00	-3.4
	598+78.00	-3.4	599+82.00	-4.4
W-GP2	527+10.00	-4.4	527+92.00	-6.0
	534+66.00	-6.0	539+02.00	2.5
	550+66.00	2.5	553+31.00	5.6
	569+54.00	5.6	572+20.00	2.5
	575+64.00	2.5	580+69.00	-3.4
	598+73.00	-3.4	599+77.00	-4.4
ML-EB-WB	527+30.00	-3.5	528+30.00	-6.0
	535+83.00	-6.0	536+70.00	-2.5
	550+72.00	-2.5	553+97.00	5.6
	569+57.00	5.6	572+82.00	-2.5
	580+22.00	-2.5	580+59.00	-3.4
E-CD-30E	16+43.00	-2.0	17+43.00	-6.0
E-CD-2ND	11+18.00	-2.0	12+06.00	-5.6
	14+08.00	-5.6	14+96.00	-2.0
	16+49.00	-2.0	17+02.00	-4.2
	21+65.00	-4.2	22+20.00	-2.0
E-DC-45N-30E			14+46.49	-6.0
	18+75.00	-6.0	19+34.00	-3.70
	19+64.41	-3.70		
E-DC-45S-30E	11+98.83	6.4	16+63.00	-4.8
	18+37.00	-4.8	19+54.00	-2.0
	26+47.00	-2.0	27+03.03	-0.9
E-RP-EX-HA	13+63.11	5.6	13+97.00	4.8
	17+92.00	4.8	20+74.00	-2.0
E-RP-EN-1ST	11+28.00	-2.0	12+74.00	4.0
	13+72.00	4.0	13+87.00	3.4
	15+71.00	3.4	15+78.00	3.1
E-RP-EN-HA	20+85.00	-2.0	21+19.63	-3.4
W-DC-EX-345	16+28.33	3.2	17+30.00	2.0
	35+78.00	2.0	36+11.08	2.6
W-DC-EX-45	12+54.68	-3.9	13+39.03	2.3
W-RP-EX-CC	11+43.00	-4.0	20+34.00	-4.0
	20+34.00	-4.0	22+53.00	2.5
W-RP-EX-1ST	10+29.70	2.0	10+80.00	3.6
	11+87.00	3.6	12+37.00	2.0
	12+44.00	2.0	13+50.00	5.4
	15+02.00	5.4	16+07.00	2.0
	22+80.00	2.0	25+45.00	-4.4
	28+06.00	-4.4	28+81.00	-2.0
	29+80.00	-2.0	30+39.09	-3.4
W-RP-EN-HA	20+84.93	2.5	20+97.00	2.0
W-RP-EX-PK	10+73.00	2.0	13+24.00	-3.4

RETAINING WALLS

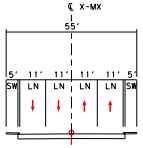
POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-100	E-GP2	548+31, 82' RT	557+31, 82' RT
RW-101	ML-EB-WB	578+45, 4' RT	579+42, 4' RT
RW-102	E-GP2	595+89, 98' RT	601+67, 98' RT
RW-200	W-GP2	557+21, 81.5' LT	559+39, 83' LT
RW-201	W-GP2	595+29, 105' LT	600+77, 96.5' LT
RW-300	E-CD-2ND	11+15, 6' RT	16+00, 7.3' RT
RW-301	E-DC-45N-30E	15+40, 26.2' RT	18+25, 27.7' RT
RW-302	E-FR	10+49, 39' LT	19+25, 19' LT
RW-303	E-CD-2ND	17+39, 18' LT	23+13, 18' LT
RW-304	E-CD-2ND	18+68, 8' RT	23+13, 8' RT
RW-305	E-FR	14+51, 6' RT	19+25, 6' RT
RW-306	E-FR	33+65, 6' RT	39+36, 17.5' RT
RW-307	E-FR	34+88, 38' LT	38+72, 42.5' LT
RW-308	E-FR	39+89, 37' LT	41+00, 26' LT
RW-309	E-FR	40+42, 12.5' RT	42+19, 12.5' RT
RW-310	E-RP-EX-HA	13+66, 4' RT	18+41, 7.5' RT
RW-311	E-RP-EN-1ST	12+44, 8' RT	15+62, 6' RT
RW-312	E-RP-EN-1ST	12+44, 18' LT	15+01, 18' LT
RW-313	E-RP-EX-HA	19+32, 8' RT	21+39, 5' RT
RW-314	E-RP-EX-HA	22+12, 8' RT	25+16, 18.3' RT
RW-315	E-RP-EX-HA	24+50, 30' LT	29+97, 30' LT
RW-316	E-RP-EX-HA	25+73, 17.5' RT	29+65, 4' RT
RW-317	E-FR2	10+83, 17.5' RT	13+36, 56' RT
RW-318	E-FR2	13+73, 45.5' RT	15+13, 17.5' RT
RW-320	E-RP-EN-HA	10+81, 14.5' LT	17+45, 21' LT
RW-321	E-FR2	14+50, 37' LT	16+79, 40' LT
RW-322	E-RP-EN-HA	17+42, 9.5' RT	24+08, 12.7' RT
RW-400	W-RP-EX-CC	11+43, 18' RT	15+00, 20' RT
RW-401	W-RP-EX-CC	11+43, 8' LT	15+98, 24' LT
RW-402	W-RP-EX-CC	16+89, 22' LT	26+79, 39' LT
RW-402A	W-FR	14+61, 4' LT	15+05, 28' LT
RW-402B	W-FR	15+17, 96' LT	15+82, 20' LT
RW-403	W-FR	15+82, 20' LT	19+36, 19.5' LT
RW-403A	W-FR	19+26, 58' LT	19+46, 30' LT
RW-403B	W-FR	19+65, 97' LT	20+22, 18' LT
RW-404	W-DC-EX-345	31+74, 28' RT	34+02, 28' RT
RW-405	W-DC-EX-345	31+75, 24.5' LT	33+99, 37.5' LT
RW-406	W-FR	20+22, 19.5' LT	23+86, 19.5' LT
RW-407	W-RP-EN-345	17+07, 21' RT	20+61, 21' RT
RW-408	W-FR	26+00, 46' RT	29+25, 22' RT
RW-409	W-FR	21+58, 18' RT	24+93, 18' RT
RW-410	W-FR	24+89, 19.5' LT	27+72, 19.5' LT
RW-411	W-FR	28+86, 20.5' LT	31+72, 11.5' LT
RW-412	W-FR	33+56, 17.5' LT	35+13, 17.5' LT
RW-413	W-FR	33+41, 27' RT	35+45, 33' RT
RW-414	W-RP-EX-1ST	10+42, 6.0' LT	14+08, 9.0' LT
RW-415	W-RP-EX-1ST	10+93, 35' RT	14+21, 31' RT
RW-416	W-RP-EX-1ST	15+01, 8.5' LT	17+19, 9' LT
RW-417	W-RP-EX-1ST	15+32, 30.8' RT	19+52, 31' RT
RW-418	W-RP-EX-1ST	17+92, 11.5' LT	20+91, 9.2' LT
RW-419	W-RP-EX-1ST	21+49, 8' LT	27+29, 10.3' LT
RW-420	W-RP-EN-HA	22+90, 8' LT	26+31, 8' LT
RW-421	W-RP-EN-HA	23+26, 18' RT	26+31, 18' RT
RW-422	W-RP-EX-1ST	27+94, 12.2' LT	30+64, 43.3' LT
RW-423	W-FR2	13+34, 28' RT	16+70, 33' RT
RW-424	W-FR2	15+15, 30' LT	16+28, 21.4' LT
RW-425	W-FR2	16+58, 19.3' LT	16+84, 18' LT
RW-426	W-RP-EX-PK	10+59, 6' LT	17+13, 11' LT
RW-427	W-RP-EX-PK	10+58, 45.5' RT	14+25, 32.2' RT

PROPERTY OWNERS

MAP ID	OWNER	PROPERTY ADDRESS
276	PATRICK REALTY CORP	530 S HALL ST
285	PETER NEELY COMPANY LLC	528 S HALL ST
289	DEEP ELLUM HALL LLC	514 S HALL ST
296	CENTRAL DALLAS COMMUNITY DEV CORP	1625 S MALCOLM X BLVD
299	DEEP ELLUM HALL LLC	2830 JEFFRIES ST
318	STILLWATER DEEP ELLUM LLC	400 S HALL ST
322	JEON TINA	1601 JEFFRIES ST
330	BARTZ ARTHUR G SUPPLEMENTAL	1515 JEFFRIES ST
335	CITYSQUARE	1610 S MALCOLM X BLVD
345	PS LPT PROPERTIES INVESTORS	1611 CHESTNUT ST
346	HENDERSON WADE	1604 JEFFRIES ST
353	HENDERSON WADE	1608 JEFFRIES ST
356	HENDERSON WADE	1612 JEFFRIES ST
359	HENDERSON WADE	1616 JEFFRIES ST
364	MUHAMED MULAT	1624 JEFFRIES ST
367	HENDERSON WADE	1614 JEFFRIES ST
369	KAYE KATRINA &	2911 DAWSON ST
372	SMITH MARGUERITE M	2960 E R L THORNTON FWY
373	MORENO AUGUSTINE M	2913 DAWSON ST
375	JAMAICA 2018 MGMT TRUST	2917 DAWSON ST
377	JAMAICA ROBERT & EVA	2921 DAWSON ST
378	SMITH KEITH	2900 DAWSON ST
379	DALLAS CITY OF	3131 DAWSON ST
388	DALLAS CITY OF	3010 DAWSON ST
389	SAFAVIMATIN PARVIN	1703 CHESTNUT ST
392	DALLAS CITY OF	1601 BAYLOR ST
393	HICKORY NUTS LLC	1715 CHESTNUT ST
395	DALLAS CITY OF	1605 BAYLOR ST
397	DALLAS CITY OF	1609 BAYLOR ST
399	MORALES ANDREW &	3001 HICKORY ST
400	BARTZ ARTHUR G SUPPLEMENTAL	1613 BAYLOR ST
404	1818 CHESTNUT LLC	1802 CHESTNUT ST
408	DALLAS CITY OF	1600 BAYLOR ST
409	BELCLAIRE REALTY LTD	3014 HICKORY ST
410	42 OPP ZONE LP	1620 BAYLOR ST
412	1818 CHESTNUT LLC	1818 CHESTNUT ST
416	42 OPP ZONE LP	3103 HICKORY ST
420	DART	555 2ND AVE
423	BELCLAIRE REALTY LTD	1717 BAYLOR ST
429	NATIONAL ADVERTISING CO	1714 BAYLOR ST
430	DALLAS AREA RAPID TRANSIT	3101 OAK LN
431	ROGERS JAMES F	3200 HICKORY ST
432	DALLAS AREA RAPID TRANSIT	3101 OAK LN
435	ROGERS JAMES F	3203 HICKORY ST
436	DALLAS CITY OF	1840 CHESTNUT ST
447	DART	555 2ND AVE
449	KAELSON COMPANY	501 S 2ND AVE
462	DART	555 2ND AVE
463	PETO HOLDINGS LLC	502 S 2ND AVE
473	DART	555 2ND AVE
480	621 CARROLL LLC	417 1ST AVE
481	BANK ONE TEXAS NA TRUSTEE	417 1ST AVE
483	621 CARROLL LLC	400 1ST AVE
484	BANK ONE TEXAS NA TRUSTEE	400 1ST AVE
491	621 CARROLL LLC	418 1ST AVE
492	BANK ONE TEXAS NA TRUSTEE	418 1ST AVE
494	BELCLAIRE INV CORP &	601 1ST AVE
497	DART	555 2ND AVE
498	621 CARROLL LLC	507 EXPOSITION AVE
499	ASH & THIRD LLC	3301 OAK LN
500	500 EXPOSITION LTD	500 EXPOSITION AVE
501	500 EXPOSITION LTD	500 EXPOSITION AVE
502	500 EXPOSITION LTD	3900 COMMERCE ST
503	MINNICK GREGORY J &	636 3RD AVE
504	DART	555 2ND AVE
505	GRTP LTD	3407 OAK LN
506	WILLOW STREET HOLDINGS LP	3808 WILLOW ST
507	DART	3812 WILLOW ST
508	SIMBOLWOOD LTD	3912 WILLOW ST
509	GRUBBS DAVID K	700 3RD AVE
510	3900 COMMERCE 1996 LTD	4003 COMMERCE ST
511	DART	555 2ND AVE
516	CITY PARK A LOT LP	704 S 2ND AVE
518	THIRD AND ASH LLC	704 3RD AVE
519	PATRICK MEDIA GROUP INC	701 1ST AVE
520	DALLAS AREA RAPID TRANSIT	317 S HILL AVE
522	4008 COMMERCE OPERATIONS	4006 COMMERCE ST
523	4008 COMMERCE OPERATIONS	4008 COMMERCE ST
524	CITY PARK A LOT LP	708 S 2ND AVE
526	CITY PARK A LOT LP	705 1ST AVE
528	DART	555 2ND AVE
529	CITY PARK A LOT LP	709 1ST AVE
530	BELCLAIRE REALTY LTD	712 2ND AVE
533	4008 COMMERCE OPERATIONS LLC	4018 COMMERCE ST
534	WILLOW SOUTH HASKELL HOLDINGS LLC	403 S HASKELL AVE
536	PAYNE OUIDA M	715 2ND AVE
538	CITY PARK A LOT LP	716 2ND AVE
540	BELCLAIRE REALTY LTD	713 1ST AVE
544	DART	555 2ND AVE
546	PARK A LOT LP	720 2ND AVE
547	DALLAS CITY OF	501 S HILL AVE
549	BELCLAIRE REALTY LTD	721 1ST AVE
550	ELLER MEDIA COMPANY	713 EXPOSITION AVE
554	GONZALES ALEX	710 EXPOSITION AVE
555	DALLAS CITY OF	411 S HASKELL AVE
556	DART	555 2ND AVE
557	PARK A LOT LP	728 2ND AVE
562	GONZALES ALEX	4043 COMMERCE ST
563	ASH LLC	3525 ASH LN
564	BELCLAIRE REALTY LTD	721 EXPOSITION AVE
574	BELCLAIRE REALTY LTD	726 1ST AVE
575	EXTRA SPACE PROPERTIES TWO LLC	503 S HASKELL AVE
576	BOUCHER DANIEL D &	4040 COMMERCE ST
581	BELCLAIRE REALTY LTD	730 1ST AVE
584	BELCLAIRE REALTY LTD	3609 ASH LN
587	BERT CONCESSIONS INC	729 EXPOSITION AVE
588	PERRY LOTS LLC	514 S HILL AVE
597	TOPLETZ INVESTMENTS	514 S HILL AVE
599	BOUCHER DANIEL D &	4044 COMMERCE ST
606	EXTRA SPACE PROPERTIES TWO LLC	603 S HASKELL AVE
609	SAMADIAN FAMILY LTD PS	500 S HASKELL AVE
618	HOLY DAVID E	4107 TERRY ST
623	HOLY DAVID E	4111 TERRY ST
629	RODRIGUEZ JAVIER	4115 TERRY ST
630	619 SOUTH HILL LLC	619 S HILL AVE
634	4100 COMMERCE LP	4100 COMMERCE ST
636	RODRIGUEZ JAVIER	4119 TERRY ST
638	SAMADIAN FAMILY LIMITED PARTNERSHIP	4210 SANTA FE AVE
638A	HOLY DRILLING LLC	4203 TERRY ST
641	RODRIGUEZ JAVIER	4123 TERRY ST
647	HILL HASKELL LLC	620 S HILL AVE
649	BLOCK 811 LTD	820 EXPOSITION AVE
653	VEGA MIKE	501 N PEAK ST
656	4100 COMMERCE LP	4100 COMMERCE ST
658	SAMADIAN FAMILY LIMITED PARTNERSHIP	505 S PEAK ST
660	DART	555 2ND AVE
664	HILL HASKELL LLC	4000 ASH LN
672	HILL HASKELL LLC	717 S HASKELL AVE
675	PICCOLA FAMILY LTD PS	4315 TERRY ST
676	BLOCK 809 PROPERTIES LTD	3809 PARRY AVE
678	CITY PARK A LOT LP	723 S HASKELL AVE
682	DALLAS AREA RAPID TRANSIT	403 REUNION BLVD
684	FAIRCLOTH STEPHEN &	720 S HASKELL AVE
688	FAIRCLOTH STEPHEN &	722 S HASKELL AVE
690	KUNOFSKY MORRIS &	702 FLETCHER ST
692	TORRES MARTIN	713 FLETCHER ST
693	FAIRCLOTH STEPHEN &	719 FLETCHER ST
696	SAFE CAPITAL INVESTMENTS LLC	513 ANN AVE
697	FAIRCLOTH STEVEN &	723 FLETCHER ST
700	TRIPLETT RICHARD N &	800 S HASKELL AVE
701	DART	821 S HASKELL AVE
711	PICCOLA FAMILY LTD PS THE	4224 ASH LN
715	CARROLL 505 LP	512 ANN AVE
722	CARROLL 505 LP	505 S CARROLL AVE
728	PICCOLA FAMILY LTD PS	700 S PEAK ST
734	GRYDER ROY	504 S CARROLL AVE
737	PICCOLA FAMILY LTD PS THE	4324 ASH LN
741	VELASQUEZ PEDRO &	4512 BIRCH ST
755	FAZ RUBEN	4517 E R L THORNTON FWY
757	PICCOLA FAMILY LTD PS THE	4402 ASH LN
762	SCHOOLFIELD ESSIE P	4521 E R L THORNTON FWY
768	FAZ RUBEN	4529 E R L THORNTON FWY
775	PICCOLA FAMILY LTD PS THE	4408 ASH LN
792	GALO WILFREDO & ANA A	4500 ASH LN
799	REDDING NORRIS DEAN	4504 ASH LN
806	GALO WILFREDO	4510 ASH LN
811	TREJO ROBERT	4514 ASH LN
817	SELMA VENTURES LTD	4518 ASH LN
821	SELMA VENTURES LTD	4520 ASH LN
826	RIVERA SILVIA ROSA	4526 ASH LN

TYPICAL SECTIONS

NOT TO SCALE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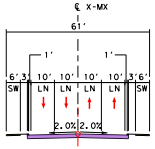
EXISTING MALCOLM X BLVD
STA 14+76.06 TO STA 21+69.57
BRIDGE STRUCTURE NOT SHOWN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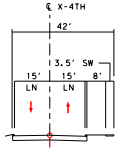
STA 14+76.06 TO STA 15+52.82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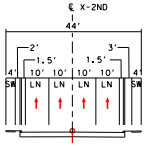
EXISTING 4TH AVE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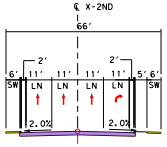
EXISTING 2ND AVE
STA 10+82.00 TO STA 18+20.00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PROPOSED 2ND AVE
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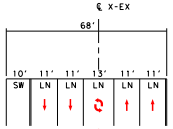
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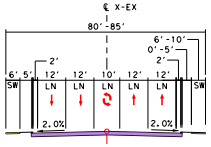
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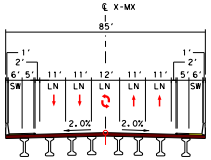
STA 12+30.00 TO STA 15+35.27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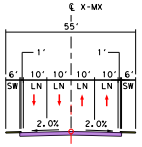
BRIDGE SECTION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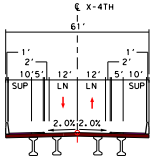
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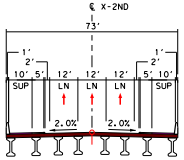
STA 10+24.00 TO STA 12+88.00
BRIDGE SECTION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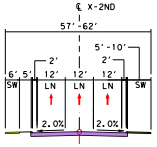
BRIDGE SECTION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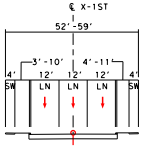
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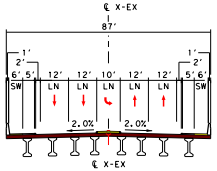
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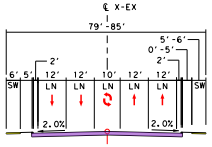
PROPOSED EXPOSITION AVE
STA 15+35.27 TO STA 18+62.89
BRIDGE SECTION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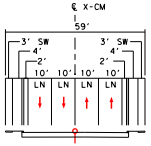
STA 18+62.89 TO STA 20+85.42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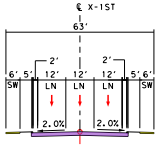
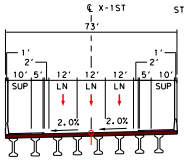
EXISTING COMMERCE ST
STA 12+72.00 TO STA 19+30+00


℄ X-1ST
PROPOSED 1ST AVE
STA 12+44.40 TO STA 15+76.58
STA 18+66.93 TO STA 22+96.90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PROPOSED 1ST AVE
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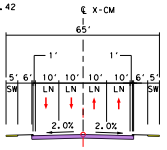
BRIDGE SECTION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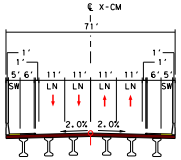
STA 19+00.71 TO STA 19+30.00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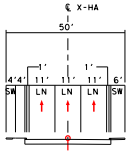
PROPOSED COMMERCE ST
STA 15+39.42 TO STA 19+00.71
BRIDGE SECTION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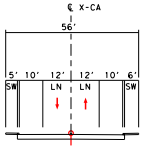
EXISTING HASKELL AVE
STA 11+03.12 TO STA 19+38.12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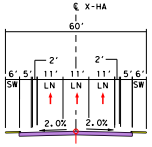
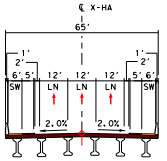
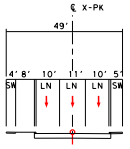
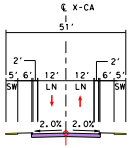
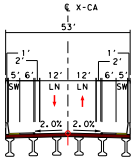
EXISTING CARROLL AVE
STA 10+25.00 TO STA 16+35.00

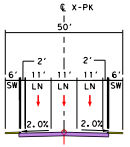

℄ X-HA
PROPOSED HASKELL AVE
STA 11+03.12 TO STA 12+78.31
STA 16+02.74 TO STA 19+38.12

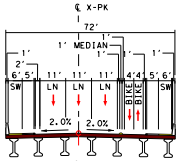

℄ X-HA
PROPOSED HASKELL AVE
STA 12+78.31 TO STA 16+02.74
BRIDGE SECTION

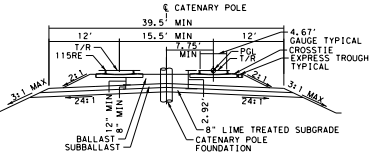

℄ X-PK
EXISTING PEAK ST
STA 12+15.00 TO STA 18+59.18

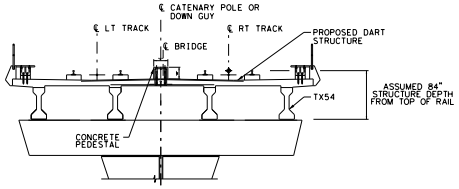

℄ X-CA
PROPOSED CARROLL AVE
STA 10+25.00 TO STA 12+14.56
STA 15+01.98 TO STA 16+35.00

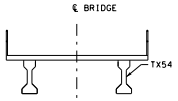

℄ X-CA
PROPOSED CARROLL AVE
STA 12+14.56 TO STA 15+01.98
BRIDGE SECTION


℄ X-PK
PROPOSED PEAK ST
STA 12+15.00 TO STA 14+45.30
STA 17+31.13 TO STA 18+59.18

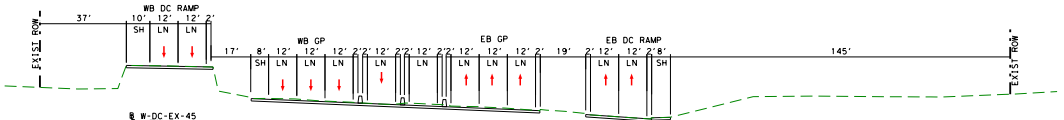

℄ X-PK
PROPOSED PEAK ST
STA 14+45.30 TO STA 17+31.13
BRIDGE SECTION

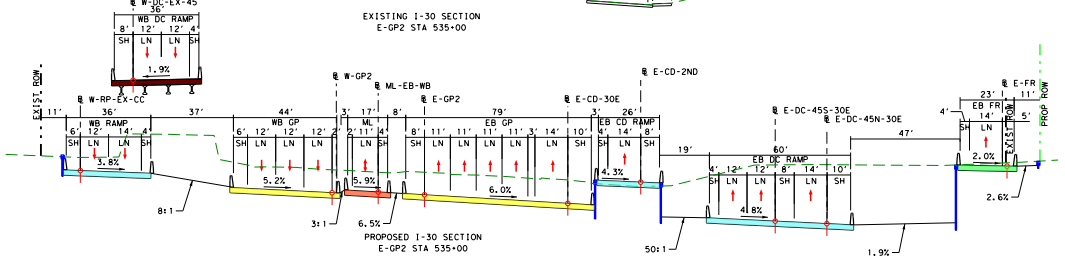

℄ CATENARY POLE
39.5' MIN
12'
15.5' MIN
12'
T/R
115RE
7.75' MIN
PGL
T/R
4.67' GAUGE TYPICAL
CROSSTIE
EXPRESS TROUGH
TYPICAL
3:1 MAX
2:1
24:1
24:1
2:1
3:1 MAX
12" MIN
6" MIN
2.92'
8" LIME TREATED SUBGRADE
BALLAST
SUBBALLAST
CATENARY POLE FOUNDATION
EXISTING DART RAIL

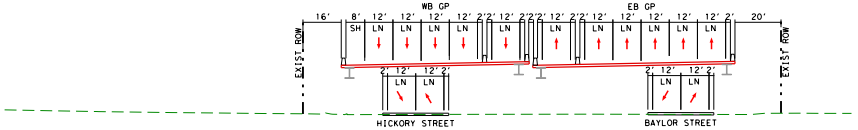

℄ CATENARY POLE OR DOWN GUY
℄ LT TRACK
℄ RT TRACK
℄ BRIDGE
PROPOSED DART STRUCTURE
ASSUMED 84" STRUCTURE DEPTH FROM TOP OF RAIL
TX54
CONCRETE PEDESTAL
PROPOSED DART OVERPASS

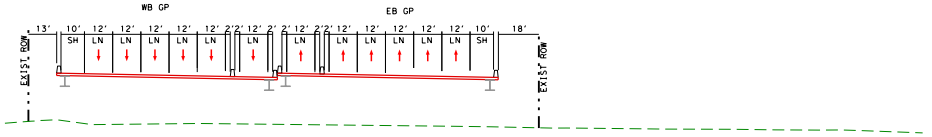

℄ BRIDGE
TX54
PROPOSED SANTA FE TRAIL

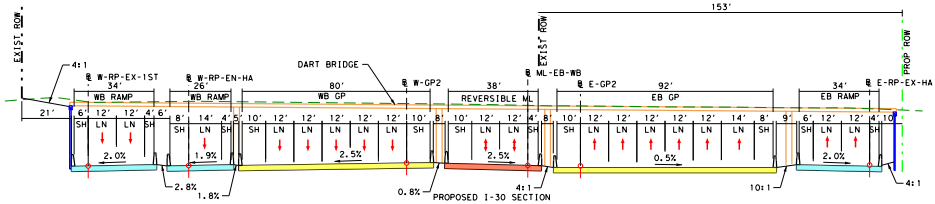
NOTE: NO EXISTING SANTA FE TRAIL SECTION PROVIDED SINCE IT DOES NOT CROSS I-30 TODAY. THIS IS A PROPOSED EXTENSION OF THE TRAIL ACROSS I-30.

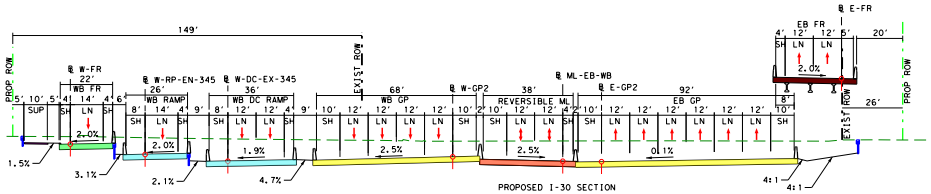

EXIST ROW
WB DC RAMP
WB GP
EB GP
EB DC RAMP
145'
EXIST ROW
EXISTING I-30 SECTION
E-GP2 STA 535+00


℄ W-DC-EX-45
WB DC RAMP
EXIST ROW
℄ W-RP-EX-CC
WB RAMP
℄ W-GP2
℄ ML-EB-WB
WB GP
℄ E-GP2
EB GP
℄ E-CD-30E
EB CD RAMP
℄ E-CD-2ND
℄ E-DC-45S-30E
℄ E-DC-45N-30E
EB DC RAMP
℄ E-FR
EB FR
EXIST ROW
PROP ROW
8:1
3:1
50:1
1.9%
2.6%
PROPOSED I-30 SECTION
E-GP2 STA 535+00


EXIST ROW
WB GP
EB GP
EXIST ROW
HICKORY STREET
BAYLOR STREET
EXISTING I-30 SECTION
E-GP2 STA 549+00


EXIST ROW
WB GP
EB GP
EXIST ROW
EXISTING I-30 SECTION
E-GP2 STA 575+00


153'
EXIST ROW
PROP ROW
℄ W-RP-EX-1ST
WB RAMP
℄ W-RP-EN-HA
WB RAMP
WB GP
DART BRIDGE
℄ W-GP2
REVERSIBLE ML
℄ ML-EB-WB
℄ E-GP2
EB GP
℄ E-RP-EX-HA
EB RAMP
4:1
2.8%
1.8%
0.8%
4:1
10:1
4:1
PROPOSED I-30 SECTION
E-GP2 STA 575+00


149'
PROP ROW
℄ W-FR
WB FR
℄ W-RP-EN-345
WB RAMP
℄ W-DC-EX-345
WB DC RAMP
EXIST ROW
WB GP
℄ W-GP2
REVERSIBLE ML
℄ ML-EB-WB
℄ E-GP2
EB GP
℄ E-FR
EB FR
EXIST ROW
PROP ROW
1.5%
3.1%
2.1%
4.7%
4:1
4:1
PROPOSED I-30 SECTION
E-GP2 STA 549+00

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

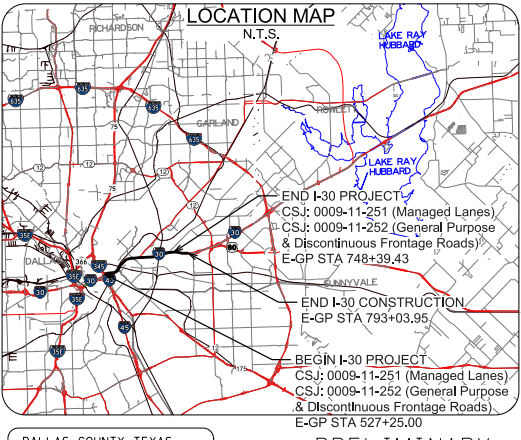
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

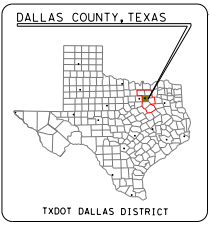
JULY 2023
ROLL 1 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
635
75
ROWLETT
GARLAND
12
LAKE RAY HUBBARD
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
35E
30
80
DALLAS
366
345
45
SUNNYVALE
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00
175


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ____

DATE APPROVED: ____

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TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

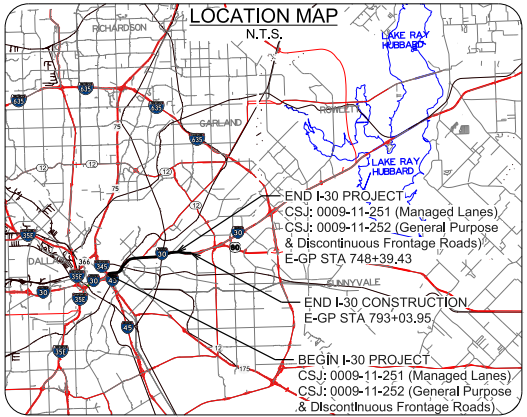
JULY 2023
ROLL 2 OF 9

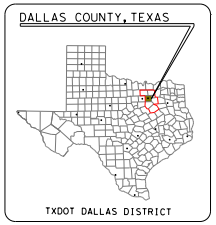
LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
GARLAND
ROWLETT
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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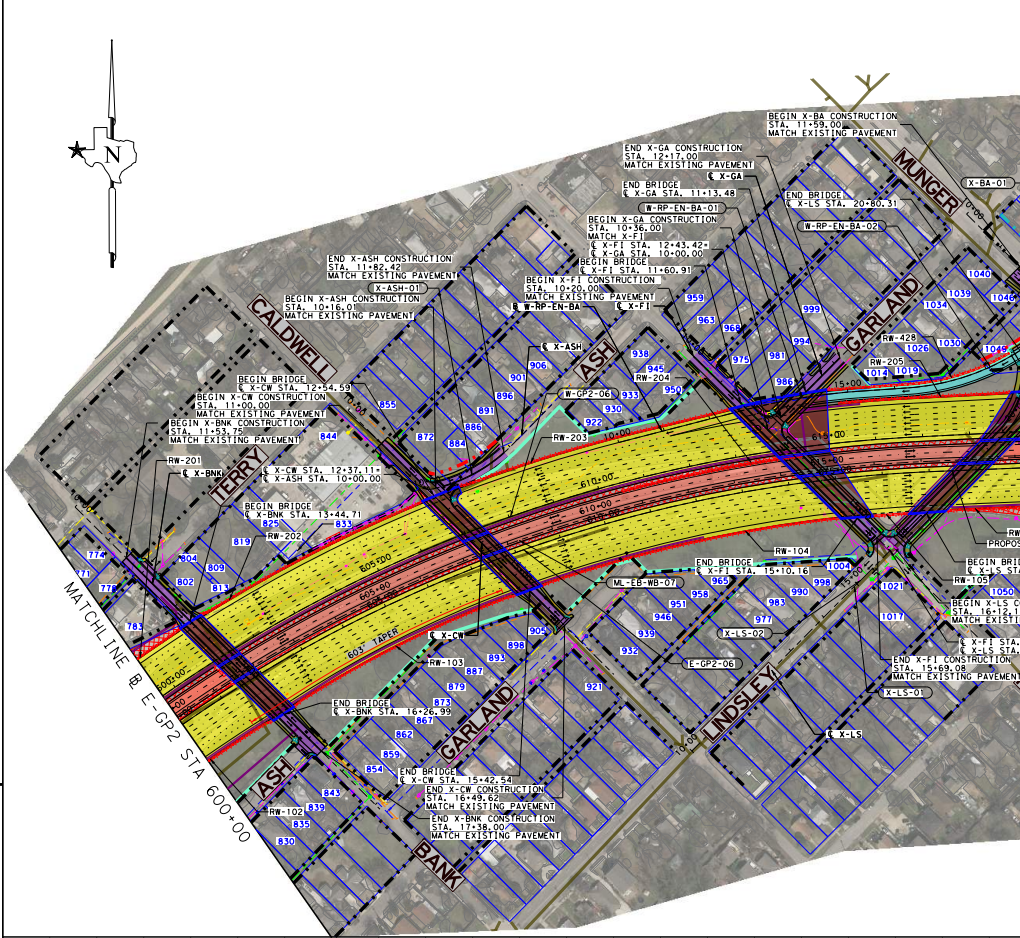
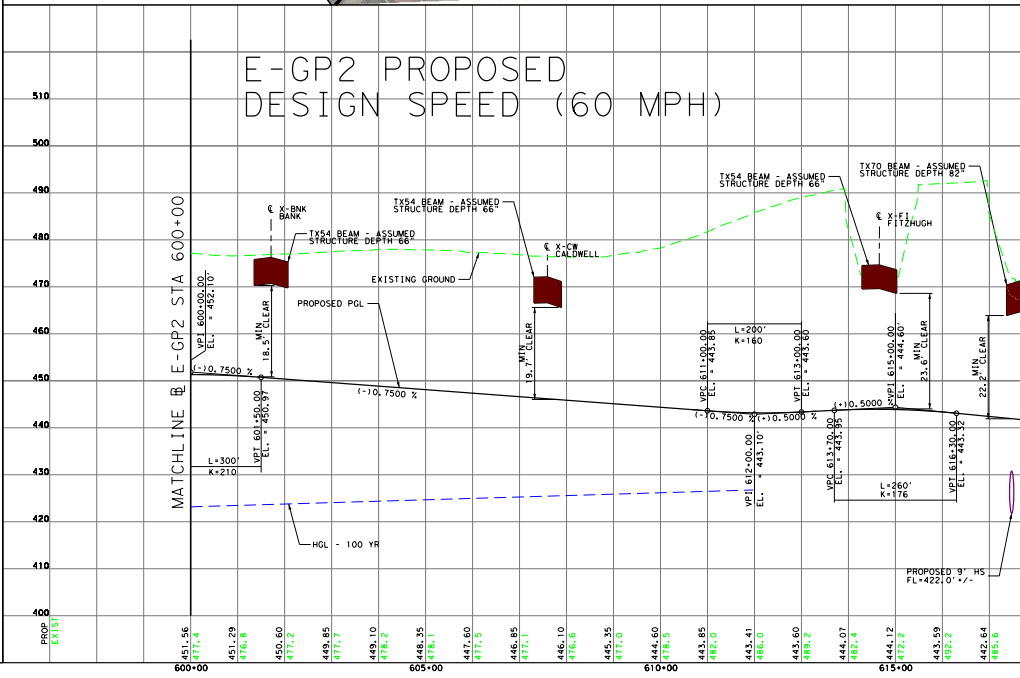
LEGEND:

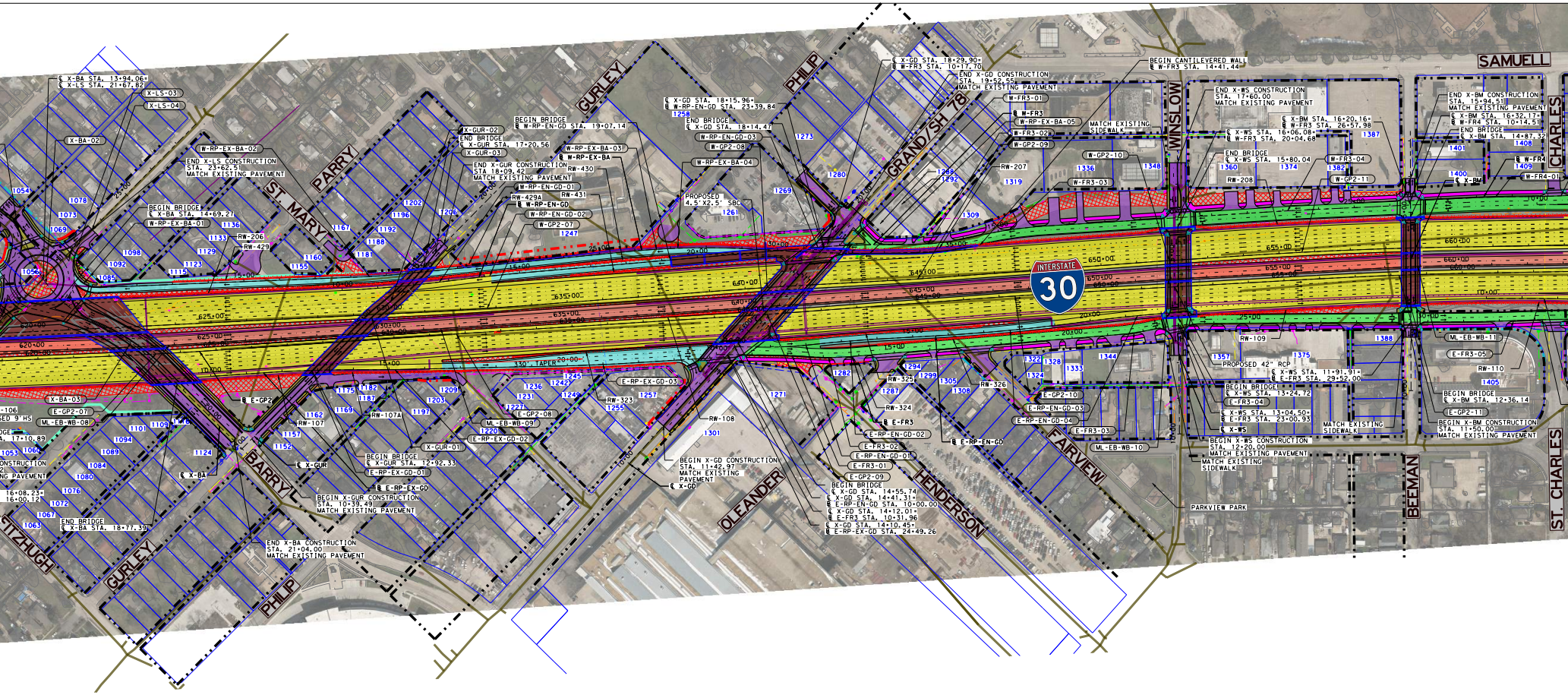
▬ · · ▬	EXISTING ROW (I-30)
▬ · · ▬	EXISTING CITY OF DALLAS ROW
———	EXISTING PROPERTY LIMITS
═══	EXISTING STORM SEWER
———	EXISTING PLANIMETRIC FEATURES
— OE —	EXISTING OVERHEAD ELECTRIC LINES
····· T ·····	EXISTING TELEPHONE / CABLE / FIBER LINE
····· W ·····	EXISTING WATER LINE
····· E ·····	EXISTING ELECTRIC LINE
····· SS ·····	EXISTING SANITARY SEWER LINE
····· G ·····	EXISTING GAS / PETROLEUM LINE
— — —	PROPOSED CENTERLINE/BASELINE
▬ · · ▬	PROPOSED ROW
——‖——	PROPOSED DENIAL OF ACCESS
———	PROPOSED EDGE OF PAVEMENT
━━━	PROPOSED BRIDGE ABUTMENT
━━━	PROPOSED BRIDGE BENT
▲▲▲▲	PROPOSED RETAINING WALL
———	PROPOSED NOISE WALL (POTENTIAL)
═ ═ ═	PROPOSED CULVERT / STORM SEWER / SYPHON
▨	PROPOSED DRAINAGE DETENTION/STORAGE AREA
═ ═ ═	PROPOSED PRELIMINARY RAIL MODIFICATION
———	PROPOSED PROJECT BY OTHERS
→	PROPOSED DIRECTION OF TRAVEL
⇨	EXISTING DIRECTION OF TRAVEL
⬜	EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
⬛	EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟧	PROPOSED MANAGED LANES
🟪	PROPOSED MANAGED LANES RAMP
🟦	PROPOSED RAMP/DIRECT CONNECTOR
🟩	PROPOSED ACCESS/FRONTAGE ROAD
🟪	PROPOSED LOCAL CROSS STREET/DRIVEWAY
🟫	PROPOSED SIDEWALK/RAISED MEDIAN
🟪	PROPOSED SHARED USE PATH
🟧	POTENTIAL DISPLACEMENTS
☒	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
⏏	PEDESTRIAN CURB RAMP

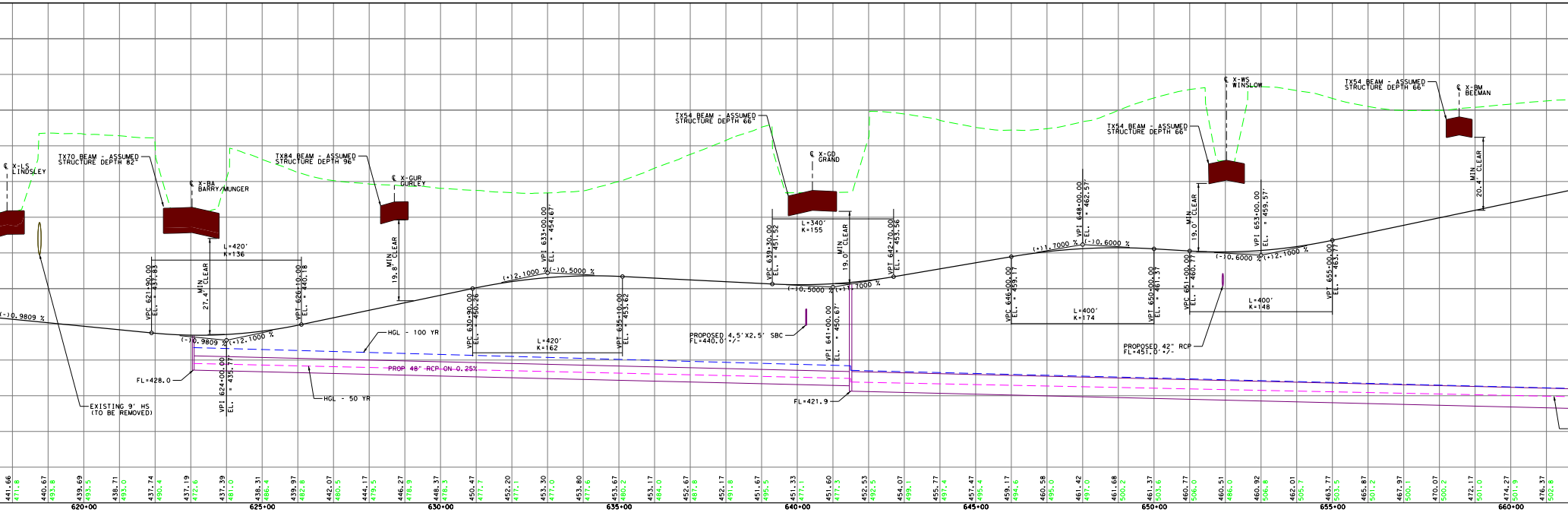
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY, 2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


N
MUNGER
CALDWELL
ASH
TERRY
GARLAND
LINDSLEY
BANK
BEGIN X-BA CONSTRUCTION STA. 11+59.00 MATCH EXISTING PAVEMENT
END X-GA CONSTRUCTION STA. 12+17.00 MATCH EXISTING PAVEMENT
℄ X-GA
END BRIDGE ℄ X-GA STA. 11+13.48
END BRIDGE ℄ X-LS STA. 20+80.31
W-RP-EN-BA-01
W-RP-EN-BA-02
BEGIN X-GA CONSTRUCTION STA. 10+36.00 MATCH X-FI
℄ X-FI STA. 12+43.42=
℄ X-GA STA. 10+00.00
BEGIN BRIDGE ℄ X-FI STA. 11+60.91
BEGIN X-FI CONSTRUCTION STA. 10+20.00 MATCH EXISTING PAVEMENT
END X-ASH CONSTRUCTION STA. 11+82.42 MATCH EXISTING PAVEMENT
X-ASH-01
BEGIN X-ASH CONSTRUCTION STA. 10+16.01 MATCH EXISTING PAVEMENT
W-RP-EN-BA
℄ X-FI
℄ X-ASH
BEGIN BRIDGE ℄ X-CW STA. 12+54.59
BEGIN X-CW CONSTRUCTION STA. 11+00.00 MATCH EXISTING PAVEMENT
BEGIN X-BNK CONSTRUCTION STA. 11+53.75 MATCH EXISTING PAVEMENT
W-GP2-06
RW-201
℄ X-BNK
℄ X-CW STA. 12+37.11=
℄ X-ASH STA. 10+00.00
RW-202
RW-203
RW-204
RW-205
RW-428
RW-104
RW-103
RW-102
RW-105
BEGIN BRIDGE ℄ X-BNK STA. 13+44.71
END BRIDGE ℄ X-FI STA. 15+10.16
ML-EB-WB-07
X-LS-02
E-GP2-06
X-LS-01
℄ X-CW
℄ X-LS
END BRIDGE ℄ X-BNK STA. 16+26.99
END BRIDGE ℄ X-CW STA. 15+42.54
END X-CW CONSTRUCTION STA. 16+49.62 MATCH EXISTING PAVEMENT
END X-BNK CONSTRUCTION STA. 17+58.00 MATCH EXISTING PAVEMENT
END X-FI CONSTRUCTION STA. 15+69.08 MATCH EXISTING PAVEMENT
603' TAPER
605+00
610+00
615+00
MATCHLINE ℄ E-GP2 STA 600+00


E-GP2 PROPOSED
DESIGN SPEED (60 MPH)
MATCHLINE ℄ E-GP2 STA 600+00
510
500
490
480
470
460
450
440
430
420
410
400
PROP
EXIST
℄ X-BNK BANK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-FI FITZHUGH
EXISTING GROUND
PROPOSED PGL
VPI 600+00.00 EL. = 452.10'
MIN 18.5' CLEAR
MIN 19.7' CLEAR
MIN 23.6' CLEAR
MIN 22.2' CLEAR
(-)0.7500 %
(-)0.7500 %
(-)0.7500 %
(+)0.5000 %
(+)0.5000 %
VPT 601+50.00 EL. = 450.97
L=300' K=210
VPC 611+00.00 EL. = 443.85
VPT 613+00.00 EL. = 443.60
L=200' K=160
VPI 612+00.00 EL. = 443.10'
VPC 613+70.00 EL. = 443.95
VPI 615+00.00 EL. = 444.60'
VPT 616+30.00 EL. = 443.32
L=260' K=176
HGL - 100 YR
PROPOSED 9' HS FL=422.0'+/-
451.56 477.4
451.29 476.8
450.60 477.2
449.85 477.7
449.10 478.2
448.35 478.1
447.60 477.5
446.85 477.1
446.10 476.6
445.35 477.0
444.60 478.5
443.85 482.0
443.41 486.0
443.60 489.2
444.07 482.4
444.12 472.2
443.59 492.2
442.64 485.6
600+00
605+00
610+00
615+00


SAMUELL
WINSLOW
CHARLES
ST. CHARLES
BEEMAN
GURLEY
PHILIP
PARRY
ST. MARY
GRAND/SH 78
BARRY
FITZHUGH
OLEANDER
HENDERSON
FAIRVIEW
INTERSTATE 30
℄ X-BA STA. 13+94.06= ℄ X-LS STA. 21+67.82
X-LS-03
X-LS-04
X-BA-02
W-RP-EX-BA-02
END X-LS CONSTRUCTION STA. 23+62.51 MATCH EXISTING PAVEMENT
BEGIN BRIDGE ℄ X-BA STA. 14+69.27
W-RP-EX-BA-01
RW-206
RW-429
BEGIN BRIDGE ℄ W-RP-EN-GD STA. 19+07.14
END BRIDGE ℄ X-GUR STA. 17+20.56
X-GUR-02
X-GUR-03
END X-GUR CONSTRUCTION STA 18+09.42 MATCH EXISTING PAVEMENT
W-RP-EX-BA-03
W-RP-EX-BA
RW-430
RW-429A
RW-431
W-RP-EN-GD-01
W-RP-EN-GD
W-RP-EN-GD-02
W-GP2-07
℄ X-GD STA. 18+15.96= ℄ W-RP-EN-GD STA. 23+39.84
END BRIDGE ℄ X-GD STA. 18+14.47
W-RP-EN-GD-03
W-GP2-08
W-RP-EX-BA-04
PROPOSED 4.5'X2.5' SBC
℄ X-GD STA. 18+29.90= ℄ W-FR3 STA. 10+17.70
END X-GD CONSTRUCTION STA. 19+52.55 MATCH EXISTING PAVEMENT
W-FR3-01
W-FR3
W-RP-EX-BA-05
W-FR3-02
W-GP2-09
MATCH EXISTING SIDEWALK
RW-207
W-GP2-10
W-FR3-03
BEGIN CANTILEVERED WALL ℄ W-FR3 STA. 14+41.44
END X-WS CONSTRUCTION STA. 17+60.00 MATCH EXISTING PAVEMENT
℄ X-WS STA. 16+06.08= ℄ W-FR3 STA. 20+04.68
END BRIDGE ℄ X-WS STA. 15+80.04
RW-208
℄ X-BM STA. 16+20.16= ℄ W-FR3 STA. 26+57.98
W-FR3-04
W-GP2-11
END X-BM CONSTRUCTION STA. 15+94.51 MATCH EXISTING PAVEMENT
℄ X-BM STA. 16+32.17= ℄ W-FR4 STA. 10+14.51
END BRIDGE ℄ X-BM STA. 14+87.32
W-FR4
W-FR4-01
X-BM
E-GP2
X-BA-03
E-GP2-07
ML-EB-WB-08
EXISTING 9' HS
X-GUR
X-BA
RW-107
RW-107A
E-GP2-08
ML-EB-WB-09
E-RP-EX-GD-02
X-GUR-01
BEGIN BRIDGE ℄ X-GUR STA. 12+92.33
E-RP-EX-GD-01
E-RP-EX-GD
BEGIN X-GUR CONSTRUCTION STA. 10+39.49 MATCH EXISTING PAVEMENT
END BRIDGE ℄ X-BA STA. 18+77.39
END X-BA CONSTRUCTION STA. 21+04.00 MATCH EXISTING PAVEMENT
330' TAPER
E-RP-EX-GD-03
RW-323
RW-108
BEGIN X-GD CONSTRUCTION STA. 11+42.97 MATCH EXISTING PAVEMENT
X-GD
RW-325
RW-324
E-FR3
E-RP-EN-GD-02
E-FR3-02
E-RP-EN-GD-01
E-FR3-01
E-GP2-09
BEGIN BRIDGE ℄ X-GD STA. 14+55.74
℄ X-GD STA. 14+41.31= ℄ E-RP-EN-GD STA. 10+00.00
℄ X-GD STA. 14+12.01= ℄ E-FR3 STA. 10+31.96
℄ X-GD STA. 14+10.45= ℄ E-RP-EX-GD STA. 24+49.26
RW-326
E-GP2-10
E-RP-EN-GD-03
E-RP-EN-GD-04
E-RP-EN-GD
E-FR3-03
ML-EB-WB-10
RW-109
PROPOSED 42" RCP
℄ X-WS STA. 11+91.91= ℄ E-FR3 STA. 29+52.00
BEGIN BRIDGE ℄ X-WS STA. 13+24.72
E-FR3-04
℄ X-WS STA. 13+04.50= ℄ E-FR3 STA. 23+00.93
X-WS
MATCH EXISTING SIDEWALK
BEGIN X-WS CONSTRUCTION STA. 12+20.00 MATCH EXISTING PAVEMENT
MATCH EXISTING SIDEWALK
PARKVIEW PARK
ML-EB-WB-11
E-FR3-05
RW-110
BEGIN BRIDGE ℄ X-BM STA. 12+36.14
E-GP2-11
BEGIN X-BM CONSTRUCTION STA. 11+50.00 MATCH EXISTING PAVEMENT
620+00
625+00
630+00
635+00
640+00
645+00
650+00
655+00
660+00


℄ X-LS LINDSLEY
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-BA BARRY/MUNGER
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GUR GURLEY
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-GD GRAND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-WS WINSLOW
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BM BEEMAN
(-)0.9809 %
VPC 621+90.00 EL. = 437.83
MIN 27.4' CLEAR
L=420' K=136
VPT 626+10.00 EL. = 440.18
(-)0.9809 %
(+)2.1000 %
VPI 624+00.00 EL. = 435.77
FL=428.0
EXISTING 9' HS (TO BE REMOVED)
HGL - 100 YR
HGL - 50 YR
PROP 48" RCP ON 0.25%
MIN 19.8' CLEAR
VPC 630+90.00 EL. = 450.26
L=420' K=162
VPI 633+00.00 EL. = 454.67
(+)2.1000 %
(-)0.5000 %
VPT 635+10.00 EL. = 453.62
PROPOSED 4.5'X2.5' SBC FL=440.0'+/-
VPC 639+30.00 EL. = 451.52
L=340' K=155
MIN 19.0' CLEAR
(-)0.5000 %
(+)1.7000 %
VPI 641+00.00 EL. = 450.67
VPT 642+70.00 EL. = 453.56
FL=421.9
VPC 646+00.00 EL. = 459.17
(+)1.7000 %
(-)0.6000 %
VPI 648+00.00 EL. = 462.57
L=400' K=174
VPT 650+00.00 EL. = 461.37
MIN 19.0' CLEAR
VPC 651+00.00 EL. = 460.77
(-)0.6000 %
(+)2.1000 %
VPI 653+00.00 EL. = 459.57
L=400' K=148
VPT 655+00.00 EL. = 463.77
PROPOSED 42" RCP FL=451.0'+/-
MIN 20.4' CLEAR
441.66 471.8
440.67 493.8
439.69 493.5
438.71 495.0
437.74 490.4
437.19 472.6
437.39 481.0
438.31 486.4
439.97 482.8
442.07 480.5
444.17 479.5
446.27 478.9
448.37 478.3
450.47 477.7
452.20 477.1
453.30 477.0
453.80 477.6
453.67 480.2
453.17 484.0
452.67 487.8
452.17 491.8
451.67 495.5
451.33 477.1
451.60 477.3
452.53 492.5
454.07 499.1
455.77 497.4
457.47 495.4
459.17 494.6
460.58 495.0
461.42 497.0
461.68 500.2
461.37 503.6
460.77 506.0
460.51 486.0
460.92 506.8
462.01 505.7
463.77 503.5
465.87 501.2
467.97 500.1
470.07 500.2
472.17 501.0
474.27 501.9
476.37 502.8
620+00
625+00
630+00
635+00
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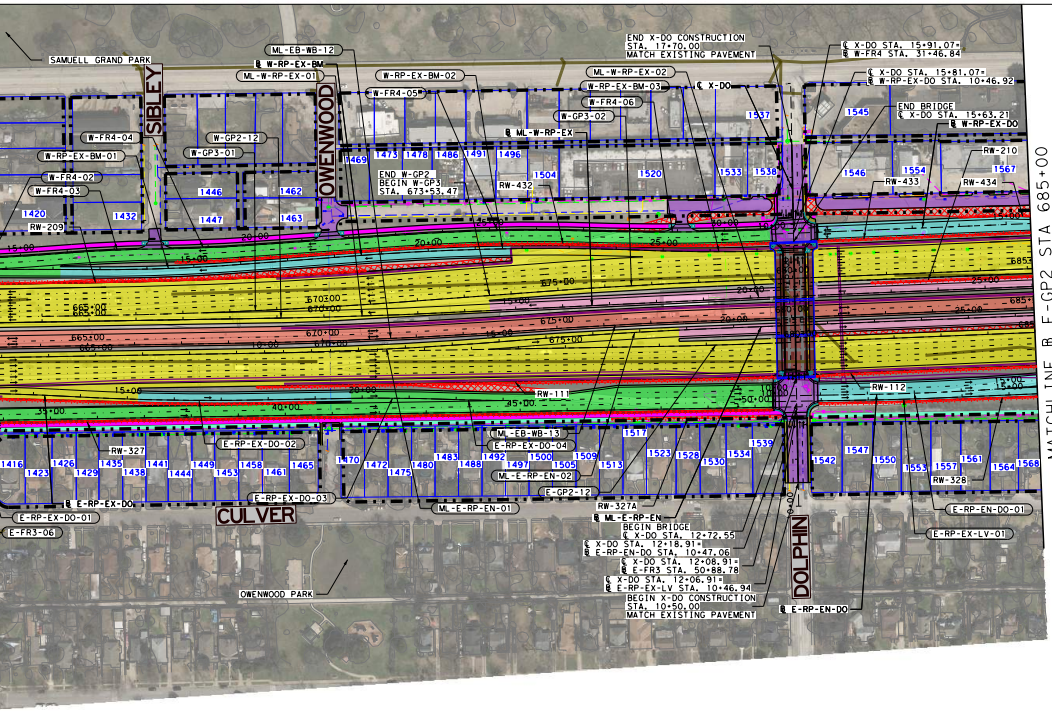
655+00
660+00


SAMUELL GRAND PARK
SIBLEY
OWENWOOD
CULVER
DOLPHIN
OWENWOOD PARK
END X-DO CONSTRUCTION
STA. 17+70.00
MATCH EXISTING PAVEMENT
℄ X-DO STA. 15+91.07=
℄ W-FR4 STA. 31+46.84
℄ X-DO STA. 15+81.07=
℄ W-RP-EX-DO STA. 10+46.92
END BRIDGE
℄ X-DO STA. 15+63.21
℄ W-RP-EX-DO
ML-EB-WB-12
℄ W-RP-EX-BM
ML-W-RP-EX-01
W-RP-EX-BM-02
W-FR4-05
ML-W-RP-EX-02
W-RP-EX-BM-03
W-FR4-06
W-GP3-02
℄ ML-W-RP-EX
℄ X-DO
W-FR4-04
W-GP2-12
W-GP3-01
W-RP-EX-BM-01
W-FR4-02
W-FR4-03
RW-209
END W-GP2
BEGIN W-GP3
STA. 673+53.47
RW-432
RW-433
RW-434
RW-210
RW-111
RW-112
RW-327
RW-328
RW-327A
1420
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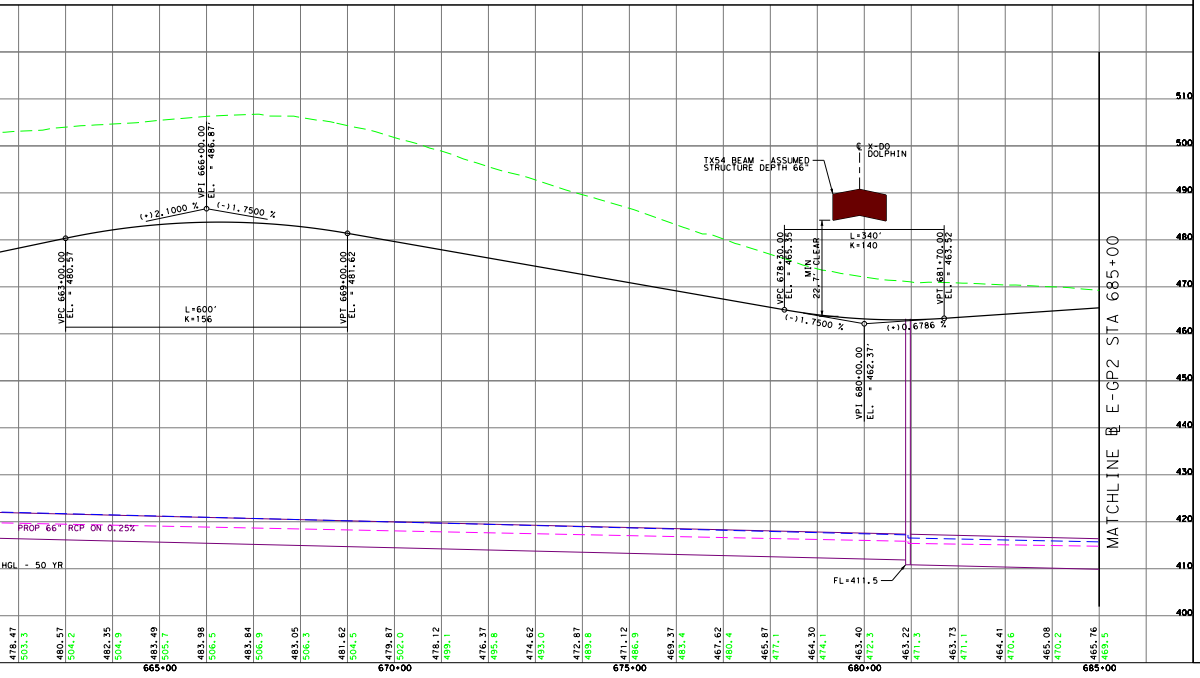
1561
1564
1568
665+00
670+00
675+00
685+00
E-RP-EX-DO-02
E-RP-EX-DO-03
E-RP-EX-DO-01
℄ E-RP-EX-DO
E-FR3-06
ML-E-RP-EN-01
ML-E-RP-EN-02
ML-EB-WB-13
E-RP-EX-DO-04
E-GP2-12
℄ ML-E-RP-EN
BEGIN BRIDGE
℄ X-DO STA. 12+72.55
℄ X-DO STA. 12+18.91=
℄ E-RP-EN-DO STA. 10+47.06
℄ X-DO STA. 12+08.91=
℄ E-FR3 STA. 50+88.78
℄ X-DO STA. 12+06.91=
℄ E-RP-EX-LV STA. 10+46.94
BEGIN X-DO CONSTRUCTION
STA. 10+50.00
MATCH EXISTING PAVEMENT
℄ E-RP-EN-DO
E-RP-EN-DO-01
E-RP-EX-LV-01
N

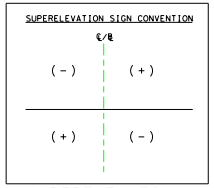
MATCHLINE ℄ E-GP2 STA 685+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-07	P.C.C. 599+35.45	6975486.43870	2502504.57740	N 53°45′21.86" E			
	P.I. 608+52.00	6976028.32860	2503243.78620	33°45′56.13" RT	1779.75	916.56	3020.00
	P.T. 617+15.20	6976067.96190	2504159.48460	N 87°31′17.99" E			
ML-EB-WB-08	P.C. 622+45.15	6976090.87780	2504688.93740	N 87°31′17.99" E			
	P.I. 623+42.07	6976095.06890	2504785.77030	0°59′54.29" LT	193.84	96.92	11124.00
	P.T. 624+38.99	6976100.94670	2504882.51550	N 86°31′23.70" E			
ML-EB-WB-09	P.C. 630+92.62	6976140.58510	2505534.94210	N 86°31′23.70" E			
	P.I. 631+32.07	6976142.97780	2505574.32550	0°24′23.21" LT	78.91	39.46	11124.00
	P.T. 631+71.53	6976145.64990	2505613.69090	N 86°07′00.50" E			
ML-EB-WB-10	P.C. 651+04.33	6976276.54420	2507542.05260	N 86°07′00.50" E			
	P.I. 651+93.54	6976282.58590	2507631.05950	0°54′45.87" RT	178.42	89.21	11200.00
	P.T. 652+82.75	6976287.20890	2507720.15140	N 87°01′46.36" E			
ML-EB-WB-11	P.C. 657+64.99	6976312.19910	2508201.74380	N 87°01′46.36" E			
	P.I. 658+92.53	6976318.80860	2508329.11670	2°00′30.68" RT	255.06	127.54	7276.00
	P.T. 660+20.05	6976320.94980	2508456.64300	N 89°02′17.04" E			
ML-EB-WB-12	P.C. 668+28.31	6976334.51890	2509264.78740	N 89°02′17.04" E			
	P.I. 671+27.46	6976339.54110	2509563.89900	3°04′55.32" LT	598.16	299.15	11120.00
	P.T. 674+26.47	6976360.63810	2509862.30790	N 85°57′21.72" E			
ML-EB-WB-13	P.C. 674+28.62	6976360.78980	2509864.45470	N 85°57′21.72" E			
	P.I. 676+00.34	6976372.89950	2510035.74160	1°45′08.49" RT	343.40	171.71	11228.00
	P.T. 677+72.03	6976379.76550	2510207.31870	N 87°42′30.21" E			
℄ E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-06	P.C.C. 599+29.82	6975467.2628	2502515.6310	N 53°43′30.83" E			
	P.I. 608+44.78	6976008.6092	2503253.2654	33°55′19.84" RT	1776.16	914.96	3000.00
	P.T. 617+05.98	6976046.1675	2504167.4589	N 87°38′50.67" E			
E-GP2-07	P.C. 621+81.16	6976065.6733	2504642.2418	N 87°38′50.67" E			
	P.I. 623+30.77	6976071.8146	2504791.7234	1°31′50.17" LT	299.20	149.61	11200.00
	P.T. 624+80.36	6976081.9464	2504940.9877	N 86°07′00.50" E			
E-GP2-08	P.C. 631+31.40	6976126.0367	2505590.5344	N 86°07′00.50" E			
	P.I. 631+81.88	6976129.4552	2505640.8968	0°17′21.19" RT	100.96	50.48	20000.00
	P.T. 632+32.36	6976132.6194	2505691.2759	N 86°24′21.69" E			
E-GP2-09	P.C. 639+77.79	6976179.3470	2506435.2370	N 86°24′21.69" E			
	P.I. 640+48.02	6976183.7495	2506505.3302	0°40′14.35" LT	140.46	70.23	12000.00
	P.T. 641+18.25	6976188.9721	2506575.3671	N 85°44′07.34" E			
E-GP2-10	P.C. 646+64.81	6976229.6167	2507120.4226	N 85°44′07.34" E			
	P.I. 647+78.91	6976238.1009	2507234.1990	1°05′22.09" RT	228.18	114.09	12000.00
	P.T. 648+92.99	6976244.4203	2507348.1162	N 86°49′29.43" E			
E-GP2-11	P.C. 655+91.02	6976283.0834	2508045.0765	N 86°49′29.43" E			
	P.I. 658+22.82	6976295.9223	2508276.5180	2°12′47.62" RT	463.54	231.80	12000.00
	P.T. 660+54.56	6976299.8137	2508508.2827	N 89°02′17.04" E			
E-GP2-12	P.C. 676+84.78	6976327.1821	2510138.2745	N 89°02′17.04" E			
	P.I. 678+19.80	6976329.4488	2510273.2766	1°22′52.99" LT	270.03	135.02	11200.00
	P.T. 679+54.81	6976334.9695	2510408.1848	N 87°39′24.05" E			
℄ ML-E-RP-EN (DESIGN SPEED: 60 MPH)							
ML-E-RP-EN-01	P.C. 10+00.00	6976313.3304	2509313.3033	N 89°02′17.04" E			
	P.I. 12+59.90	6976317.6936	2509573.1617	3°40′54.70" LT	519.61	259.90	8086.00
	P.R.C. 15+19.61	6976338.7349	2509832.2035	N 85°21′22.34" E			
ML-E-RP-EN-02	P.R.C. 15+19.61	6976338.7349	2509832.2035	N 85°21′22.34" E			
	P.I. 17+89.11	6976360.5536	2510100.8164	2°45′12.10" RT	538.89	269.50	11214.00
	P.T. 20+58.50	6976369.4439	2510370.1673	N 88°06′34.44" E			
ML-E-RP-EN-03	P.C. 31+78.76	6976415.2482	2511489.4893	N 87°39′24.05" E			
	P.I. 32+44.68	6976417.9435	2511555.3557	0°40′48.61" LT	131.84	65.92	11106.00
	P.T. 33+10.60	6976421.4206	2511621.1854	N 86°58′35.44" E			
℄ E-FR3 (DESIGN SPEED: 40 MPH)							
E-FR3-01	P.C. 11+76.98	6976069.5823	2506539.6028	S 89°18′28.37" E			
	P.I. 12+12.90	6976069.1484	2506575.5232	4°06′52.93" RT	71.82	35.92	1000.00
	P.R.C. 12+48.79	6976066.1382	2506611.3199	S 85°11′35.44" E			
E-FR3-02	P.R.C. 12+48.79	6976066.1382	2506611.3199	S 85°11′35.44" E			
	P.I. 13+15.25	6976060.5696	2506677.5398	9°29′49.13" LT	132.60	66.45	800.00
	P.T. 13+81.40	6976066.0033	2506743.7709	N 85°18′35.43" E			
E-FR3-03	P.C. 21+24.24	6976126.7434	2507484.1235	N 85°18′35.43" E			
	P.I. 21+74.46	6976130.8498	2507534.1760	7°11′02.96" LT	100.31	50.22	800.00
	P.R.C. 22+24.55	6976141.1835	2507583.3220	N 78°07′32.47" E			
E-FR3-04	P.R.C. 22+24.55	6976141.1835	2507583.3220	N 78°07′32.47" E			
	P.I. 23+05.02	6976157.7422	2507662.0740	11°29′18.27" RT	160.41	80.47	800.00
	P.T. 23+84.95	6976158.2843	2507742.5462	N 89°36′50.74" E			
E-FR3-05	P.C. 31+06.65	6976163.1451	2508464.2241	N 89°36′50.74" E			
	P.I. 31+77.87	6976163.6248	2508535.4452	2°02′24.59" LT	142.43	71.22	4000.00
	P.R.C. 32+49.08	6976166.6397	2508606.6040	N 87°34′26.15" E			
E-FR3-06	P.R.C. 32+49.08	6976166.6397	2508606.6040	N 87°34′26.16" E			
	P.I. 33+00.19	6976168.8032	2508657.6690	1°27′50.89" RT	102.22	51.11	4000.00
	P.T. 33+51.30	6976169.6612	2508708.7726	N 89°02′17.04" E			
℄ E-RP-EN-DO (DESIGN SPEED: 40 MPH)							
E-RP-EN-DO-01	P.C. 12+09.07	6976225.5089	2510605.3381	N 89°02′17.04" E			
	P.I. 14+61.54	6976229.7474	2510857.7736	5°26′39.51" LT	504.56	252.47	5310.00
	P.R.C. 17+13.63	6976257.9174	2511108.6682	N 83°35′37.53" E			
℄ E-RP-EN-GD (DESIGN SPEED: 40 MPH)							
E-RP-EN-GD-01	P.C. 10+76.50	6976092.1745	2506490.7139	S 89°18′28.37" E			
	P.I. 11+41.85	6976091.3852	2506556.0543	6°42′50.55" LT	130.54	65.35	1114.00
	P.T. 12+07.04	6976098.2405	2506621.0390	N 83°58′41.08" E			
E-RP-EN-GD-02	P.C. 12+29.50	6976100.5961	2506643.3689	N 83°58′41.08" E			
	P.I. 13+25.28	6976110.6443	2506738.6201	2°53′15.68" RT	191.52	95.78	3800.00
	P.T. 14+21.02	6976115.8811	2506834.2565	N 86°51′56.77" E			
E-RP-EN-GD-03	P.C. 15+64.62	6976123.7329	2506977.6506	N 86°51′56.77" E			
	P.I. 17+74.50	6976135.2082	2507187.2159	4°32′07.58" LT	419.54	209.88	5300.00
	P.R.C. 19+84.16	6976163.2190	2507395.2175	N 82°19′49.19" E			
E-RP-EN-GD-04	P.R.C. 19+84.16	6976163.2190	2507395.2175	N 82°19′49.19" E			
	P.I. 21+33.28	6976183.1208	2507543.0036	4°29′40.24" RT	298.09	149.12	3800.00
	P.T. 22+82.25	6976191.3803	2507691.8948	N 86°49′29.43" E			
℄ E-RP-EX-DO (DESIGN SPEED: 40 MPH)							
E-RP-EX-DO-01	P.C. 10+00.00	6976228.0219	2508521.2846	N 89°02′17.04" E			
	P.I. 11+77.23	6976230.9972	2508698.4874	3°49′49.53" RT	354.32	177.23	5300.00
	P.T. 13+54.32	6976222.1281	2508875.4932	S 87°07′53.43" E			
E-RP-EX-DO-02	P.C. 14+13.86	6976219.1485	2508934.9573	S 87°07′53.43" E			
	P.I. 15+88.75	6976210.3965	2509109.6253	3°49′49.53" LT	349.64	174.89	5230.00
	P.T. 17+63.61	6976213.3326	2509284.4877	N 89°02′17.04" E			
E-RP-EX-DO-03	P.C. 19+76.57	6976216.9095	2509497.5184	N 89°02′17.04" E			
	P.I. 20+74.17	6976218.5481	2509595.1118	2°56′33.95" RT	195.17	97.61	3800.00
	P.R.C. 21+71.74	6976215.1743	2509692.6607	S 88°01′09.01" E			
E-RP-EX-DO-04	P.R.C. 21+71.74	6976215.1743	2509692.6607	S 88°01′09.01" E			
	P.I. 23+07.87	6976210.4687	2509828.7157	2°56′33.95" LT	272.21	136.14	5300.00
	P.T. 24+43.95	6976212.7542	2509964.8328	N 89°02′17.04" E			
℄ E-RP-EX-GD (DESIGN SPEED: 40 MPH)							
E-RP-EX-GD-01	P.C. 11+47.71	6976020.1147	2505093.2298	N 86°07′00.50" E			
	P.I. 12+83.36	6976029.3016	2505228.5728	4°05′20.46" RT	271.19	135.65	3800.00
	P.R.C. 14+18.90	6976028.8143	2505364.2264	S 89°47′39.05" E			
E-RP-EX-GD-02	P.R.C. 14+18.90	6976028.8143	2505364.2264	S 89°47′39.05" E			
	P.I. 14+85.76	6976028.5741	2505431.0874	1°26′43.94" LT	133.72	66.86	5300.00
	P.T. 15+52.62	6976030.0207	2505497.9332	N 88°45′37.02" E			
E-RP-EX-GD-03	P.C. 19+72.53	6976039.1057	2505917.7502	N 88°45′37.02" E			
	P.I. 20+81.43	6976041.4619	2506026.6274	2°21′15.33" LT	217.77	108.9	5300.00
	P.T. 21+90.30	6976048.2885	2506135.3159	N 86°24′21.69" E			


VPC 663+00.00
EL. = 480.57
VPI 666+00.00
EL. = 486.87
VPT 669+00.00
EL. = 481.62
(+)2.1000 %
(-)1.7500 %
L=600'
K=156
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-DO
DOLPHIN
VPC 678+30.00
EL. = 465.35
MIN 22.7' CLEAR
L=340'
K=140
(-)1.7500 %
(+)0.6786 %
VPI 680+00.00
EL. = 462.37'
VPT 681+70.00
EL. = 463.52
PROP 66" RCP ON 0.25%
HGL - 50 YR
FL=411.5
MATCHLINE ℄ E-GP2 STA 685+00
510
500
490
480
470
460
450
440
430
420
410
400
478.47
503.3
480.57
504.2
482.35
504.9
483.49
505.7
483.98
506.5
483.84
506.9
483.05
506.3
481.62
504.5
479.87
502.0
478.12
499.1
476.37
495.8
474.62
493.0
472.87
489.8
471.12
486.9
469.37
483.4
467.62
480.4
465.87
477.1
464.30
474.1
463.40
472.3
463.22
471.3
463.73
471.1
464.41
470.6
465.08
470.2
465.76
469.5
665+00
670+00
675+00
680+00
685+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ E-RP-EX-LV (DESIGN SPEED: 40 MPH)							
E-RP-EX-LV-01	P.C. 12+07.79	6976213.5153	2510605.8213	N 89°02′17.04″ E			
	P.I. 12+75.68	6976214.6552	2510673.7090	1°28′04.55″ LT	135.79	67.90	5300.00
	P.T. 13+43.57	6976217.5338	2510741.5452	N 87°34′12.49″ E			
℄ W-GP2 (DESIGN SPEED: 60 MPH)							
W-GP2-06	P.C.C. 599+24.64	6975543.7337	2502494.9081	N 54°04′57.76″ E			
	P.I. 608+29.95	6976074.8027	2503228.0852	33°03′50.87″ RT	1760.09	905.31	3050.00
	P.T. 616+84.73	6976119.8657	2504132.2711	N 87°08′48.63″ E			
W-GP2-07	P.C. 631+05.24	6976190.5739	2505551.0264	N 87°08′48.63″ E			
	P.I. 632+21.21	6976196.3464	2505666.8507	1°28′35.29″ LT	231.92	115.97	9000.00
	P.T. 633+37.17	6976205.1013	2505782.4878	N 85°40′13.34″ E			
W-GP2-08	P.C. 639+45.20	6976251.0048	2506388.7906	N 85°40′13.34″ E			
	P.I. 640+62.11	6976259.8303	2506505.3600	1°11′45.73″ RT	233.80	116.90	11200.00
	P.T. 641+79.00	6976266.2207	2506622.0882	N 86°51′59.07″ E			
W-GP2-09	P.C. 644+18.58	6976279.3171	2506861.3083	N 86°51′59.07″ E			
	P.I. 644+84.64	6976282.9283	2506927.2707	1°04′53.05″ LT	132.12	66.06	7000.00
	P.T. 645+50.70	6976287.7837	2506993.1532	N 85°47′06.02″ E			
W-GP2-10	P.C. 651+03.85	6976328.4401	2507544.8109	N 85°47′06.02″ E			
	P.I. 651+47.78	6976331.6685	2507588.6174	0°26′57.90″ RT	87.85	43.93	11200.00
	P.T. 651+91.70	6976334.5533	2507632.4480	N 86°14′03.91″ E			
W-GP2-11	P.C. 654+00.19	6976348.2458	2507840.4887	N 86°14′03.91″ E			
	P.I. 656+93.85	6976367.5315	2508133.5105	2°48′13.13″ RT	587.19	293.66	12000.00
	P.T. 659+87.39	6976372.4614	2508427.1248	N 89°02′17.04″ E			
W-GP2-12	P.C. 669+08.64	6976387.9276	2509348.2492	N 89°02′17.04″ E			
	P.I. 670+81.45	6976390.8288	2509521.0372	1°46′56.25″ LT	345.60	172.81	11110.00
	P.T. 672+54.24	6976399.1026	2509693.6515	N 87°15′20.80″ E			
℄ W-GP3 (DESIGN SPEED: 60 MPH)							
W-GP3-01	P.C. 665+37.52	6976393.6957	2508976.9914	N 89°02′17.04″ E			
	P.I. 668+54.36	6976399.0149	2509293.7910	3°16′12.26″ LT	633.52	316.84	11100.00
	P.T. 671+71.03	6976422.3965	2509609.7713	N 85°46′04.78″ E			
W-GP3-02	P.C. 674+73.57	6976444.7224	2509911.4847	N 85°46′04.78″ E			
	P.I. 676+56.54	6976458.2244	2510093.9515	1°53′19.27″ RT	365.90	182.97	11100.00
	P.T. 678+39.47	6976465.7054	2510276.7642	N 87°39′24.05″ E			
℄ ML-W-RP-EX (DESIGN SPEED: 60 MPH)							
ML-W-RP-EX-01	P.C. 10+00.00	6976387.9276	2509348.2492	N 89°02′17.04″ E			
	P.I. 11+72.81	6976390.8288	2509521.0372	1°46′56.25″ LT	345.60	172.81	11110.00
	P.T. 13+45.60	6976399.1026	2509693.6515	N 87°15′20.80″ E			
ML-W-RP-EX-02	P.C. 19+79.19	6976429.4373	2510326.5169	N 87°15′20.80″ E			
	P.I. 20+18.06	6976431.2983	2510365.3413	0°24′03.25″ RT	77.74	38.87	11110.00
	P.T. 20+56.93	6976432.8875	2510404.1778	N 87°39′24.05″ E			
℄ W-FR3 (DESIGN SPEED: 40 MPH)							
W-FR3-01	P.C. 10+00.00	6976372.8613	2506656.7779	N 85°30′17.57″ E			
	P.I. 10+76.29	6976378.8443	2506732.8341	4°22′08.56″ RT	152.51	76.29	2000.00
	P.T. 11+52.51	6976379.0158	2506809.1251	N 89°52′16.12″ E			
W-FR3-02	P.C. 12+42.11	6976379.2174	2506898.7288	N 89°52′16.12″ E			
	P.I. 13+35.33	6976379.4270	2506991.9440	13°17′31.92″ LT	185.60	93.22	800.00
	P.R.C. 14+27.71	6976401.0628	2507082.6139	N 76°34′44.21″ E			
W-FR3-03	P.R.C. 14+27.71	6976401.0628	2507082.6139	N 76°34′44.21″ E			
	P.I. 15+30.63	6976424.9528	2507182.7306	9°48′17.50″ RT	205.35	102.93	1200.00
	P.T. 16+33.06	6976431.4448	2507285.4532	N 86°23′01.70″ E			
W-FR3-04	P.C. 22+46.38	6976470.1283	2507897.5507	N 86°23′01.70″ E			
	P.I. 23+13.08	6976474.3351	2507964.1149	0°57′19.23″ RT	133.39	66.70	8000.00
	P.T. 23+79.77	6976477.4314	2508030.7401	N 87°20′20.94″ E			
℄ W-FR4 (DESIGN SPEED: 40 MPH)							
W-FR4-01	P.C. 11+71.10	6976509.6279	2508465.0357	N 87°20′20.94″ E			
	P.I. 12+52.99	6976513.4296	2508546.8401	2°20′44.61″ RT	163.76	81.89	4000.00
	P.R.C. 13+34.86	6976513.8800	2508628.7316	N 89°41′05.55″ E			
W-FR4-02	P.R.C. 13+34.86	6976513.8800	2508628.7316	N 89°41′05.55″ E			
	P.I. 14+36.85	6976514.4409	2508730.7145	3°53′38.47″ LT	203.89	101.98	3000.00
	P.T. 15+38.75	6976521.9263	2508832.4239	N 85°47′27.08″ E			
W-FR4-03	P.C. 16+10.49	6976527.1914	2508903.9637	N 85°47′27.08″ E			
	P.I. 17+06.09	6976534.2083	2508999.3074	3°39′01.71″ RT	191.14	95.60	3000.00
	P.R.C. 18+01.63	6976535.1404	2509094.9043	N 89°26′28.79″ E			
W-FR4-04	P.R.C. 18+01.63	6976535.1404	2509094.9043	N 89°26′28.79″ E			
	P.I. 18+89.66	6976535.9988	2509182.9326	3°21′41.86″ LT	176.01	88.03	3000.00
	P.T. 19+77.64	6976542.0175	2509270.7591	N 86°04′46.93″ E			
W-FR4-05	P.C. 23+21.00	6976565.4925	2509613.3147	N 86°04′46.93″ E			
	P.I. 25+17.17	6976578.9042	2509809.0231	5°36′55.02″ RT	392.02	196.17	4000.00
	P.R.C. 27+13.02	6976573.1018	2510005.1047	S 88°18′18.05″ E			
W-FR4-06	P.R.C. 27+13.02	6976573.1018	2510005.1047	S 88°18′18.05″ E			
	P.I. 28+89.30	6976567.8877	2510181.3049	4°02′17.91″ LT	352.41	176.28	5000.00
	P.T. 30+65.43	6976575.0952	2510357.4349	N 87°39′24.04″ E			
℄ W-RP-EN-BA (DESIGN SPEED: 40 MPH)							
W-RP-EN-BA-01	P.C. 12+82.81	6976178.8333	2503774.4295	N 75°31′21.61″ E			
	P.I. 14+02.40	6976208.7304	2503890.2221	10°30′43.05″ RT	238.51	119.59	1300.00
	P.T. 15+21.32	6976217.0005	2504009.5258	N 86°02′04.66″ E			
W-RP-EN-BA-02	P.C. 16+29.20	6976224.4610	2504117.1500	N 86°02′04.66″ E			
	P.I. 17+95.99	6976235.9948	2504283.5368	36°53′40.36″ LT	321.97	166.79	500.00
	P.T. 19+51.17	6976345.1083	2504409.6791	N 49°08′24.30″ E			
℄ W-RP-EN-GD (DESIGN SPEED: 40 MPH)							
W-RP-EN-GD-01	P.C. 10+00.00	6976250.8501	2505313.9960	N 87°08′48.6279″ E			
	P.I. 11+50.06	6976258.3197	2505463.8724	4°31′22.3792″ LT	299.97	150.06	3800.00
	P.R.C. 12+99.97	6976277.5848	2505612.6931	N 82°37′26.2487″ E			
W-RP-EN-GD-02	P.R.C. 12+99.97	6976277.5848	2505612.6931	N 82°37′26.2487″ E			
	P.I. 14+11.73	6976291.9322	2505723.5246	2°24′57.3530″ RT	223.48	111.76	5300.00
	P.T. 15+23.45	6976301.5949	2505834.8625	N 85°02′23.6017″ E			
W-RP-EN-GD-03	P.C. 23+32.31	6976371.5312	2506640.6986	N 85°02′23.6017″ E			
	P.I. 23+66.32	6976374.4715	2506674.5788	1°56′53.8853″ RT	68.01	34.01	2000.00
	P.T. 24+00.32	6976376.2584	2506708.5394	N 86°59′17.4870″ E			
℄ W-RP-EX-BA (DESIGN SPEED: 40 MPH)							
W-RP-EX-BA-01	P.C. 10+00.00	6976307.3534	2504559.7842	S 18°49′07.25″ E			
	P.I. 10+53.00	6976257.1911	2504576.8791	73°28′34.48″ LT	91.05	53.00	71.00
	P.T. 10+91.05	6976259.3132	2504629.8319	N 87°42′18.27″ E			
W-RP-EX-BA-02	P.C. 18+34.44	6976289.0807	2505372.6204	N 87°42′18.27″ E			
	P.I. 18+78.43	6976290.8425	2505416.5824	3°21′36.67″ LT	87.97	44.00	1500.00
	P.T. 19+22.40	6976295.1780	2505460.3656	N 84°20′41.61″ E			
W-RP-EX-BA-03	P.C. 25+73.56	6976359.3432	2506108.3546	N 84°20′41.61″ E			
	P.I. 27+52.76	6976377.0011	2506286.6774	8°54′35.73″ RT	357.67	179.19	2300.00
	P.T. 29+31.23	6976366.8270	2506465.5832	S 86°44′42.67″ E			
W-RP-EX-BA-04	P.C. 30+33.97	6976360.9937	2506568.1592	S 86°44′42.67″ E			
	P.I. 32+82.03	6976346.9097	2506815.8187	7°28′11.31″ LT	495.42	248.06	3800.00
	P.T. 35+29.39	6976365.1419	2507063.2075	N 85°47′06.02″ E			
℄ W-RP-EX-BM (DESIGN SPEED: 40 MPH)							
W-RP-EX-BM-01	P.C. 12+97.89	6976491.0093	2508960.8055	S 89°49′28.10″ E			
	P.I. 14+45.75	6976490.5563	2509108.6618	4°27′23.33″ LT	295.56	147.86	3800.00
	P.T. 15+93.45	6976501.5934	2509256.1063	N 85°43′08.57″ E			
W-RP-EX-BM-02	P.C. 18+57.60	6976521.3109	2509519.5116	N 85°43′08.57″ E			
	P.I. 21+58.85	6976543.7986	2509819.9246	6°30′23.09″ RT	601.86	301.25	5300.00
	P.R.C. 24+59.45	6976532.1004	2510120.9508	S 87°46′28.33″ E			
W-RP-EX-BM-03	P.R.C. 24+59.45	6976532.1004	2510120.9508	S 87°46′28.33″ E			
	P.I. 26+19.02	6976525.9042	2510280.3956	4°34′07.62″ LT	318.96	159.57	4000.00
	P.T. 27+78.42	6976532.4284	2510439.8273	N 87°39′24.05″ E			
℄ X-ASH (DESIGN SPEED: 30 MPH)							
X-ASH-01	P.C. 10+00.00	6976007.3973	2503094.7941	N 79°39′10.02″ E			
	P.I. 11+05.29	6976026.3096	2503198.3764	35°05′38.19″ LT	203.96	105.29	333.00
	P.T. 12+03.96	6976101.3353	2503272.2555	N 44°33′31.83″ E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ X-BA (DESIGN SPEED: 30 MPH) (MAJOR COLLECTOR)							
X-BA-01	P.C. 11+64.57	6976478.5566	2504358.1512	S 45°19′21.04″ E			
	P.I. 12+40.52	6976425.1532	2504412.1592	24°29′15.03″ RT	149.59	75.95	350.00
	P.T. 13+14.16	6976354.1674	2504439.1738	S 20°50′06.01″ E			
X-BA-02	P.C. 13+14.16	6976354.1674	2504439.1738	S 20°50′06.01″ E			
	P.I. 14+57.86	6976219.8601	2504490.2863	44°38′40.29″ LT	272.72	143.70	350.00
	P.T. 15+86.87	6976160.2201	2504766.2868	S 65°28′46.29″ E			
X-BA-03	P.C. 15+95.83	6976156.5020	2504629.1814	S 65°28′46.29″ E			
	P.I. 17+03.24	6976111.9257	2504726.9026	20°17′54.34″ RT	212.56	107.41	600.00
	P.T. 18+08.40	6976036.2171	2504803.0913	S 45°10′51.95″ E			
℄ X-BM (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975970.1894	2508310.1238	BEARING	LENGTH		
	P.O.E. 17+35.32	6976705.5112	2508308.0394	N 0°09′44.70″ W	735.32		
℄ X-BNK (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975970.8801	2502343.4950	BEARING	LENGTH		
	P.O.E. 19+13.81	6975327.5876	2502992.5168	S 45°15′14.43″ E	913.81		
℄ X-CW (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976174.5012	2502926.5705	BEARING	LENGTH		
	P.O.E. 18+00.00	6975612.5925	2503492.2445	S 45°11′28.77″ E	800.00		
℄ X-DO (DESIGN SPEED: 30 MPH) (MINOR ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975987.4635	2510450.0538	BEARING	LENGTH		
	P.O.E. 19+00.00	6976887.2998	2510432.8835	N 1°05′35.38″ W	900.00		
℄ X-FI (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976305.6623	2503645.6570	BEARING	LENGTH		
	P.O.E. 18+70.00	6975694.1116	2504264.4508	S 45°20′14.28″ E	870.00		
℄ X-GA (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976134.5525	2503818.7936	BEARING	LENGTH		
	P.O.E. 12+78.90	6976332.5106	2504015.2593	N 44°46′59.57″ E	278.90		
℄ X-GD (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975765.2973	2506118.7529	BEARING	LENGTH		
	P.O.E. 21+51.31	6976620.4881	2506889.5799	N 42°01′47.80″ E	1151.31		
℄ X-GUR (DESIGN SPEED: 30 MPH)							
X-GUR-01	P.C. 15+06.57	6976166.2623	2505387.4432	N 44°36′57.35″ E			
	P.I. 15+31.23	6976183.8147	2505404.7619	7°03′18.45″ RT	49.25	24.66	400.00
	P.R.C. 15+55.83	6976199.1071	2505424.1054	N 51°40′15.80″ E			
X-GUR-02	P.R.C. 15+55.83	6976199.1071	2505424.1054	N 51°40′15.80″ E			
	P.I. 16+54.83	6976260.5101	2505501.7743	14°06′36.90″ LT	197.02	99.01	800.00
	P.R.C. 17+52.84	6976338.9953	2505562.1305	N 37°33′38.89″ E			
X-GUR-03	P.R.C. 17+52.84	6976338.9953	2505562.1305	N 37°33′38.89″ E			
	P.I. 17+77.50	6976358.5420	2505577.1622	7°03′18.45″ RT	49.25	24.66	400.00
	P.T. 18+02.10	6976376.0944	2505594.4810	N 44°36′57.35″ E			
℄ X-LS (DESIGN SPEED: 30 MPH)							
X-LS-01	P.C. 14+83.64	6975795.6273	2503996.0440	N 44°37′24.84″ E			
	P.I. 14+92.65	6975802.0378	2504002.3707	2°34′47.29″ RT	18.01	9.01	400.00
	P.R.C. 15+01.65	6975808.1569	2504008.9796	N 47°12′12.13″ E			
X-LS-02	P.R.C. 15+01.65	6975808.1569	2504008.9796	N 47°12′12.13″ E			
	P.I. 15+11.26	6975814.6833	2504016.0283	2°45′05.12″ LT	19.21	9.61	400.00
	P.T. 15+20.86	6975821.5405	2504022.7555	N 44°27′07.01″ E			
X-LS-03	P.C. 23+12.46	6976386.6138	2504577.1206	N 44°27′07.01″ E			
	P.I. 23+24.97	6976395.5449	2504585.8826	3°34′59.19″ RT	25.01	12.51	400.00
	P.R.C. 23+37.47	6976403.9111	2504595.1855	N 48°02′06.19″ E			
X-LS-04	P.R.C. 23+37.47	6976403.9111	2504595.1855	N 48°02′06.19″ E			
	P.I. 23+49.98	6976412.2772	2504604.4885	3°34′59.16″ LT	25.01	12.51	400.00
	P.T. 23+62.49	6976421.2083	2504613.2504	N 44°27′07.04″ E			
℄ X-WS (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975848.8225	2507661.0993	BEARING	LENGTH		
	P.O.E. 19+00.00	6976748.7947	2507654.0266	N 0°27′00.97″ W	900.00		


SUPERELEVATION SIGN CONVENTION

SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	616+76.00	-4.4	618+72.00	-2.5
W-GP2	615+78.00	-4.4	622+86.00	2.5
ML-EB-WB	599+15.00	-3.4	599+56.00	-4.4
	617+00.00	-4.4	617+77.00	-2.5
E-RP-EX-GD	16+05.88	-2.5	16+18.00	-2.0
E-RP-EN-GD	12+40.00	-2.0	12+52.00	-2.5
E-RP-EX-DO	19+64.00	-2.5	19+75.00	-2.0
E-RP-EN-DO	15+68.00	2.0	17+55.00	-2.0
	21+55.00	-2.0	21+70.60	-1.4
W-RP-EN-BA	14+94.00	-4.4	17+00.00	6.0
	17+97.00	6.0	18+77.00	2.0
W-RP-EX-BA	12+23.00	2.0	13+19.00	-2.0
	15+62.00	-2.0	16+58.00	2.0
	17+52.00	2.0	18+00.00	4.0
	19+16.00	4.0	19+64.00	2.0
	24+81.00	2.0	26+02.00	-3.0
	29+04.00	-3.0	30+37.00	2.5
W-RP-EN-GD	14+12.12	2.5	14+25.00	2.0
W-RP-EX-BM	21+64.00	2.0	21+76.00	2.5

PROPERTY OWNERS

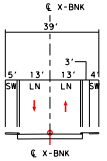
MAP ID	OWNER	PROPERTY ADDRESS
771	GAROZ JULIO &	4536 BIRCH ST
774	PERALTA JOSE ISAEL &	4540 BIRCH ST
778	BCI HOMES LLC	509 BANK ST
783	FAZ RUBEN	4541 E R L THORNTON FWY
802	FAZ RUBEN	504 BANK ST
804	GUERRERO ROBERTO	504 BANK ST
809	FAZ RUBEN	4606 TERRY ST
813	GUERRERO ROBERTO	508 BANK ST
819	GILLILAND EDITH F	4612 TERRY ST
825	MORA DOMINGA	4613 E R L THORNTON FWY
830	COLLAZO ADELA &	4528 ASH LN
833	TOLAN FINDING INC	4615 E R L THORNTON FWY
835	CISNEROS ARMANDO M	4532 ASH LN
839	MY HOUSE OF PRAYER	4536 ASH LN
843	ROBLEDO GENARO & BLANCA	4540 ASH LN
844	TOLAN FINDING INC	4619 E R L THORNTON FWY
854	SEGURA VICENTE P &	4601 GARLAND AVE
855	CARRILLO JESUS & JULIA	4800 TERRY ST
859	SEGURA PABLO & PATRICIA	4607 GARLAND AVE
862	GILMORE RALPH CURTIS	4609 GARLAND AVE
867	GUZMAN VICENTE MAYA &	4611 GARLAND AVE
872	ORTIZ ANNA	4803 ASH LN
873	CASTANEDA JOSE A	4617 GARLAND AVE
879	HILL HOLLIS LIFE ESTATE	4701 GARLAND AVE
884	ORTIZ ANA	4807 ASH LN
886	BUSSELL MIKE	4809 ASH LN
887	CARDOSO JOSE G	4705 GARLAND AVE
891	CORONADO EMMA M	4815 ASH LN
893	REYES UBERTINO ESTATE OF	4711 GARLAND AVE
896	CAPETILLO ANGELA	4817 ASH LN
898	HARRIS JAMAAL	4715 GARLAND AVE
901	BAHR REBECCA	4821 ASH LN
905	STEINER STEPHEN P	4717 GARLAND AVE
906	GUERRERO ROBERTO	4825 ASH LN
921	BROOKS CARRIE LEE	4716 GARLAND AVE
922	MOSER W JAKE JR	4826 ASH LN
930	BAHR REBECCA &	4830 ASH LN
932	FLORES ADRIAN G	4802 GARLAND AVE
933	IZAGUIRRE ALFREDO	4834 ASH LN
938	OBRIST CAROLYN	603 S FITZHUGH AVE
939	SUFI PROPERTIES	4806 GARLAND AVE
945	LOPEZ IRMA A	607 S FITZHUGH AVE
946	SEGURA ELOY & DAVID	4808 GARLAND AVE
950	SHUMAKER JOHN	611 S FITZHUGH AVE
951	HERNANDEZ ROY M	4814 GARLAND AVE
958	GILMORE RALPH CURTIS	4818 GARLAND AVE
959	CHARCOPA MARGARITA	600 S FITZHUGH AVE
963	CAMPBELL VALLIE	604 S FITZHUGH AVE
965	GILMORE RALPH CURTIS	4822 GARLAND AVE
968	GILMORE RALPH CURTIS	608 S FITZHUGH AVE
975	CORONADO RODRIGO	614 S FITZHUGH AVE
977	CABRERA MARIA	4821 LINDSLEY AVE
981	LAND ETEBARI HOLDINGS LLC	618 S FITZHUGH AVE
983	CABRERA MARIA &	4825 LINDSLEY AVE
986	PEREZ SALVADOR &	620 S FITZHUGH AVE
990	VALDEZ JUAN ANGEL	4829 LINDSLEY AVE
994	LIZARRAGA MARIO A	4915 GARLAND AVE
998	GOMEZ RINGO FRINKA RIVERA	4833 LINDSLEY AVE
999	LOPEZ MARTA	4917 GARLAND AVE
1004	GOMEZ RINGO FRINKA RIVERA	4837 LINDSLEY AVE
1014	BELTRAN MARCELINO	4918 GARLAND AVE
1017	MLM LINDSLEY LLC	4838 LINDSLEY AVE
1019	SAUCEDO AZARELI	4922 GARLAND AVE
1021	WILLIAMS J YRIS &	4842 LINDSLEY AVE
1026	VILLALOBOS VICTOR	4926 GARLAND AVE
1030	RAMOS LEROY	4930 GARLAND AVE
1034	RAMOS LONNY G & YOLANDA	4934 GARLAND AVE
1039	TORRES LEOPOLDO & MARIA	4938 GARLAND AVE
1040	GARLAND JV	4942 GARLAND AVE
1045	BROWN JOHNNY M ESTATE OF	4901 PARRY AVE
1046	LOPEZ MARTHA MARES &	709 S MUNGER BLVD
1049	LE HAI & DUYEN NGUYEN	4937 LINDSLEY AVE
1050	GILMORE RALPH CURTIS	4907 PARRY AVE
1053	GONZALEZ BALTAZAR &	4911 PARRY AVE
1054	NOVELLA INTERNATIONAL LLC	5004 GARLAND AVE
1056	LE HAI PHUOC &	4943 LINDSLEY AVE
1060	MUENNINK 35 HOLMES LLC	4915 PARRY AVE
1063	VAZQUEZ JUAN	4902 PARRY AVE
1067	NUNO LOPEZ LETICIA	4906 PARRY AVE
1069	SINGH HARJINDER &	5007 LINDSLEY AVE
1072	SANDOVAL DANIEL &	4910 PARRY AVE
1073	BARRON MARIA L	5009 LINDSLEY AVE
1076	PERRY RICK &	4912 PARRY AVE
1078	WARD MICHAEL & TERRI	5015 LINDSLEY AVE
1080	PERRY RICKEY &	4916 PARRY AVE
1084	ZAPATA MAURICIO	4922 PARRY AVE
1085	MARES TERESA A	5004 LINDSLEY AVE
1089	CAMPUZANO ANTONIO	4926 PARRY AVE
1092	DEER RESOURCES LP &	5008 LINDSLEY AVE
1094	VALDIVIA MARIANO	4930 PARRY AVE
1098	MARES TERESA	5014 LINDSLEY AVE
1101	GILMORE RALPH CURTIS	4934 PARRY AVE
1109	GILMORE RALPH CURTIS	4938 PARRY AVE
1115	ALVARADO MANUELA	5019 PARRY AVE
1116	CHONG TONY	911 S BARRY AVE
1123	REVELES MARIA JUANA	5101 PARRY AVE
1124	FLOYD HERSHEL III	4939 GURLEY AVE
1129	REVELES BERTA A	5103 PARRY AVE
1133	REVELES MARIA J	5107 PARRY AVE
1136	CHAVEZ HERLINDA R	5111 PARRY AVE
1152	MARTINEZ EDUARDO	5006 GURLEY AVE
1155	HAWKIN DEWEY LLC	5114 PARRY AVE
1157	RODRIGUEZ MARIA VENANCIO & ROBERT DAVID	5010 GURLEY AVE
1160	NUNEZ SILVESTRE L &	5118 PARRY AVE
1162	EAST SIDE SPACE LLC	5014 GURLEY AVE
1167	GUTIERREZ ELIAS JR	5202 PARRY AVE
1169	BALDERAS ADOLFO	5022 GURLEY AVE
1175	BALDERAS FABIAN	5102 E R L THORNTON FWY
1181	RAMIREZ MANUEL EST OF	914 S ST MARY AVE
1182	LOPEZ ALFONSO	5106 E R L THORNTON FWY
1187	LOPEZ ALFONSO	5110 E R L THORNTON FWY
1188	GARCIA BEATRIZ &	5207 GURLEY AVE
1192	GUARDADO RAFAEL & MARIA	5211 GURLEY AVE
1196	PENAGRAPH FRANKLIN	5215 GURLEY AVE
1197	GILMORE RALPH C	5111 PHILIP AVE
1202	RAMIREZ DAVID &	5219 GURLEY AVE
1203	LAKES EDWARD R	5115 PHILIP AVE
1206	GALLEGOS MICAELA	5223 GURLEY AVE
1209	JOBINAN ENTERPRISES INC	5119 PHILIP AVE
1220	GILMORE RALPH C	5118 PHILIP AVE
1227	TAMEX INVESTMENTS INC	5202 PHILIP AVE
1231	TAMEX INVESTMENTS INC	5206 PHILIP AVE
1236	TAMEX INVESTMENTS INC	5210 PHILIP AVE
1242	TAMEX INVESTMENTS INC	5214 PHILIP AVE
1245	TAMEX INVESTMENTS INC	5218 PHILIP AVE
1247	GRAND BANK	5201 E R L THORNTON FWY
1249	TAMEX INVESTMENTS INC	5212 PHILIP AVE
1255	CASTELAN JOSE MANUEL &	5219 EAST GRAND AVE
1257	CASTELAN JOSE MANUEL &	5225 EAST GRAND AVE
1258	NEIGHBORS UNITED FOR QUALITY EDUCATION INC	1011 FAIRVIEW AVE
1261	ASLAM REAL ESTATE LLC	5336 E R L THORNTON FWY
1269	ARCHLAND PROPERTY II LP	5337 EAST GRAND AVE
1271	SOUTHDALE APARTMENT	5244 EAST GRAND AVE
1273	KARBUN PARTNERS LLC	5404 PHILIP AVE
1280	BENITEZ JOSE & MARIA DOLRES	5401 EAST GRAND AVE
1282	GARZA JUAN MANUEL GARZA	5230 E R L THORNTON FWY
1287	SPEARS JERRY A	1302 S HENDERSON AVE
1288	JSDN REAL ESTATE LTD	5400 EAST GRAND AVE
1292	JSDN REAL ESTATE LTD	5408 EAST GRAND AVE
1294	ESPINOZA SONIA J	5410 E R L THORNTON FWY
1299	ESPINOZA SONIA J	1305 FAIRVIEW AVE
1301	CITY WAREHOUSE LP	5200 EAST GRAND AVE
1305	CASTANEDA MARIBEL &	1307 FAIRVIEW AVE
1308	SANCHEZ PEDRO &	1315 FAIRVIEW AVE
1309	RSR HOLDINGS LLC &	5417 E R L THORNTON FWY
1319	FINANCIAL OPERATING INC	5421 E R L THORNTON FWY
1322	OLDFIELD SARAH ELLIOTT	1320 FAIRVIEW AVE
1324	OLDFIELD SARAH ELLIOTT	1324 FAIRVIEW AVE
1328	RIDGLEA COMPLEX MGMT INC	5502 E R L THORNTON FWY
1333	RIDGLEA COMPLEX MGMT INC	5506 E R L THORNTON FWY
1336	FINANCIAL OPERATING INC	5421 E R L THORNTON FWY
1344	MODERN PYRAMIDS INC	5526 E R L THORNTON FWY
1348	5527 THORNTON LLC	5527 E R L THORNTON FWY
1357	M&V PROPERTIES LLC	5606 E R L THORNTON FWY
1360	WINSLOW EQUITIES INC	5607 E R L THORNTON FWY
1374	GANJI ALI SHAUN	5629 E R L THORNTON FWY
1375	LY & LY INVESTMENT LP	5626 E R L THORNTON FWY
1382	GANJU SHAUN	5635 E R L THORNTON FWY
1387	GANJI ALI SHAUN	2834 SAMUELL BLVD
1388	ST LUKE COMM METHODIST CH	5351 BEEMAN AVE
1400	SOCIETY SERVICES LLC	5430 BEEMAN AVE
1401	SOCIETY SERVICES LLC	5430 BEEMAN AVE
1405	ST LUKE COMMUNITY UNITED	5710 E R L THORNTON FWY
1408	CHARLES STREET RETIREMENT FUND LLC	5433 ST CHARLES AVE
1409	CHARLES STREET RETIREMENT FUND LLC	5423 ST CHARLES AVE
1416	GUERRERO JOSE A & MARIA E	3001 CULVER ST
1420	2SB ENTERPRISES LLC	5418 ST CHARLES AVE
1423	GRIGGS DAVID D	3007 CULVER ST
1426	JUAREZ CARLOS GALINDO &	3011 CULVER ST
1429	DURAN DELIA	3015 CULVER ST
1432	GARCIA LOYDA B	5819 E R L THORNTON FWY
1435	MATA EDGAR W	3019 CULVER ST
1438	CANCHOLA MAURICIO	3023 CULVER ST
1441	MANKIN ROGER	3103 CULVER ST
1444	GUERRERO PEDRO JR	3107 CULVER ST
1446	GOMEZ JOSE	5426 SIBLEY AVE
1447	MATA RENE RAMOS	5416 SIBLEY AVE
1449	TAYLOR DAISY	3111 CULVER ST
1453	FRANKLIN THOMAS H	3115 CULVER ST
1458	URIBE JAVIER H & MARIA C	3119 CULVER ST
1461	FUENTES ABNER	3123 CULVER ST
1462	MONAGHEN DON	5423 OWENWOOD AVE
1463	MONAGHEN DONALD	5419 OWENWOOD AVE
1465	LUNA RITA & ANTONIO	3127 CULVER ST
1469	GANJI ALI SHAUN	3203 MERRIFIELD AVE
1470	PENA PARDO MICAELA	3203 CULVER ST
1472	RUIZ EDWARD	3207 CULVER ST
1473	GANJI ALI SHAUN	3207 MERRIFIELD AVE
1475	BARTOS LORLEE C	3211 CULVER ST
1478	GANJI ALI SHAUN	3215 MERRIFIELD AVE
1480	DELGADO FELIX	3215 CULVER ST
1483	ESPARZA ABEL SALVADOR MEDINA	3219 CULVER ST
1486	UNIC AUTOMOTIVE & CYCLE	3219 MERRIFIELD AVE
1488	RESCOM INVESTMENT GROUP LLC	3223 CULVER ST
1491	UNIC AUTOMOTIVE & CYCLE	3223 MERRIFIELD AVE
1492	BARRIENTOS JUAN D & NEREYDA S	3227 CULVER ST
1496	BLACKMORE DEBRA S MCCORMICK &	3231 MERRIFIELD AVE
1497	BARRIENTOS NORMA S	3231 CULVER ST
1500	BALDERAS RICARDO &	3235 CULVER ST
1504	ZIESK ARTHUR N	3235 MERRIFIELD AVE
1505	APARICIO BEATRIZ &	3237 CULVER ST
1509	MAGDALENO IVETTE HERNANDEZ &	3243 CULVER ST
1513	HENDERSON JOYCE A HUNT	3247 CULVER ST
1517	CUMMINGS GLORIA J	3251 CULVER ST
1520	MEER INC	3243 MERRIFIELD AVE
1523	RODRIGUEZ NORA C &	3255 CULVER ST
1528	RODRIGUEZ EDUARDO V	3301 CULVER ST
1530	QUON LAWRENCE J REV TRUST	3307 CULVER ST
1533	JAQUEZ JORGE LUIS	3315 MERRIFIELD AVE
1534	MONRIAL SAM EST OF	3311 CULVER ST
1537	LONGHENG INC	3324 SAMUELL BLVD
1538	TWIEHAUS MICHAEL A & MARIE D	5405 DOLPHIN RD
1539	WALKER PRECIOUS LEE	3315 CULVER ST
1542	TORRES FRANCISCO & MIREYA	3403 CULVER ST
1545	RSKHIEV LIQUOR LLC	3400 SAMUELL BLVD
1546	ROCK & DOLPHIN LLC	6301 E R L THORNTON FWY
1547	TORRES FRANCISCO F &	3409 CULVER ST
1550	TORRES VANESSA &	3413 CULVER ST
1553	BUCIO ROBERTO & CLAUDIA	3419 CULVER ST
1554	FILTHY RICH INC	3421 MERRIFIELD AVE
1557	BUCIO ROBERTO P	3423 CULVER ST
1561	GAMEZ ALMA L	3429 CULVER ST
1564	GAMEZ ALMA L	3433 CULVER ST
1567	REGIO HOLDINGS LLC	3425 MERRIFIELD AVE
1568	HERNANDEZ JESUS &	3439 CULVER ST

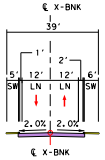
RETAINING WALLS

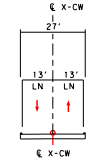
Point	Alignment	Wall Begin	Wall End
RW-102	E-GP2	595+90, 98′ RT	601+67, 98′ RT
RW-103	E-GP2	602+23, 95′ RT	607+69, 84′ RT
RW-104	E-GP2	608+29, 83′ RT	614+99, 83′ RT
RW-105	E-GP2	615+72, 85′ RT	616+54, 85′ RT
RW-106	E-GP2	617+34, 84′ RT	623+10, 84.5′ RT
RW-107	E-GP2	624+53, 84.5′ RT	627+37, 83′ RT
RW-107A	E-GP3	628+17, 84.5′ RT	637+85, 118′ RT
RW-108	E-GP2	637+49, 10′ LT	640+47, 10′ LT
RW-109	E-GP2	652+50, 84.5′ RT	658+26, 84.5′ RT
RW-110	E-GP2	658+80, 85′ RT	669+67, 108′ RT
RW-111	E-GP2	668+40, 71′ RT	679+48, 73′ RT
RW-112	E-GP2	680+29, 73′ RT	688+48, 71′ RT
RW-201	W-GP2	595+29, 105′ LT	600+77, 96.5′ LT
RW-202	W-GP2	601+30, 97′ LT	606+42, 96′ LT
RW-203	W-GP2	607+24, 97′ LT	613+05, 101.5′ LT
RW-204	ML-EB-WB	610+64, 34′ LT	614+51, 34′ LT
RW-205	W-GP2	615+29, 82′ LT	618+91, 83′ LT
RW-206	W-GP2	622+46, 83′ LT	632+92, 98′ LT
RW-207	W-GP2	642+95, 93′ LT	651+71, 89′ LT
RW-208	W-GP2	652+71, 89′ LT	658+32, 84′ LT
RW-209	W-GP2	659+10, 84.5′ LT	670+93, 94.5′ LT
RW-210	ML-W-RP-EX	22+58, 20′ LT	33+53, 20′ LT
RW-323	E-RP-EX-GD	18+50, 24.5′ LT	24+12, 39.5′ LT
RW-324	E-FR3	13+14, 17.5′ RT	14+26, 17.5′ RT
RW-325	E-RP-EN-GD	11+25.50, 22.5′ LT	16+97, 18′ LT
RW-326	E-FR3	14+54, 26′ LT	22+59, 27.5′ LT
RW-327	E-FR3	33+95, 5′ RT	50+37, 5′ RT
RW-327A	E-FR3	46+95, 18′ RT	50+55, 18′ RT
RW-328	E-RP-EX-LV	10+95, 4′ RT	20+50, 6′ RT
RW-428	W-RP-EN-BA	14+55, 8′ LT	18+60, 6′ LT
RW-429	W-RP-EX-BA	13+00, 7′ LT	19+64, 7′ LT
RW-429A	W-RP-EX-BA	20+38, 7′ LT	30+85, 9.5′ LT
RW-430	W-RP-EN-GD	14+19, 8′ LT	19+24, 8′ LT
RW-431	W-RP-EN-GD	16+41, 18′ RT	19+24, 18′ RT
RW-432	W-FR4	18+28, 28′ RT	30+96, 28′ RT
RW-433	W-RP-EX-DO	10+96, 21.5′ RT	18+00, 18′ RT
RW-434	W-RP-EX-DO	14+00, 18′ LT	26+81, 12′ LT

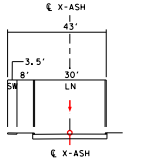
TYPICAL SECTIONS

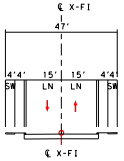
NOT TO SCALE

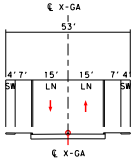

℄ X-BNK
EXISTING BANK ST
STA 11+53.75 TO STA 17+38.00

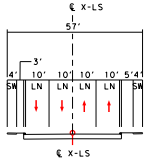

℄ X-BNK
PROPOSED BANK ST
STA 11+53.75 TO STA 13+44.71

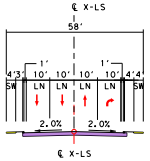

℄ X-CW
EXISTING CALDWELL ST
STA 11+00.00 TO STA 17+00.00

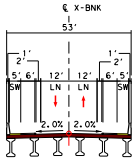

℄ X-ASH
EXISTING ASH LN
STA 10+16.01 TO STA 11+82.42

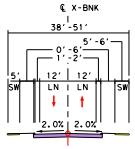

℄ X-FI
EXISTING FITZHUGH AVE
STA 10+20.00 TO STA 17+75.00


℄ X-GA
EXISTING GARLAND AVE
STA 10+36.00 TO STA 12+17.00


℄ X-LS
EXISTING LINDSLEY AVE
STA 15+19.10 TO STA 20+80.31


℄ X-LS
PROPOSED LINDSLEY AVE
STA 15+19.10 TO STA 16+00.00


℄ X-BNK
PROPOSED BANK ST
STA 13+44.71 TO STA 16+26.99
BRIDGE SECTION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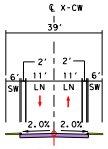
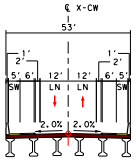
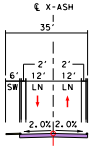
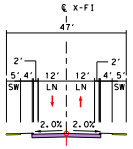
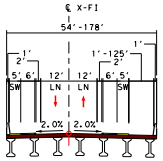
PROPOSED BANK ST
STA 16+26.99 TO STA 17+38.00

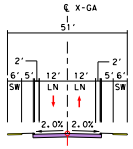

℄ X-CW
PROPOSED CALDWELL ST
STA 11+00.00 TO STA 12+54.59
STA 15+42.54 TO STA 17+00.00

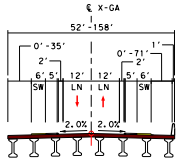

℄ X-CW
PROPOSED CALDWELL ST
STA 12+54.59 TO STA 15+42.54
BRIDGE SECTION

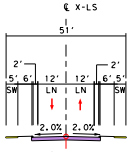

℄ X-ASH
PROPOSED ASH LN
STA 10+16.01 TO STA 11+82.42

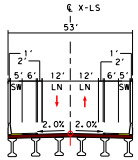

℄ X-FI
PROPOSED FITZHUGH AVE
STA 10+20.00 TO STA 11+60.91
STA 15+10.16 TO STA 17+75.00

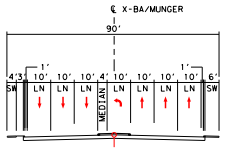

℄ X-FI
PROPOSED FITZHUGH AVE
STA 11+60.91 TO STA 15+10.16
BRIDGE SECTION

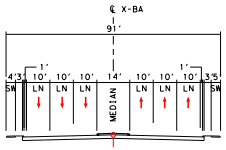

℄ X-GA
PROPOSED GARLAND AVE
STA 11+13.48 TO STA 12+17.00

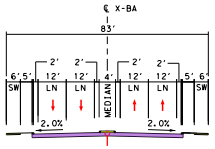

℄ X-GA
PROPOSED GARLAND AVE
STA 10+36.00 TO STA 11+13.48
BRIDGE SECTION

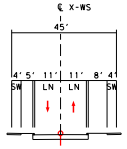

℄ X-LS
PROPOSED LINDSLEY AVE
STA 16+00.00 TO STA 17+10.89
STA 22+56.47 TO STA 23+62.51

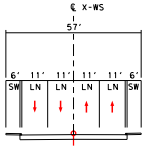

℄ X-LS
PROPOSED LINDSLEY AVE
STA 17+10.89 TO STA 20+80.31
BRIDGE SECTION

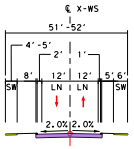

℄ X-BA/MUNGER
EXISTING MUNGER BLVD
STA 11+59.00 TO STA 15+48.49

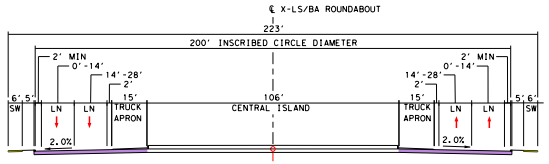

℄ X-BA
EXISTING BARRY AVE
STA 15+48.49 TO STA 21+03.48

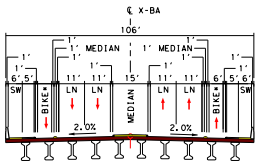

℄ X-BA
PROPOSED MUNGER BLVD
STA 11+58.93 TO STA 12+00.76

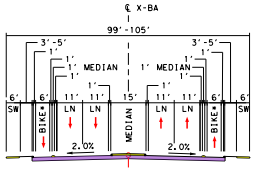

℄ X-WS
EXISTING WINSLOW AVE
STA 12+20.00 TO STA 13+00.00


℄ X-WS
EXISTING WINSLOW AVE
STA 13+00.00 TO STA 17+60.00


℄ X-WS
PROPOSED WINSLOW AVE
STA 12+20.00 TO STA 13+24.72


℄ X-LS/BA ROUNDABOUT
PROPOSED ROUNDABOUT AT LINDSLEY AVE AND MUNGER BLVD
LINDSLEY: STA 20+80.31 TO STA 22+56.47
MUNGER: STA 12+00.76 TO STA 14+69.27


℄ X-BA
PROPOSED BARRY AVE/MUNGER BLVD
STA 14+69.27 TO STA 18+77.39
BRIDGE SECTION
*BIKE LANES BEGIN AFTER ROUNDABOUT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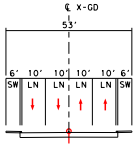
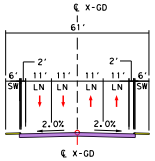
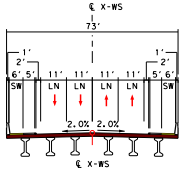
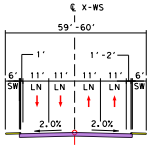
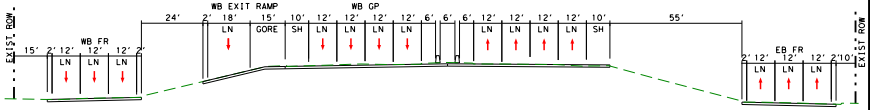
PROPOSED BARRY AVE
STA 18+77.39 TO STA 21+04.00

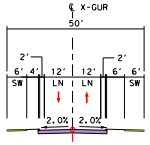

℄ X-GD
EXISTING E.GRAND AVE/SH 78
STA 11+42.97 TO STA 19+52.55

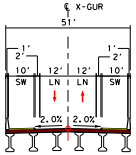

℄ X-GD
PROPOSED E.GRAND AVE
STA 11+42.97 TO STA 14+55.74

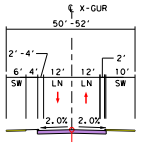

℄ X-WS
PROPOSED WINSLOW AVE
STA 13+24.72 TO STA 15+80.04
BRIDGE SECTION

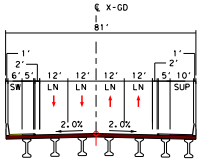

℄ X-WS
PROPOSED WINSLOW AVE
STA 15+80.04 TO STA 17+60.00

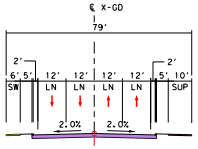

EXISTING I-30 SECTION
E-GP2 STA 636+00


℄ X-GUR
PROPOSED GURLEY ST
STA 11+00.00 TO STA 12+92.23


℄ X-GUR
PROPOSED GURLEY ST
STA 12+92.23 TO STA 17+20.56
BRIDGE SECTION


℄ X-GUR
PROPOSED GURLEY ST
STA 17+20.56 TO STA 18+09.42


℄ X-GD
PROPOSED E.GRAND AVE/SH 78
STA 14+55.74 TO STA 18+14.47
BRIDGE SECTION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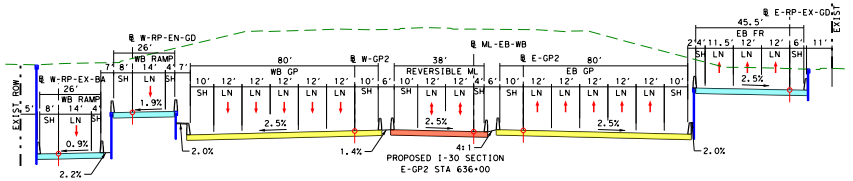
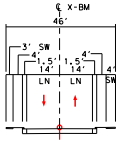
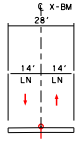
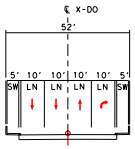
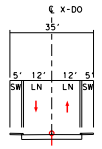
PROPOSED E.GRAND AVE/SH 78
STA 18+14.47 TO STA 19+52.55

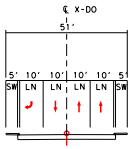

PROPOSED I-30 SECTION
E-GP2 STA 636+00

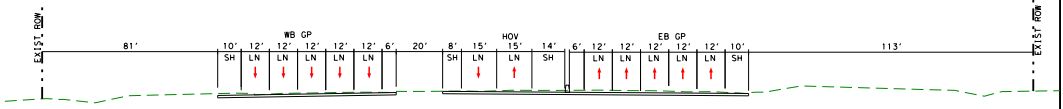

℄ X-BM
EXISTING BEEMAN AVE
STA 11+50.00 TO STA 11+84.89

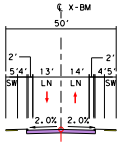

℄ X-BM
EXISTING BEEMAN AVE
STA 15+24.16 TO STA 15+94.51

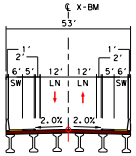

℄ X-DO
EXISTING DOLPHIN RD
STA 10+50.00 TO STA 12+36.09

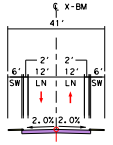

℄ X-DO
EXISTING DOLPHIN RD
(BRIDGE STRUCTURE NOT SHOWN)
STA 12+36.09 TO STA 16+22.64

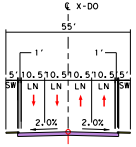

℄ X-DO
EXISTING DOLPHIN RD
STA 16+22.64 TO STA 17+70.00

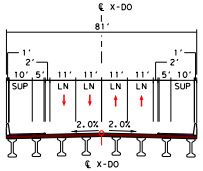

EXISTING I-30 SECTION
E-GP2 STA 668+00

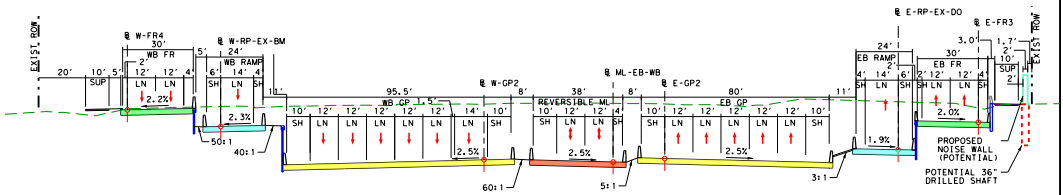

℄ X-BM
PROPOSED BEEMAN AVE
STA 11+50.00 TO STA 12+36.14


℄ X-BM
PROPOSED BEEMAN AVE
STA 12+36.14 TO STA 14+87.32
BRIDGE SECTION


℄ X-BM
PROPOSED BEEMAN AVE
STA 14+87.32 TO STA 15+94.51


℄ X-DO
PROPOSED DOLPHIN RD
STA 10+50.00 TO STA 12+72.55
STA 15+63.21 TO STA 17+70.00


℄ X-DO
PROPOSED DOLPHIN RD
STA 12+72.55 TO STA 15+63.21
BRIDGE SECTION


PROPOSED I-30 SECTION
E-GP2 STA 668+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

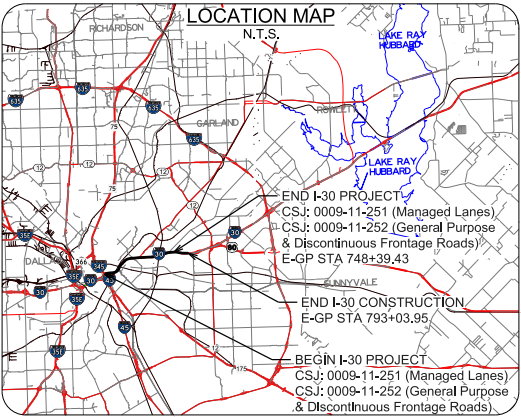
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

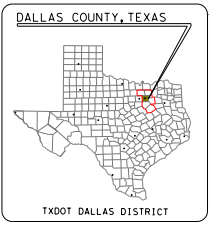
JULY 2023
ROLL 2 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
635
75
GARLAND
ROWLETT
12
LAKE RAY HUBBARD
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
35E
DALLAS
366
345
30
80
45
SUNNYVALE
END I-30 CONSTRUCTION
E-GP STA 793+03.95
175
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

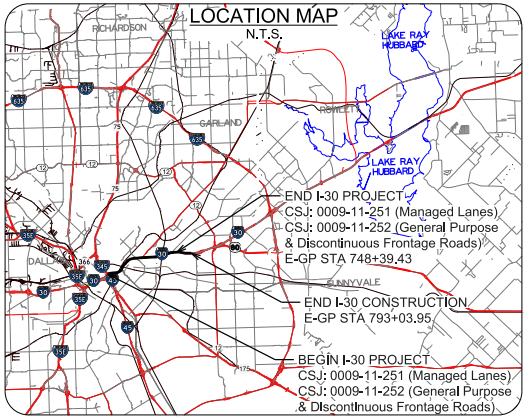
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

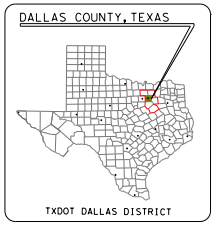
JULY 2023
ROLL 3 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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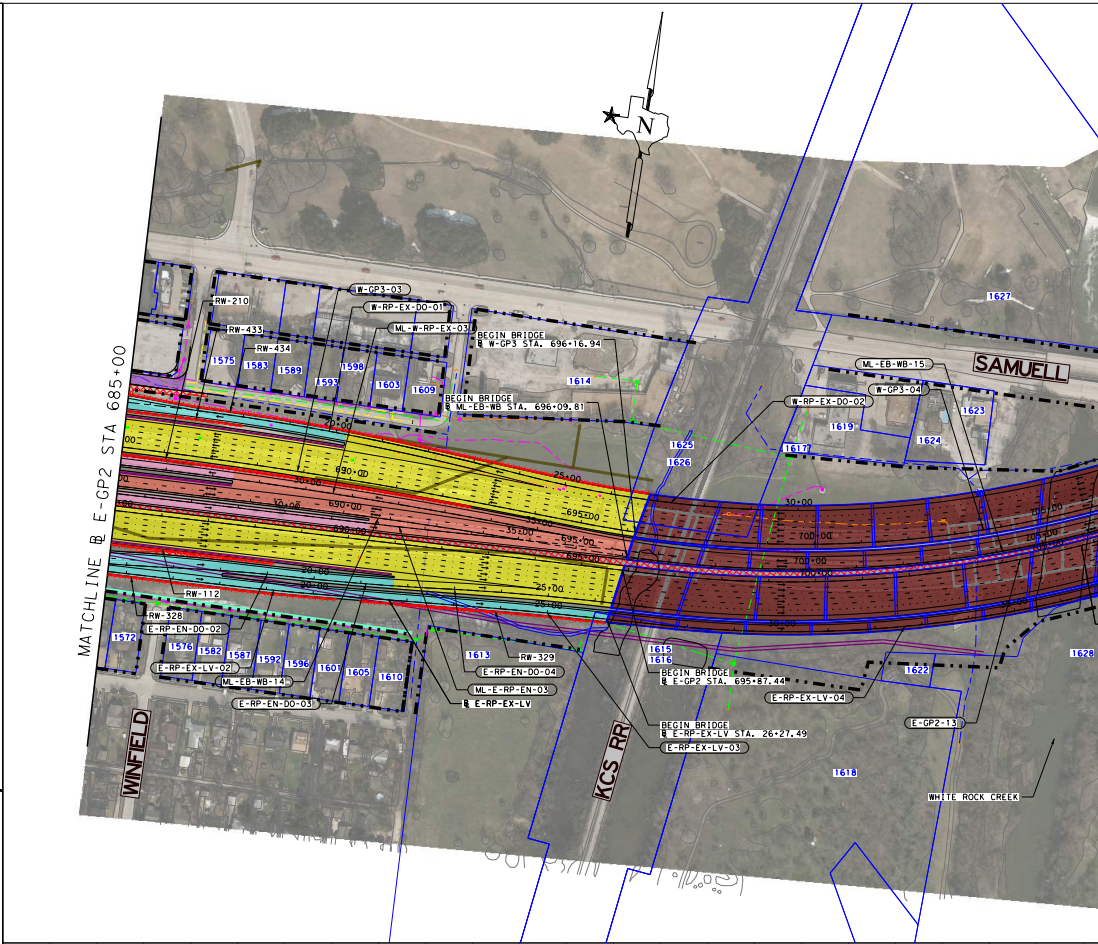
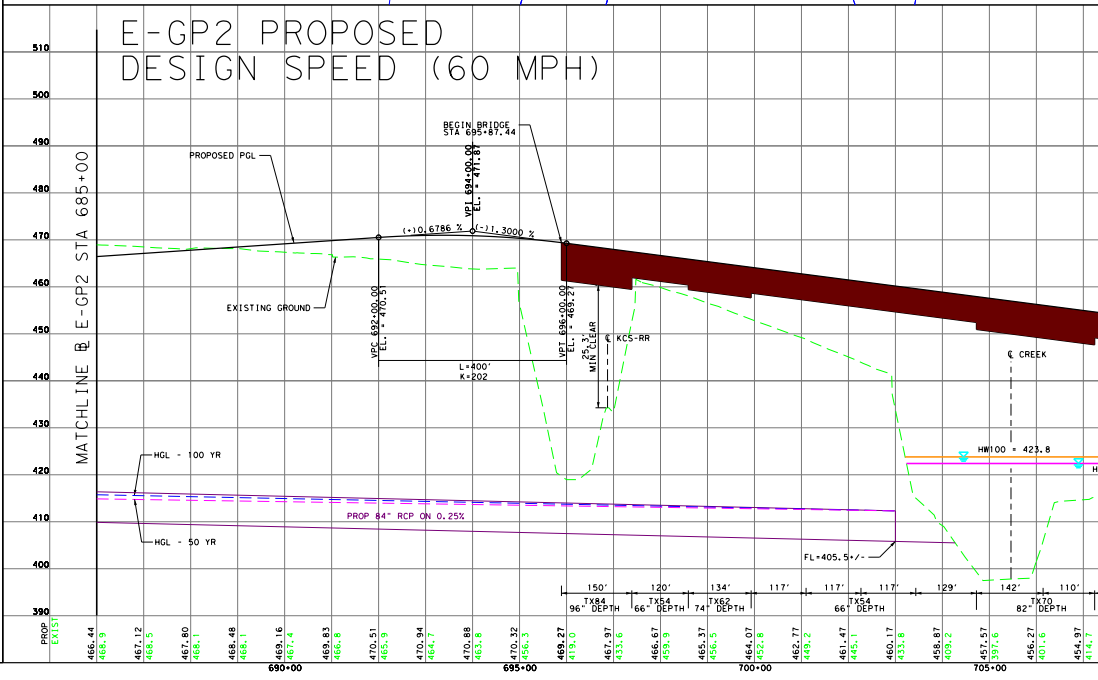
LEGEND:

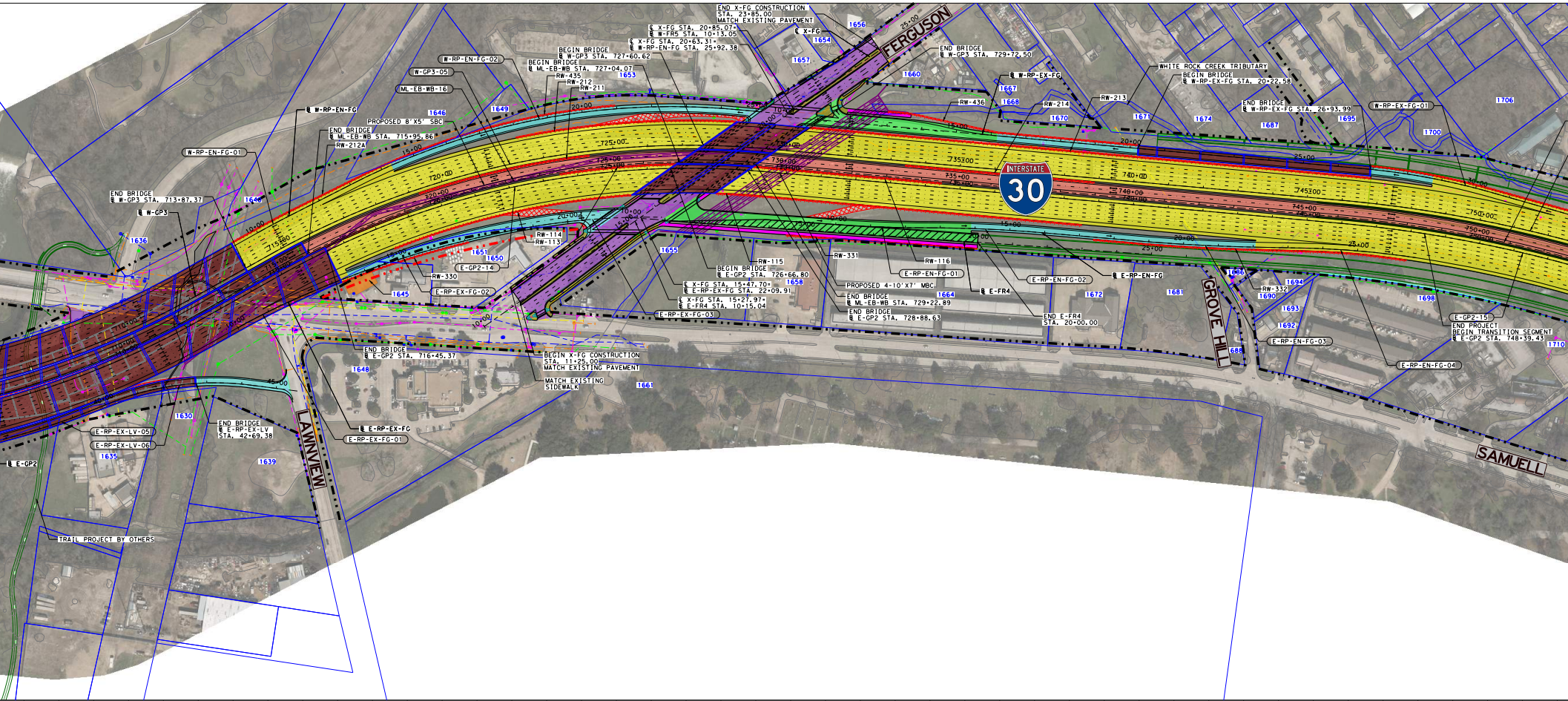
▬ · · ▬	EXISTING ROW (I-30)
▬ · · ▬	EXISTING CITY OF DALLAS ROW
──	EXISTING PROPERTY LIMITS
═══	EXISTING STORM SEWER
──	EXISTING PLANIMETRIC FEATURES
– — OE — –	EXISTING OVERHEAD ELECTRIC LINES
······	EXISTING TELEPHONE / CABLE / FIBER LINE
······	EXISTING WATER LINE
······	EXISTING ELECTRIC LINE
······	EXISTING SANITARY SEWER LINE
······	EXISTING GAS / PETROLEUM LINE
— — —	PROPOSED CENTERLINE/BASELINE
▬ · · ▬	PROPOSED ROW
──┼──	PROPOSED DENIAL OF ACCESS
──	PROPOSED EDGE OF PAVEMENT
▬▬	PROPOSED BRIDGE ABUTMENT
──	PROPOSED BRIDGE BENT
·····	PROPOSED RETAINING WALL
──	PROPOSED NOISE WALL (POTENTIAL)
═ ═	PROPOSED CULVERT / STORM SEWER / SYPHON
▨	PROPOSED DRAINAGE DETENTION/STORAGE AREA
═ ═	PROPOSED PRELIMINARY RAIL MODIFICATION
──	PROPOSED PROJECT BY OTHERS
→	PROPOSED DIRECTION OF TRAVEL
⇨	EXISTING DIRECTION OF TRAVEL
⬜	EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
⬛	EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟧	PROPOSED MANAGED LANES
🟪	PROPOSED MANAGED LANES RAMP
🟦	PROPOSED RAMP/DIRECT CONNECTOR
🟩	PROPOSED ACCESS/FRONTAGE ROAD
🟪	PROPOSED LOCAL CROSS STREET/DRIVEWAY
🟫	PROPOSED SIDEWALK/RAISED MEDIAN
🟪	PROPOSED SHARED USE PATH
🟧	POTENTIAL DISPLACEMENTS
▩	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
⛛	PEDESTRIAN CURB RAMP

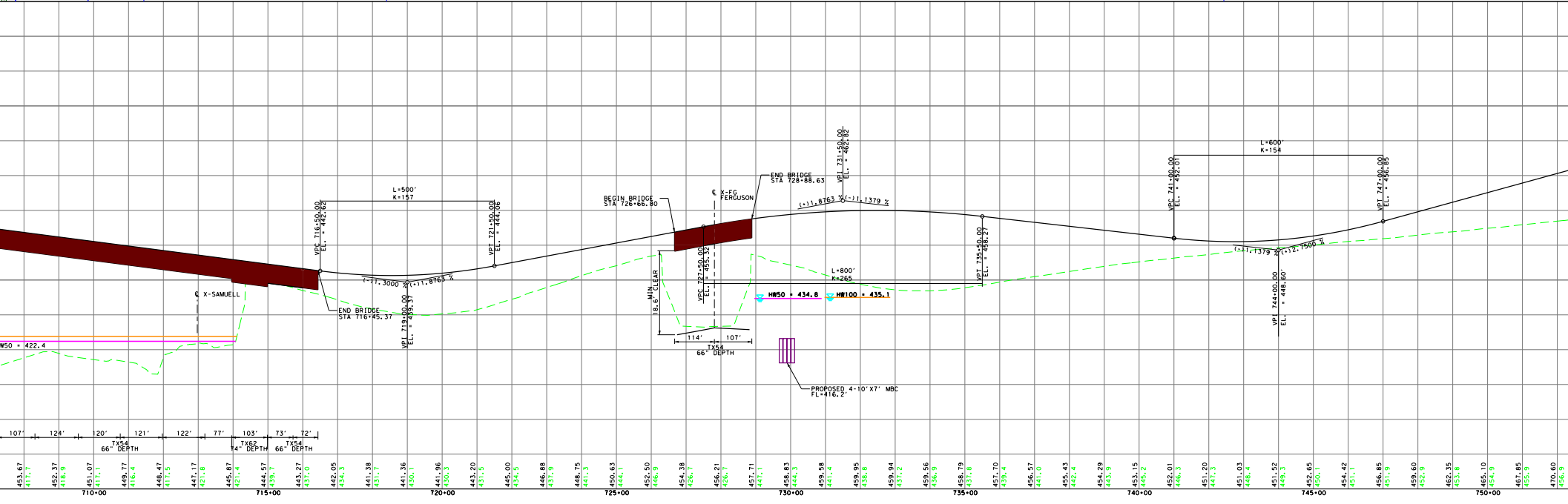
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY,2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


N
MATCHLINE ℄ E-GP2 STA 685+00
SAMUELL
WINFIELD
KCS RR
WHITE ROCK CREEK
BEGIN BRIDGE ℄ W-GP3 STA. 696+16.94
BEGIN BRIDGE ℄ ML-EB-WB STA. 696+09.81
BEGIN BRIDGE ℄ E-GP2 STA. 695+87.44
BEGIN BRIDGE ℄ E-RP-EX-LV STA. 26+27.49
W-GP3-03
W-RP-EX-DO-01
ML-W-RP-EX-03
ML-EB-WB-15
W-GP3-04
W-RP-EX-DO-02
RW-210
RW-433
RW-434
RW-112
RW-328
RW-329
E-RP-EN-DO-02
E-RP-EX-LV-02
ML-EB-WB-14
E-RP-EN-DO-03
E-RP-EN-DO-04
ML-E-RP-EN-03
℄ E-RP-EX-LV
E-RP-EX-LV-04
E-RP-EX-LV-03
E-GP2-13
690+00
695+00
700+00
1575 1583 1589 1593 1598 1603 1609 1614
1572 1576 1582 1587 1592 1596 1601 1605 1610 1613
1615 1616 1617 1618 1619 1622 1623 1624 1625 1626 1627 1628


E-GP2 PROPOSED
DESIGN SPEED (60 MPH)
MATCHLINE ℄ E-GP2 STA 685+00
510
500
490
480
470
460
450
440
430
420
410
400
390
BEGIN BRIDGE STA 695+87.44
PROPOSED PGL
VPI 694+00.00 EL. = 471.87
(+)0.6786 %
(-)1.3000 %
EXISTING GROUND
VPC 692+00.00 EL. = 470.51
VPT 696+00.00 EL. = 469.27
L=400′
K=202
25.3′ MIN CLEAR
℄ KCS-RR
℄ CREEK
HW100 = 423.8
HGL - 100 YR
HGL - 50 YR
PROP 84" RCP ON 0.25%
FL=405.5+/-
150′ 120′ 134′ 117′ 117′ 117′ 129′ 142′ 110′
TX84 96" DEPTH
TX54 66" DEPTH
TX62 74" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
PROP
EXIST
466.44 468.9
467.12 468.5
467.80 468.1
468.48 468.1
469.16 467.4
469.83 466.8
470.51 465.9
470.94 464.7
470.88 463.8
470.32 456.3
469.27 419.0
467.97 433.6
466.67 459.9
465.37 456.5
464.07 452.8
462.77 449.2
461.47 445.1
460.17 433.8
458.87 409.2
457.57 397.6
456.27 401.6
454.97 414.7
690+00
695+00
700+00
705+00


FERGUSON
INTERSTATE 30
LAWNVIEW
GROVE HILL
SAMUELL
END X-FG CONSTRUCTION STA. 23+85.00 MATCH EXISTING PAVEMENT
℄ X-FG STA. 20+85.07= ℄ W-FR5 STA. 10+13.05
℄ X-FG STA. 20+63.31= ℄ W-RP-EN-FG STA. 25+92.38
BEGIN BRIDGE ℄ W-GP3 STA. 727+60.62
BEGIN BRIDGE ℄ ML-EB-WB STA. 727+04.07
END BRIDGE ℄ W-GP3 STA. 729+72.50
WHITE ROCK CREEK TRIBUTARY
BEGIN BRIDGE ℄ W-RP-EX-FG STA. 20+22.58
END BRIDGE ℄ W-RP-EX-FG STA. 26+93.99
END BRIDGE ℄ ML-EB-WB STA. 715+95.86
END BRIDGE ℄ W-GP3 STA. 713+87.37
PROPOSED 8'X5' SBC
BEGIN BRIDGE ℄ E-GP2 STA. 726+66.80
℄ X-FG STA. 15+47.70= ℄ E-RP-EX-FG STA. 22+09.91
℄ X-FG STA. 15+27.97= ℄ E-FR4 STA. 10+15.04
PROPOSED 4-10'X7' MBC
END BRIDGE ℄ ML-EB-WB STA. 729+22.89
END BRIDGE ℄ E-GP2 STA. 728+88.63
END E-FR4 STA. 20+00.00
END PROJECT BEGIN TRANSITION SEGMENT ℄ E-GP2 STA. 748+39.43
END BRIDGE ℄ E-GP2 STA. 716+45.37
BEGIN X-FG CONSTRUCTION STA. 11+25.00 MATCH EXISTING PAVEMENT
MATCH EXISTING SIDEWALK
END BRIDGE ℄ E-RP-EX-LV STA. 42+69.38
TRAIL PROJECT BY OTHERS
W-RP-EN-FG-02
W-GP3-05
ML-EB-WB-16
W-RP-EN-FG
W-RP-EN-FG-01
W-GP3
W-RP-EX-FG
W-RP-EX-FG-01
X-FG
E-RP-EX-FG
E-RP-EX-FG-01
E-RP-EX-FG-02
E-RP-EX-FG-03
E-RP-EN-FG
E-RP-EN-FG-01
E-RP-EN-FG-02
E-RP-EN-FG-03
E-RP-EN-FG-04
E-RP-EX-LV-05
E-RP-EX-LV-06
E-GP2
E-GP2-14
E-GP2-15
E-FR4
RW-435
RW-212
RW-211
RW-212A
RW-436
RW-214
RW-213
RW-114
RW-113
RW-330
RW-115
RW-331
RW-116
RW-332
1630
1635
1636
1639
1645
1646
1648
1649
1650
1651
1653
1654
1655
1656
1657
1658
1660
1661
1664
1667
1668
1670
1671
1672
1674
1681
1686
1687
1688
1690
1692
1693
1694
1695
1698
1700
1706
1710
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00


L=500'
K=157
VPC 716+50.00 EL. = 442.62
VPT 721+50.00 EL. = 444.06
VPI 719+00.00 EL. = 439.37
(-)1.3000 %
(+)1.8763 %
END BRIDGE STA 716+45.37
℄ X-SAMUELL
W50 = 422.4
BEGIN BRIDGE STA 726+66.80
℄ X-FG FERGUSON
END BRIDGE STA 728+88.63
VPI 731+50.00 EL. = 462.82
(+)1.8763 %
(-)1.1379 %
VPC 727+50.00 EL. = 455.32
L=800'
K=265
VPT 735+50.00 EL. = 458.27
MIN 18.6' CLEAR
HW50 = 434.8
HW100 = 435.1
114'
107'
TX54
66" DEPTH
PROPOSED 4-10'X7' MBC
FL=416.2'
L=600'
K=154
VPC 741+00.00 EL. = 452.01
VPT 747+00.00 EL. = 456.85
VPI 744+00.00 EL. = 448.60
(-)1.1379 %
(+)2.7500 %
107'
124'
120'
121'
122'
77'
103'
73'
72'
TX54
66" DEPTH
TX62
74" DEPTH
TX54
66" DEPTH
453.67
417.7
452.37
418.9
451.07
417.1
449.77
416.4
448.47
417.5
447.17
421.8
445.87
421.4
444.57
439.7
443.27
437.0
442.05
434.3
441.38
431.7
441.36
430.1
441.96
430.3
443.20
431.6
445.00
434.5
446.88
437.8
448.75
441.3
450.63
444.1
452.50
446.9
454.38
426.7
456.21
426.7
457.71
447.1
458.83
444.3
459.58
441.4
459.95
438.8
459.94
437.2
459.56
436.9
458.79
437.8
457.70
439.4
456.57
441.0
455.43
442.4
454.29
443.9
453.15
445.2
452.01
446.3
451.20
447.5
451.03
448.4
451.52
449.3
452.65
450.1
454.42
451.1
456.85
451.9
459.60
452.9
462.35
453.8
465.10
454.9
467.85
455.9
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710+00
715+00
720+00
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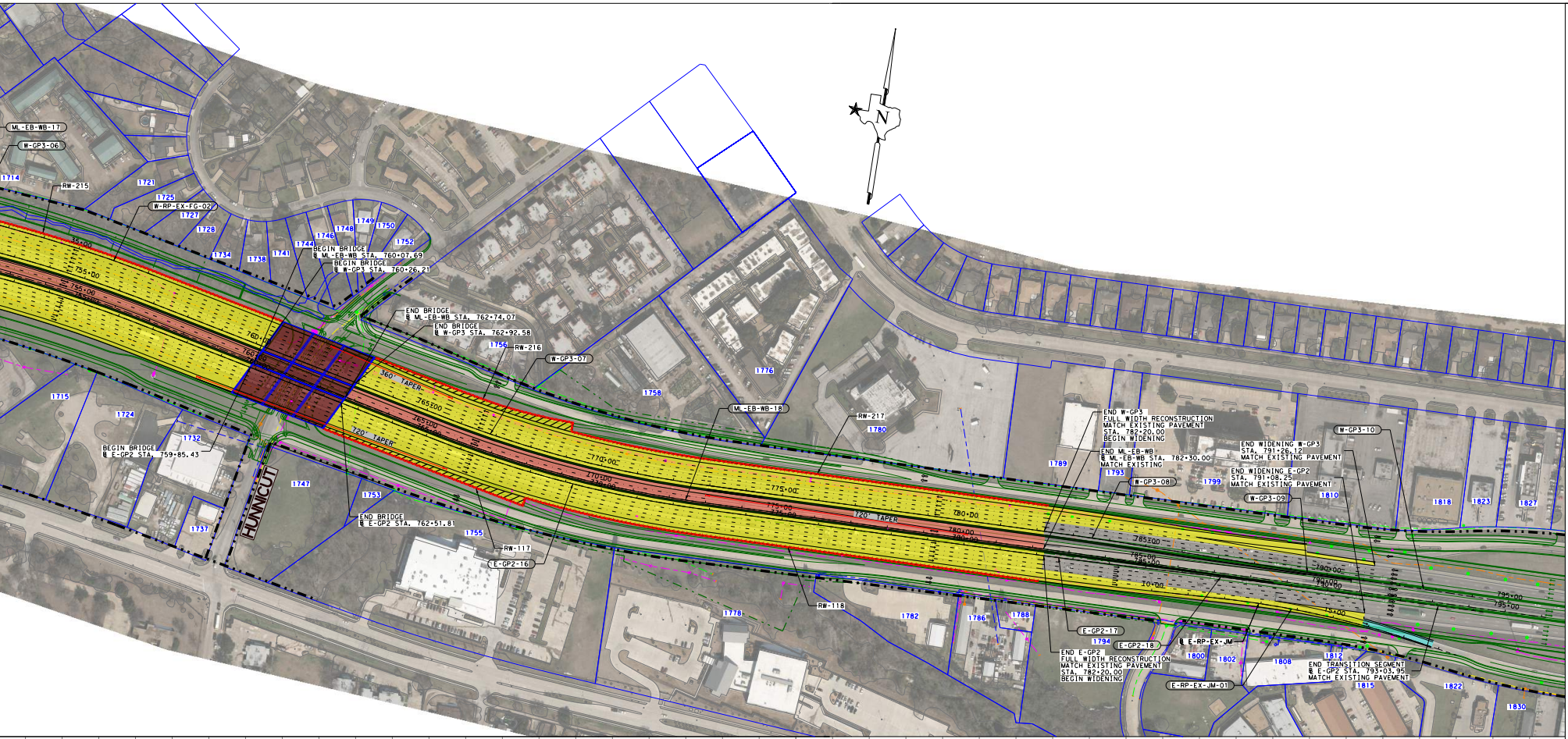
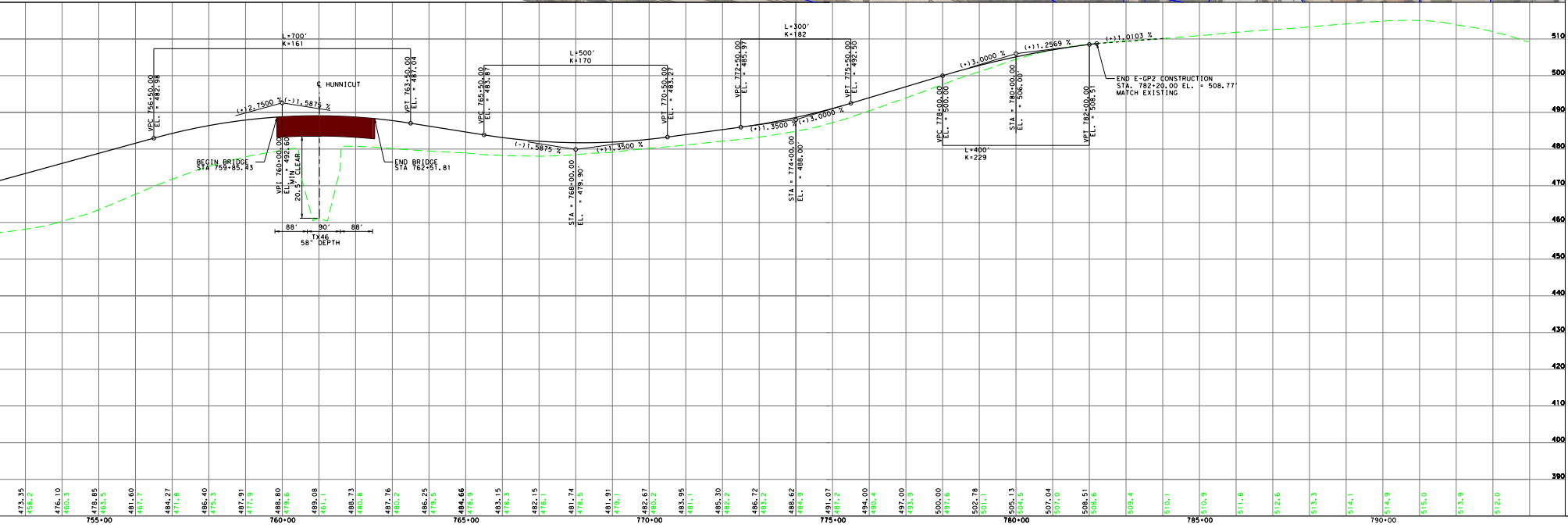
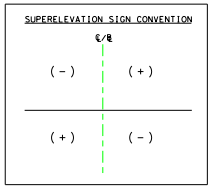
730+00
735+00
740+00
745+00
750+00


ML-EB-WB-17
W-GP3-06
RW-215
W-RP-EX-FG-02
1714
1721
1725
1727
1728
1734
1738
1741
1744
1746
1748
1749
1750
1752
BEGIN BRIDGE
℄ ML-EB-WB STA. 760+07.69
BEGIN BRIDGE
℄ W-GP3 STA. 760+26.21
END BRIDGE
℄ ML-EB-WB STA. 762+74.07
END BRIDGE
℄ W-GP3 STA. 762+92.58
1756
RW-216
W-GP3-07
1758
1776
360' TAPER
720' TAPER
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
755+00
ML-EB-WB-18
RW-217
1780
1715
1724
1732
BEGIN BRIDGE
℄ E-GP2 STA. 759+85.43
HUNNICUT
1747
1753
END BRIDGE
℄ E-GP2 STA. 762+51.81
1755
RW-117
E-GP2-16
1737
RW-118
1778
1782
1786
1788
END W-GP3
FULL WIDTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
STA. 782+20.00
BEGIN WIDENING
END ML-EB-WB
℄ ML-EB-WB STA. 782+30.00
MATCH EXISTING
1789
1793
W-GP3-08
1799
END WIDENING W-GP3
STA. 791+26.12
MATCH EXISTING PAVEMENT
END WIDENING E-GP2
STA. 791+08.25
MATCH EXISTING PAVEMENT
W-GP3-09
W-GP3-10
1810
1818
1823
1827
E-GP2-17
1794
E-GP2-18
℄ E-RP-EX-JM
END E-GP2
FULL WIDTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
STA. 782+20.00
BEGIN WIDENING
1800
1802
1808
1812
1815
E-RP-EX-JM-01
END TRANSITION SEGMENT
℄ E-GP2 STA. 793+03.95
MATCH EXISTING PAVEMENT
1822
1830
N



CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
BL ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-14	P.C. 688+53.47	6976423.0075	2511287.8961	N 87°42'30.2094" E			
	P.I. 690+79.76	6976432.0560	2511514.0086	2°18'53.9342" RT	452.53	226.29	11200.00
	P.T. 693+05.99	6976431.9636	2511740.3021	S 89°58'35.8565" E			
ML-EB-WB-15	P.C. 695+83.25	6976431.8505	2512017.5593	S 89°58'35.8565" E			
	P.I. 704+45.34	6976431.4989	2512879.6501	38°18'28.9089" LT	1659.47	862.09	2482.00
	P.T. 712+42.72	6976965.6235	2513556.3417	N 51°42'55.2346" E			
ML-EB-WB-16	P.C. 714+98.76	6977124.2599	2513757.3208	N 51°42'55.2346" E			
	P.I. 722+46.21	6977587.3581	2514344.0278	34°21'17.4944" RT	1449.85	747.45	2418.00
	P.T. 729+48.61	6977638.5841	2515089.7228	N 86°04'12.7291" E			
ML-EB-WB-17	P.C. 746+05.54	6977752.1406	2516742.7601	N 86°04'12.7291" E			
	P.I. 751+45.58	6977789.1514	2517281.5240	16°12'37.5462" RT	1072.85	540.03	3792.00
	P.T. 756+78.39	6977674.2862	2517809.2003	S 77°43'09.7247" E			
ML-EB-WB-18	P.C. 765+46.98	6977489.5385	2518657.9081	S 77°43'09.7247" E			
	P.I. 769+24.13	6977409.3178	2519026.4317	13°34'11.4665" LT	750.78	377.15	3170.00
	P.T. 772+97.76	6977417.8035	2519403.4900	N 88°42'38.8088" E			
BL E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-13	P.C. 696+54.29	6976404.4564	2512106.2399	N 87°39'24.0487" E			
	P.I. 704+65.17	6976437.6112	2512916.4464	35°56'28.8140" LT	1568.24	810.88	2500.00
	P.T. 712+22.52	6976940.0100	2513552.9440	N 51°42'55.2347" E			
E-GP2-14	P.C. 714+97.10	6977110.1310	2513768.4731	N 51°42'55.2347" E			
	P.I. 722+38.99	6977569.7818	2514350.8125	34°21'17.4944" RT	1439.05	741.89	2400.00
	P.T. 729+36.16	6977620.6265	2515090.9564	N 86°04'12.7291" E			
E-GP2-15	P.C. 745+93.09	6977734.1830	2516743.9937	N 86°04'12.7291" E			
	P.I. 751+30.56	6977771.0180	2517280.2002	16°12'37.5462" RT	1067.76	537.47	3774.00
	P.T. 756+60.85	6977656.6981	2517805.3717	S 77°43'09.7247" E			
E-GP2-16	P.C. 765+29.43	6977471.9503	2518654.0795	S 77°43'09.7247" E			
	P.I. 769+08.73	6977391.2742	2519024.6957	13°34'11.4665" LT	755.04	379.30	3188.00
	P.T. 772+84.48	6977399.8080	2519403.8950	N 88°42'38.8088" E			
E-GP2-17	P.C. 782+14.62	6977420.7357	2520333.8083	N 88°42'38.8088" E			
	P.I. 783+32.96	6977423.3981	2520452.1129	1°12'38.4534" LT	236.66	118.33	11200.00
	P.T. 784+51.28	6977428.5596	2520570.3348	N 87°30'00.3553" E			
E-GP2-18	P.C. 786+33.26	6977436.4969	2520752.1372	N 87°30'00.3553" E			
	P.I. 787+41.65	6977441.2248	2520860.4279	1°06'32.3472" RT	216.78	108.39	11200.00
	P.T. 788+50.04	6977443.8559	2520968.7899	N 88°36'32.7025" E			
BL W-GP3 (DESIGN SPEED: 60 MPH)							
W-GP3-03	P.C. 684+65.12	6976491.2864	2510901.8880	N 87°39'24.05" E			
	P.I. 688+86.88	6976508.5311	2511323.2985	4°18'19.82" RT	843.13	421.76	11220.00
	P.T. 693+08.25	6976494.0900	2511744.8144	S 88°02'16.14" E			
W-GP3-04	P.C. 695+04.95	6976487.3548	2511941.4030	S 88°02'16.14" E			
	P.I. 703+98.26	6976456.7680	2512834.1907	40°14'48.63" LT	1712.55	893.31	2438.00
	P.T. 712+17.50	6977010.2360	2513535.3887	N 51°42'55.23" E			
W-GP3-05	P.C. 714+62.35	6977161.9372	2513727.5815	N 51°42'55.23" E			
	P.I. 722+24.64	6977634.2284	2514325.9353	34°21'17.49" RT	1478.63	762.29	2466.00
	P.T. 729+40.97	6977686.4713	2515086.4331	N 86°04'12.73" E			
W-GP3-06	P.C. 745+97.91	6977800.0278	2516739.4705	N 86°04'12.7291" E			
	P.I. 751+44.78	6977837.5070	2517285.0542	16°12'37.5462" RT	1086.43	546.87	3840.00
	P.T. 756+84.34	6977721.1878	2517819.4099	S 77°43'09.7247" E			
W-GP3-07	P.C. 765+52.92	6977536.4401	2518668.1177	S 77°43'09.7247" E			
	P.I. 769+24.37	6977457.4341	2519031.0611	13°34'11.4665" LT	739.41	371.44	3122.00
	P.T. 772+92.33	6977465.7913	2519402.4101	N 88°42'38.8088" E			
W-GP3-08	P.C. 782+22.48	6977486.7190	2520332.3234	N 88°42'38.8088" E			
	P.I. 783+54.64	6977489.6924	2520464.4467	1°21'07.5033" RT	264.30	132.16	11200.00
	P.T. 784+86.78	6977489.5474	2520596.6033	S 89°56'13.6880" E			
W-GP3-09	P.C. 788+90.65	6977489.1043	2521000.4702	S 89°56'13.6880" E			
	P.I. 790+08.39	6977488.9751	2521118.2099	1°12'16.5503" LT	235.47	117.74	11200.00
	P.T. 791+26.12	6977491.3211	2521235.9263	N 88°51'29.7617" E			
W-GP3-10	P.C. 791+55.79	6977491.9124	2521265.5927	N 88°51'29.7617" E			
	P.I. 792+41.34	6977493.6170	2521351.1254	0°52'59.3758" RT	171.10	85.55	11100.00
	P.T. 793+26.89	6977494.0031	2521436.6742	N 89°44'29.1374" E			
BL E-FR4 (DESIGN SPEED: 40 MPH)							
E-FR4-01	P.C. 29+51.51	6977599.9616	2516675.6097	N 84°59'21.3586" E			
	P.I. 35+29.31	6977650.4276	2517251.1970	17°17'28.9167" RT	1146.81	577.80	3800.00
	P.T. 40+98.32	6977527.5304	2517815.7711	S 77°43'09.7247" E			
BL E-RP-EN-DO (DESIGN SPEED: 40 MPH)							
E-RP-EN-DO-02	P.R.C. 17+13.63	6976257.9174	2511108.6682	N 83°35'37.53" E			
	P.I. 18+33.20	6976271.2586	2511227.4911	3°36'16.23" RT	239.06	119.57	3800.00
	P.R.C. 19+52.69	6976277.1032	2511346.9176	N 87°11'53.76" E			
E-RP-EN-DO-03	P.R.C. 19+52.69	6976277.1032	2511346.9176	N 87°11'53.76" E			
	P.I. 21+11.26	6976284.8543	2511505.3015	3°25'39.01" LT	317.01	158.57	5300.00
	P.R.C. 22+69.74	6976302.0605	2511662.9387	N 83°46'14.75" E			
E-RP-EN-DO-04	P.R.C. 22+69.74	6976302.0605	2511662.9387	N 83°46'14.75" E			
	P.I. 24+49.54	6976321.5697	2511841.6744	3°53'09.29" RT	359.46	179.80	5300.00
	P.T. 26+29.20	6976328.9211	2512021.3213	N 87°39'24.05" E			
BL E-RP-EN-FG (DESIGN SPEED: 40 MPH)							
E-RP-EN-FG-01	P.C. 10+00.00	6977502.9728	2515317.5276	N 84°59'21.36" E			
	P.I. 11+33.56	6977514.6380	2515450.5741	4°01'33.02" LT	267.00	133.56	3800.00
	P.R.C. 12+67.00	6977535.6151	2515582.4732	N 80°57'48.34" E			
E-RP-EN-FG-02	P.R.C. 12+67.00	6977535.6151	2515582.4732	N 80°57'48.34" E			
	P.I. 14+29.42	6977561.1256	2515742.8775	4°53'41.68" RT	324.64	162.42	3800.00
	P.T. 15+91.65	6977572.8560	2515904.8736	N 85°51'30.02" E			
E-RP-EN-FG-03	P.C. 18+62.62	6977592.4262	2516175.1366	N 85°51'30.02" E			
	P.I. 20+39.51	6977605.2016	2516351.5633	3°49'23.15" LT	353.65	176.89	5300.00
	P.T. 22+16.26	6977629.7120	2516526.7455	N 82°02'06.87" E			
E-RP-EN-FG-04	P.C. 23+40.47	6977646.9228	2516649.7555	N 82°02'06.8707" E			
	P.I. 25+07.75	6977670.1015	2516815.4200	7°39'21.8044" RT	334.06	167.28	2500.00
	P.T. 26+74.53	6977671.0028	2516982.6958	N 89°41'28.6751" E			
BL E-RP-EX-FG (DESIGN SPEED: 40 MPH)							
E-RP-EX-FG-01	P.C. 10+00.00	6976940.5063	2513669.7825	N 51°42'55.23" E			
	P.I. 10+80.89	6976990.6246	2513733.2782	4°37'56.13" RT	161.70	80.89	2000.00
	P.C.C. 11+61.70	6977035.4512	2513800.6141	N 56°20'51.36" E			
E-RP-EX-FG-02	P.C.C. 11+61.70	6977035.4512	2513800.6141	N 56°20'51.36" E			
	P.I. 15+18.10	6977232.9559	2514097.2935	14°18'21.50" RT	709.11	356.41	2840.00
	P.C.C. 18+70.81	6977351.0264	2514433.5763	N 70°39'12.86" E			
E-RP-EX-FG-03	P.C.C. 18+70.81	6977351.0264	2514433.5763	N 70°39'12.86" E			
	P.I. 20+71.68	6977417.5731	2514623.1113	11°28'15.59" RT	400.41	200.88	2000.00
	P.T. 22+71.22	6977445.0974	2514822.0948	N 82°07'28.45" E			
BL E-RP-EX-JM (DESIGN SPEED: 40 MPH)							
E-RP-EX-JM-01	P.C. 11+89.20	6977381.4309	2520833.5780	N 87°08'06.0850" E			
	P.I. 14+60.76	6977395.0044	2521104.8045	12°23'56.5665" RT	541.01	271.57	2500.00
	P.T. 17+30.21	6977350.0238	2521372.6193	S 80°27'57.3485" E			
BL E-RP-EX-LV (DESIGN SPEED: 40 MPH)							
E-RP-EX-LV-02	P.C. 18+19.85	6976237.7261	2511217.3909	N 87°34'12.49" E			
	P.I. 19+15.68	6976241.7890	2511408.6724	2°04'18.32" LT	191.64	95.83	5300.00
	P.T. 20+11.49	6976249.3105	2510992.6900	N 85°29'54.17" E			
E-RP-EX-LV-03	P.C. 23+89.55	6976278.9837	2511785.5690	N 85°29'54.17" E			
	P.I. 24+63.87	6976284.8169	2511859.6609	1°25'09.68" RT	148.63	74.32	6000.00
	P.T. 25+38.19	6976288.8131	2511933.8745	N 86°55'03.86" E			
E-RP-EX-LV-04	P.C. 27+48.76	6976300.1357	2512144.1456	N 86°55'03.86" E			
	P.I. 32+69.96	6976328.1603	2512664.5890	22°40'14.17" LT	1028.76	521.20	2600.00
	P.C.C. 37+77.52	6976554.6155	2513134.0192	N 64°14'49.69" E			
E-RP-EX-LV-05	P.C.C. 37+77.52	6976554.6155	2513134.0192	N 64°14'49.69" E			
	P.I. 38+65.40	6976592.7972	2513213.1679	5°01'54.29" LT	175.64	87.88	2000.00
	P.T. 39+53.16	6976637.7738	2513288.6629	N 59°12'55.40" E			
E-RP-EX-LV-06	P.C. 40+18.44	6976671.1833	2513344.7422	N 59°12'55.40" E			
	P.I. 42+24.97	6976776.8850	2513522.1668	28°57'01.33" RT	404.22	206.52	800.00
	P.T. 44+22.66	6976783.4955	2513728.5854	N 88°09'56.73" E			
BL ML-W-RP-EX (DESIGN SPEED: 60 MPH)							
ML-W-RP-EX-03	P.C. 26+32.64	6976456.4267	2510979.4050	N 87°39'24.05" E			
	P.I. 30+58.85	6976473.8536	2511405.2682	4°23'52.60" RT	852.02	426.22	11100.00
	P.T. 34+84.66	6976458.5727	2511831.2138	S 87°56'43.35" E			
BL W-RP-EN-FG (DESIGN SPEED: 40 MPH)							
W-RP-EN-FG-01	P.C. 10+00.00	6977218.4530	2513682.9726	N 51°42'55.23" E			
	P.I. 10+50.87	6977249.9727	2513722.9054	2°17'47.95" RT	101.73	50.87	2538.00
	P.T. 11+01.73	6977279.8668	2513764.0693	N 54°00'43.19" E			
W-RP-EN-FG-02	P.C. 13+16.59	6977406.1181	2513937.9158	N 54°00'43.19" E			
	P.I. 18+91.18	6977743.7565	2514402.8398	32°03'29.54" RT	1119.04	574.59	2000.00
	P.T. 24+35.63	6977783.1356	2514976.0792	N 86°04'12.73" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
BL W-RP-EX-DO (DESIGN SPEED: 40 MPH)							
W-RP-EX-DO-01	P.C. 16+42.74	6976592.7848	2511034.2892	N 87°39'24.05" E			
	P.I. 19+85.64	6976606.8050	2511376.9036	7°30'08.55" RT	684.82	342.90	5230.00
	P.T. 23+27.56	6976575.9711	2511718.4156	S 84°50'27.40" E			
W-RP-EX-DO-02	P.C. 24+21.65	6976567.5102	2511812.1271	S 84°50'27.40" E			
	P.I. 27+30.41	6976539.7459	2512119.6392	14°52'12.58" LT	614.06	308.76	2366.00
	P.T. 30+35.71	6976591.8282	2512423.9778	N 80°17'20.01" E			
BL W-RP-EX-FG (DESIGN SPEED: 40 MPH)							
W-RP-EX-FG-01	P.C. 26+71.07	6977899.4510	2516786.0092	N 86°04'12.7291" E			
	P.I. 28+59.10	6977912.3374	2516973.5956	10°44'30.0003" RT	374.95	188.03	2000.00
	P.T. 30+46.03	6977890.0354	2517160.2968	S 83°11'17.2707" E			
W-RP-EX-FG-02	P.C. 33+54.55	6977853.4415	2517466.6425	S 83°11'17.2732" E			
	P.I. 35+41.39	6977831.2807	2517652.1616	5°28'07.5485" RT	373.39	186.84	3912.00
	P.T. 37+27.94	6977791.5403	2517834.7243	S 77°43'09.7247" E			
℄ X-FG (DESIGN SPEED: 30 MPH) (MINOR ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6977055.3700	2514367.4509	BEARING	LENGTH		
	P.O.E. 28+00.00	6978305.5331	2515662.4769	N 46°000'35.36" E	1800.00		


SUPERELEVATION SIGN CONVENTION
℄/BL
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SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	690+01.00	-2.5	697+70.00	5.0
	708+47.00	5.0	718+72.00	-5.0
	729+04.00	-5.0	731+19.00	-2.5
	744+79.00	-2.5	746+14.00	-3.8
	756+40.00	-3.8	757+75.00	-2.5
	759+46.00	-2.5	766+33.00	4.2
	771+98.00	4.2	777+71.00	-2.5
	781+51.00	-2.5	782+20.00	-1.7
W-GP3	692+87.00	2.5	695+44.00	5.0
	708+27.00	5.0	718+52.00	-5.0
	729+08.00	-5.0	731+23.00	-2.5
	744+34.00	-2.5	745+45.00	-3.8
	755+87.00	-3.8	762+33.00	2.5
	763+87.00	2.5	765+82.00	4.4
	772+68.00	4.4	774+31.00	2.5
			782+20.00	2.5
ML-EB-WB	693+43.00	-2.5	696+44.00	5.0
	711+70.00	5.0	715+71.00	-5.0
	729+28.00	-5.0	730+29.00	-2.5
	745+63.00	-2.5	746+15.00	-3.8
	756+68.00	-3.8	757+20.00	-2.5
	763+32.00	-2.5	766+00.00	4.2
	772+45.00	4.2	775+13.00	-2.5
	782+10.00	-2.5	782+30.00	-2.3
E-RP-EX-LV	26+56.00	-2.0	27+71.00	2.8
	37+65.00	2.8	37+80.00	3.4
	38+79.00	3.4	40+93.00	-5.4
	44+22.00	-5.4	45+04.00	-2.0
E-RP-EX-FG	13+49.78	-3.0	13+60.00	-2.6
	18+51.00	-2.6	18+71.00	-3.4
	20+66.00	-3.4	21+00.16	-2.0
E-RP-EN-FG	21+57.00	-2.0	22+07.33	-2.5
W-RP-EX-DO	20+09.00	2.0	20+22.00	2.5
W-RP-EN-FG	14+30.00	-5.0	14+69.00	-3.4
	23+65.00	-3.4	24+96.00	2.0
W-RP-EX-FG	25+56.00	2.0	26+96.73	-3.8

RETAINING WALLS

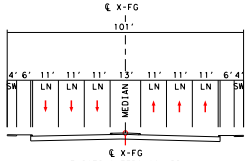
Point	Alignment	Wall Begin	Wall End
RW-112	E-GP2	680+29, 73' RT	688+48, 71' RT
RW-113	E-GP2	718+28, 70' RT	725+49, 70' RT
RW-114	E-GP2	723+50, 10' LT	726+83, 10' LT
RW-115	E-GP2	728+00, 70' RT	738+57, 70' RT
RW-116	E-GP2	729+05, 10' LT	734+46, 10' LT
RW-117	E-GP2	762+32, 82' RT	768+09, 70' RT
RW-118	E-GP2	768+09, 70' RT	782+15, 70' RT
RW-210	ML-W-RP-EX	22+58, 20' LT	33+53, 20' LT
RW-211	ML-EB-WB	719+54, 34' LT	724+49, 34' LT
RW-212	W-GP3	722+33, 70' LT	728+50, 70' LT
RW-212A	W-GP3	713+83.5, 82' LT	718+80, 98.5' LT
RW-213	W-GP3	730+60, 70' LT	746+75, 70' LT
RW-214	ML-EB-WB	733+50, 34' LT	738+95, 34' LT
RW-215	W-GP3	746+71, 104.60' LT	760+46, 82' LT
RW-216	W-GP3	763+16, 82' LT	768+98, 70' LT
RW-217	W-GP3	768+98, 70' LT	782+22, 70' LT
RW-328	E-RP-EX-LV	10+95, 4' RT	20+50, 6' RT
RW-329	E-RP-EX-LV	21+00, 6' RT	26+26, 6' RT
RW-330	E-RP-EX-FG	13+27, 7' RT	17+09, 6' RT
RW-331	E-FR4	14+45, 17.5' RT	20+00, 17.5' RT
RW-332	E-RP-EN-FG	17+38, 6' RT	26+41, 10' RT
RW-433	W-RP-EX-DO	10+96, 21.5' RT	18+00, 18' RT
RW-434	W-RP-EX-DO	14+00, 18' LT	26+81, 12' LT
RW-435	W-RP-EN-FG	14+31.5, 8' LT	20+96, 8' LT
RW-436	W-RP-EX-FG	13+00, 39.5' LT	20+22, 8' LT

PROPERTY OWNERS

MAP ID	OWNER	PROPERTY ADDRESS
1572	CASTANEDA KRISTLE JANELL &	3443 CULVER ST
1575	1742 SAMUELL LP	3503 MERRIFIELD AVE
1576	TAYLOR CHARLES JR	3503 CULVER ST
1582	REBOLLAR ANTIONIO RODRIGUEZ &	3507 CULVER ST
1583	1742 SAMUELL LP	3511 MERRIFIELD AVE
1587	KEIHANI SUROUSH	3511 CULVER ST
1589	1742 SAMUELL LP	3515 MERRIFIELD AVE
1592	ARAMBURO VICTOR M	3519 CULVER ST
1593	JOHNSON EARL V II	3519 MERRIFIELD AVE
1596	HERNANDEZ JOSE LUIS &	3523 CULVER ST
1598	TWENTY FOUR HUNDRED I 30	3523 MERRIFIELD AVE
1601	ROSAS ELIZABETH J & SALVADOR	3527 CULVER ST
1603	PAC KING MANOR LLC	3533 MERRIFIELD AVE
1605	DARTHARD DELOIS EST OF	3535 CULVER ST
1609	1742 SAMUELL LP	5431 BOONE AVE
1610	AGUILAR MARIA & ETAL	3539 CULVER ST
1613	GANJI ALI S	6420 E R L THORNTON FWY
1614	1742 SAMUELL LP	3602 SAMUELL BLVD
1615	DART	999999 NO NAME ST
1616	DART	401 S BUCKNER BLVD
1617	MIRELES ARTURO	3700 SAMUELL BLVD
1618	GANJI ALI S	5000 MILITARY PKWY
1619	MIRELES ARTURO	3710 SAMUELL BLVD
1622	PETROU ELAINE ET AL	6540 E R L THORNTON FWY
1623	GARCIA JUAN & MAE	3732 SAMUELL BLVD
1624	GARCIA JUAN & MAE	3732 SAMUELL BLVD
1625	DART	401 S BUCKNER BLVD
1626	DART	999999 NO NAME ST
1627	DALLAS CITY OF	3500 SAMUELL BLVD
1628	DALLAS CITY OF	5100 MILITARY PKWY
1630	TEXAS UTILITIES ELEC CO	6700 E R L THORNTON FWY
1635	MCPHERSON ERIC	3828 SAMUELL BLVD
1636	DALLAS CITY OF	3500 SAMUELL BLVD
1639	5405 LAWNVIEW LLC	5405 LAWNVIEW AVE
1640	ONCOR ELECRIC DELIVERY COMPANY	3500 SAMUELL BLVD
1645	REPUBLIC NATL BANK	3909 SAMUELL BLVD
1646	DALLAS CITY OF	3500 SAMUELL BLVD
1648	SCI FUNERAL SERVS TX INC	3930 SAMUELL BLVD
1649	REYNOLDS GEORGE T III	7001 E R L THORNTON FWY
1650	NCNB REAL ESTATE TRUST DE	3915 SAMUELL BLVD
1651	AMERCO REAL ESTATE CO	3939 SAMUELL BLVD
1653	UPLIFT EDUCATION	7370 VALLEY GLEN DR
1654	FAIRWAY TOWNHOMES HOUSING	7207 VALLEY GLEN DR
1655	SMITH MIKE	4015 SAMUELL BLVD
1656	FAIRWAY TOWNHOMES HOUSING	7229 FERGUSON RD
1657	YUSUF ABUBAKER &	7205 FERGUSON RD
1658	4209 SAMUELL BLVD LP	4209 SAMUELL BLVD
1660	KHALIL NAGY N	7232 FERGUSON RD
1661	SCI TEXAS FUNERAL SERVICES INC	4734 LAWNVIEW AVE
1664	GVS TEXAS HOLDINGS II LLC	4311 SAMUELL BLVD
1667	PATRICK MEDIA GROUP INC	7240 FERGUSON RD
1668	KHALIL NAGY	7242 FERGUSON RD
1670	KHALIL NAGY N	7231 E R L THORNTON FWY
1671	SHELTER TECHNOLOGIES LLC	7306 FERGUSON RD
1672	HUGHES RONALD W JR	4419 SAMUELL BLVD
1674	SUNBELT BUILDING SERVICES LLC	7318 FERGUSON RD
1681	PERSONAL TOUCH PROPERTIES LLC	4523 SAMUELL BLVD
1686	JONES RENA M ET AL	2351 GROVE HILL RD
1687	MORGAN PARK LTD &	2370 LITTLE POCKET RD
1688	MINYARD JON	4529 SAMUELL BLVD
1690	GARDEA OMAR &	7310 RENA RD
1692	PERSONAL TOUCH PROPERTIES LLC	4601 SAMUELL BLVD
1693	DALE RW	2431 GROVE HILL RD
1694	JONES RENA M	7306 RENA RD
1695	PRUETT LAURA KAY MALONE	2371 LITTLE POCKET RD
1698	VILLA EVITA LLC	4611 SAMUELL BLVD
1700	DALLAS CITY OF	7406 AVE Q
1706	MMGCR HOLDINGS LLC	2410 LAUGHLIN DR
1710	SAM WEST PARTNERS LLC	4645 SAMUELL BLVD
1714	MASIRAH LLC	2468 LAUGHLIN DR
1715	RS TEXAS INV LP	4721 SAMUELL BLVD
1721	RIVERA MARIA HILDA	7763 CLAREMONT DR
1724	RS TEXAS INV LP	4803 SAMUELL BLVD
1725	RAMIREZ ANTONIO RAMON	7759 CLAREMONT DR
1727	PACHECO RUBY	7753 CLAREMONT DR
1728	SANCHEZ MANUEL &	7749 CLAREMONT DR
1732	RS TEXAS INVESTMENTS LP	7677 HUNNICUT RD
1734	OROZCO GILBERT JR & SARA M	7743 CLAREMONT DR
1737	THAI THU NGA T	4835 SAMUELL BLVD
1738	MILAN SANTOS & GRACIELA	7739 CLAREMONT DR
1741	HERTEL LINDSEY & TERRIE	7735 CLAREMONT DR
1744	SUPREME MARKETING GROUP LLC	7731 CLAREMONT DR
1746	HANNAH COMPANY SERIES LLC	7725 CLAREMONT DR
1747	DALLAS ISD	4901 SAMUELL BLVD
1748	C & N JOINT VENTURE LLC	7721 CLAREMONT DR
1749	TOVAR MARTIN	7715 CLAREMONT DR
1750	HANNAH COMPANY SERIES LLC	7709 CLAREMONT DR
1752	ABOVO CORPORATION	7703 CLAREMONT DR
1753	PRESCOTT INTERESTS BILLBOARDS LTD	4901 SAMUELL BLVD
1755	DALLAS ISD	5151 SAMUELL BLVD
1756	GABERINO PPTIES LLC SERIES IX	7777 E R L THORNTON FWY
1758	RODRIGUEZ SULEMA Q	7807 E R L THORNTON FWY
1776	LOS ROBLES DE SEGURA LLC	2600 HIGHLAND RD
1778	DALLAS CHILDRENS ADVOCACY CENTER	5351 SAMUELL BLVD
1780	MOUNTAIN VIEW CHURCH OF CHRIST	7979 E R L THORNTON FWY
1782	CUELLAR LLC	7810 E R L THORNTON FWY
1786	PARNIAN PPTY INVESTMENTS	7820 E R L THORNTON FWY
1788	DEER CREEK LC	7830 E R L THORNTON FWY
1789	DALLAS BAPTIST ASSN INC	8001 E R L THORNTON FWY
1793	MORELAND JEFFREY K &	8021 E R L THORNTON FWY
1794	WHITHERSPOON NURU LATEEF	7900 E R L THORNTON FWY
1799	8035 EAST RLT LP	8035 E R L THORNTON FWY
1800	THORNTON INVESTORS	7900 E R L THORNTON FWY
1802	PACHECO BRISA RAYMUNDO	7940 E R L THORNTON FWY
1808	TSEGU RUSOM	8068 E R L THORNTON FWY
1810	CA55 LLC	8045 E R L THORNTON FWY
1812	PRESCOTT INTERESTS BILLBOARDS LTD	8068 E R L THORNTON FWY
1815	JIM MILLER HOSPITALITY LP	8108 E R L THORNTON FWY
1818	WILBANKS FRANCES YVONNE	8105 E R L THORNTON FWY
1822	POP HOLDINGS LP	8120 E R L THORNTON FWY
1823	WAFFLE HOUSE INC	8111 E R L THORNTON FWY
1827	MCDONALDS REAL ESTATE CO	8117 E R L THORNTON FWY
1830	RACETRAC PETROLEUM INC	8130 E R L THORNTON FWY

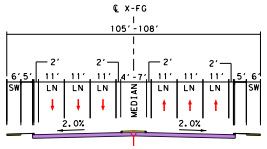
TYPICAL SECTIONS

NOT TO SCALE



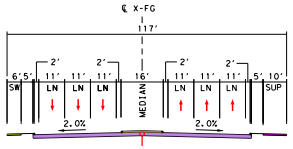
℄ X-FG
101'
MEDIAN
SW
LN

℄ X-FG
EXISTING FERGUSON RD
STA 11+25.00 TO STA 23+85.00



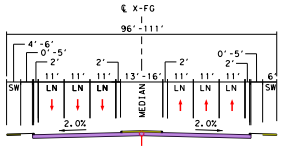
℄ X-FG
105'-108'
MEDIAN
2.0%

℄ X-FG
PROPOSED FERGUSON RD
STA 11+25.00 TO STA 16+15.58



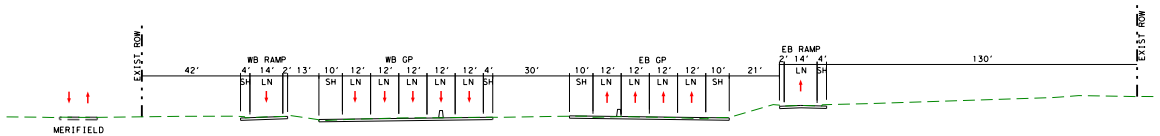
℄ X-FG
117'
MEDIAN
SUP
2.0%

℄ X-FG
PROPOSED FERGUSON RD
STA 16+15.58 TO STA 20+17.72



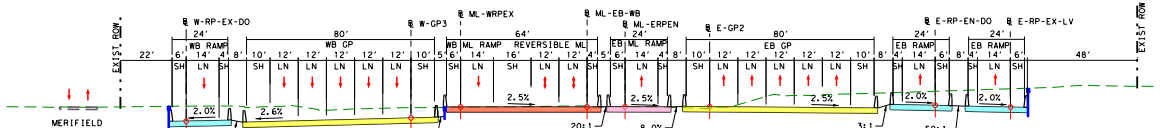
℄ X-FG
96'-111'
MEDIAN
2.0%

℄ X-FG
PROPOSED FERGUSON RD
STA 20+17.72 TO STA 23+85.00



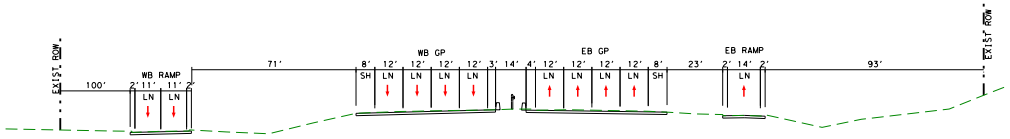
EXIST ROW
MERIFIELD AVE
WB RAMP
WB GP
EB GP
EB RAMP
130'

EXISTING I-30 SECTION
E-GP2 STA 689+00



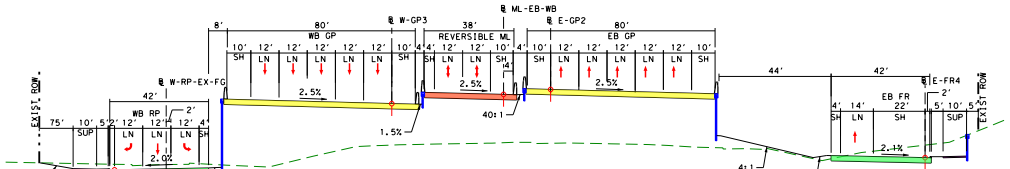
EXIST ROW
MERIFIELD AVE
℄ W-RP-EX-DO
℄ W-GP3
℄ ML-WRPEX
℄ ML-EB-WB
℄ ML-ERPEN
℄ E-GP2
℄ E-RP-EN-DO
℄ E-RP-EX-LV
WB RAMP
WB GP
REVERSIBLE ML
EB GP
EB RAMP
2.0%
2.6%
2.5%
8.0%
10:1
40:1
20:1
3:1
50:1

PROPOSED I-30 SECTION
E-GP2 STA 689+00



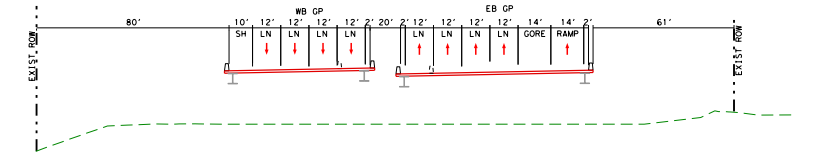
EXIST ROW
WB RAMP
WB GP
EB GP
EB RAMP
100'
71'
93'

EXISTING I-30 SECTION
E-GP2 STA 732+00



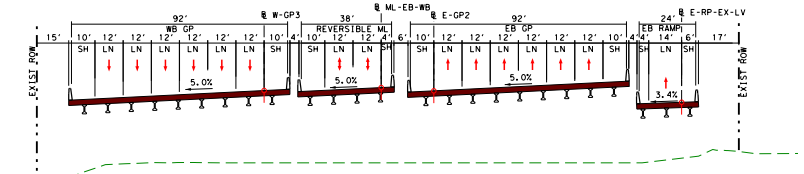
EXIST ROW
℄ W-RP-EX-FG
℄ W-GP3
℄ ML-EB-WB
℄ E-GP2
℄ E-FR4
WB RP
WB GP
REVERSIBLE ML
EB GP
EB FR
SUP
2.5%
2.0%
1.5%
40:1
4:1

PROPOSED I-30 SECTION
E-GP2 STA 732+00



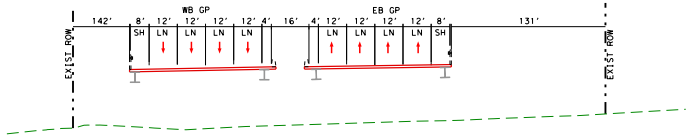
EXIST ROW
WB GP
EB GP
GORE
RAMP
80'
61'

EXISTING I-30 SECTION
E-GP2 STA 707+00



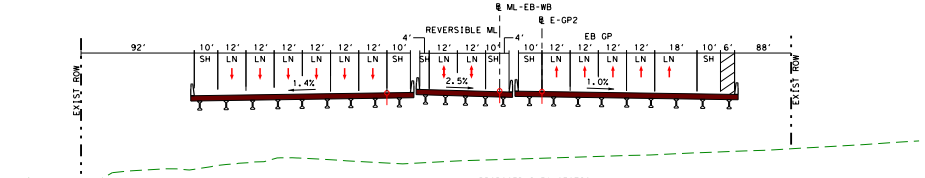
EXIST ROW
℄ W-GP3
℄ ML-EB-WB
℄ E-GP2
℄ E-RP-EX-LV
WB GP
REVERSIBLE ML
EB GP
EB RAMP
5.0%
3.4%

PROPOSED I-30 SECTION
E-GP2 STA 707+00



EXIST ROW
WB GP
EB GP
142'
131'

EXISTING I-30 SECTION
E-GP2 STA 761+00



EXIST ROW
℄ ML-EB-WB
℄ E-GP2
REVERSIBLE ML
EB GP
92'
88'
1.4%
2.5%
1.0%

PROPOSED I-30 SECTION
E-GP2 STA 761+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

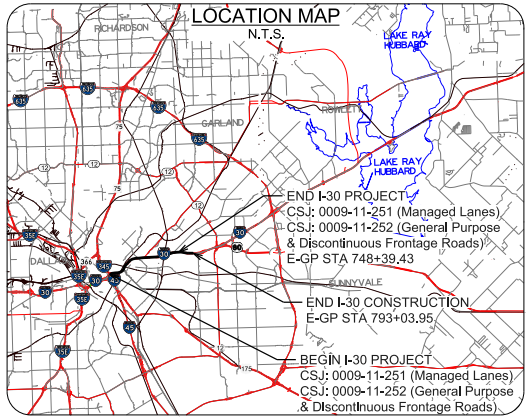
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 3 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

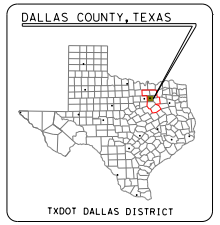


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
DALLAS
SUNNYVALE

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

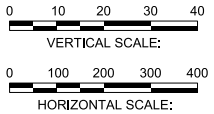
END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00



DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY

FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 4 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

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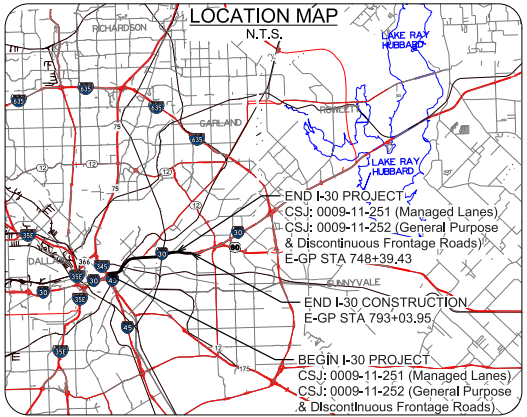
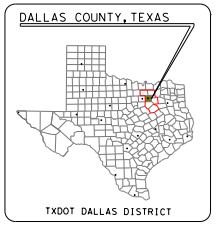
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
30
45
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
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HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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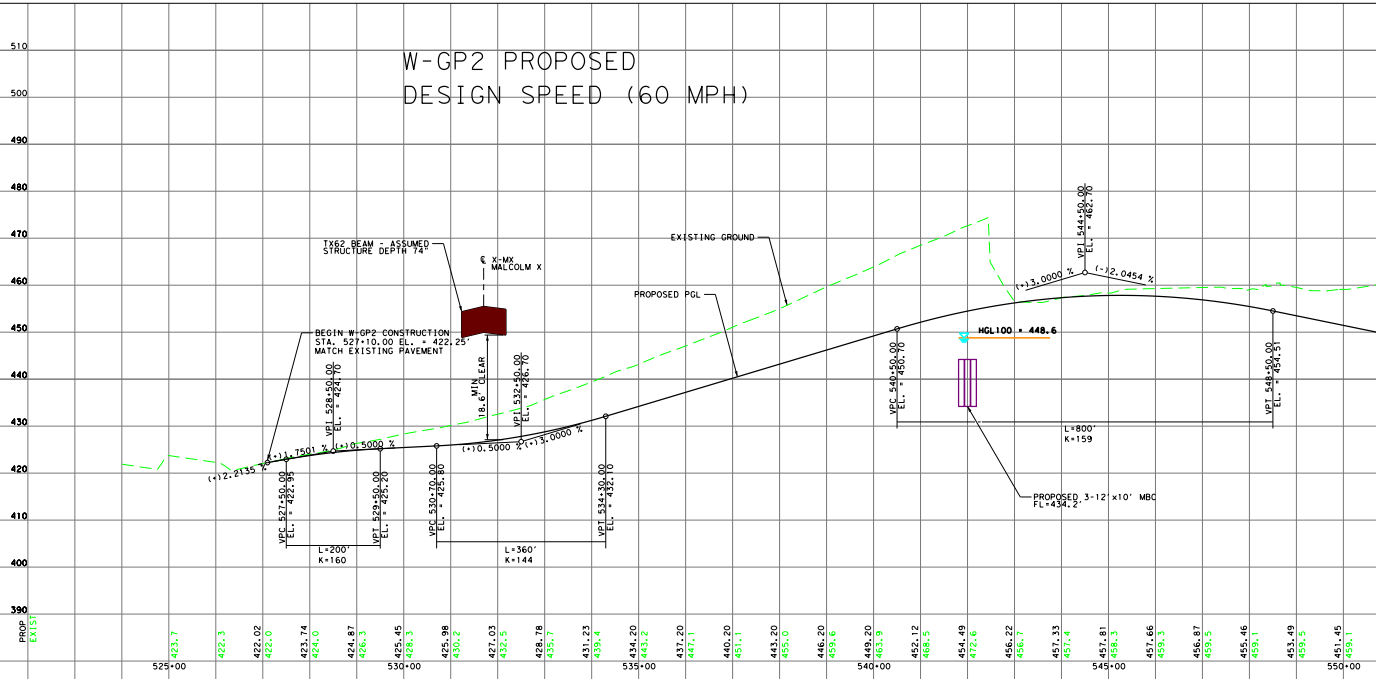
W-GP2 PROPOSED
DESIGN SPEED (60 MPH)
510
500
490
480
470
460
450
440
430
420
410
400
390
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
EXISTING GROUND
PROPOSED PGL
BEGIN W-GP2 CONSTRUCTION
STA. 527+10.00 EL. = 422.25'
MATCH EXISTING PAVEMENT
MIN 18.6' CLEAR
VPI 528+50.00 EL. = 424.70
VPI 532+50.00 EL. = 426.70
VPI 544+50.00 EL. = 462.70
(+)2.2135 %
(+)1.7501 %
(+)0.5000 %
(+)0.5000 %
(+)3.0000 %
(+)3.0000 %
(-)2.0454 %
VPC 527+50.00 EL. = 422.95
VPT 529+50.00 EL. = 425.20
L=200'
K=160
VPC 530+70.00 EL. = 425.80
VPT 534+30.00 EL. = 432.10
L=360'
K=144
VPC 540+50.00 EL. = 450.70
VPT 548+50.00 EL. = 454.51
L=800'
K=159
HGL100 = 448.6
PROPOSED 3-12'x10' MBC
FL=434.2'
PROP
EXIST
423.7
422.3
422.02 422.0
423.74 424.0
424.87 426.3
425.45 428.3
425.98 430.2
427.03 432.5
428.78 435.7
431.23 439.4
434.20 443.2
437.20 447.1
440.20 451.1
443.20 455.0
446.20 459.6
449.20 463.9
452.12 468.5
454.49 472.6
456.22 456.7
457.33 457.4
457.81 458.3
457.66 459.3
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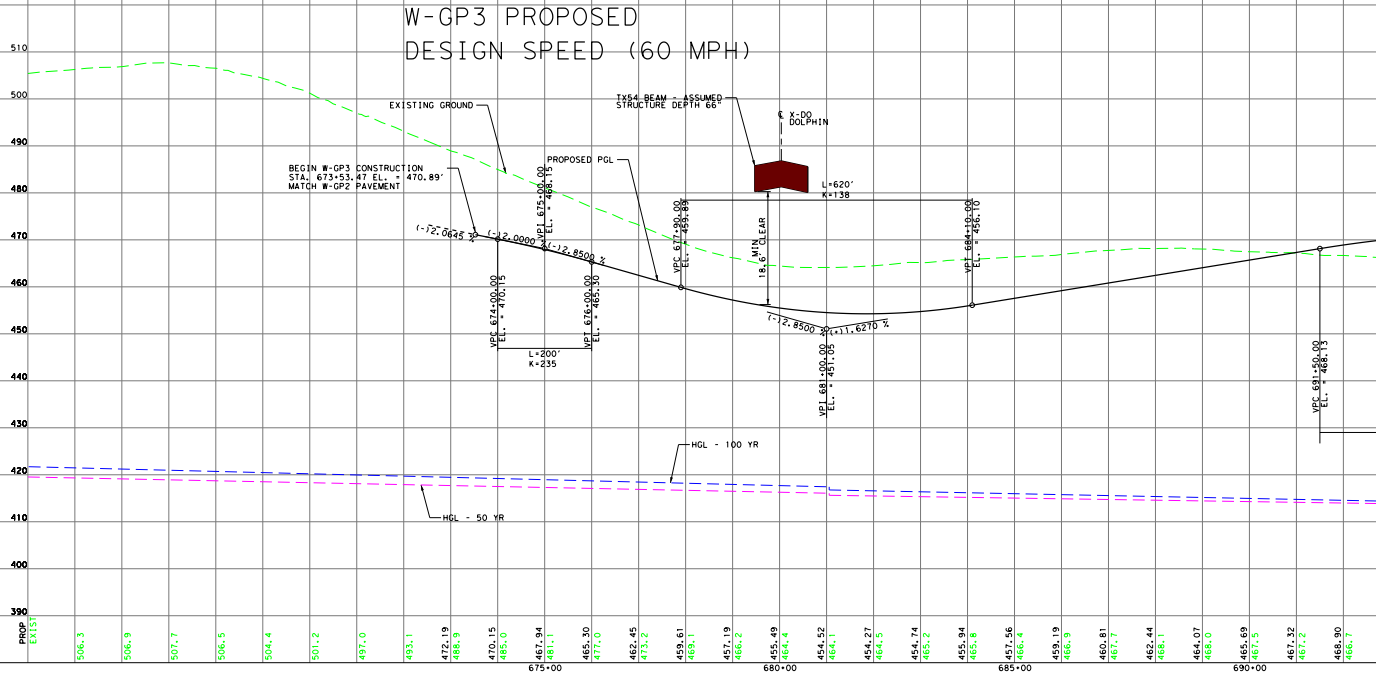
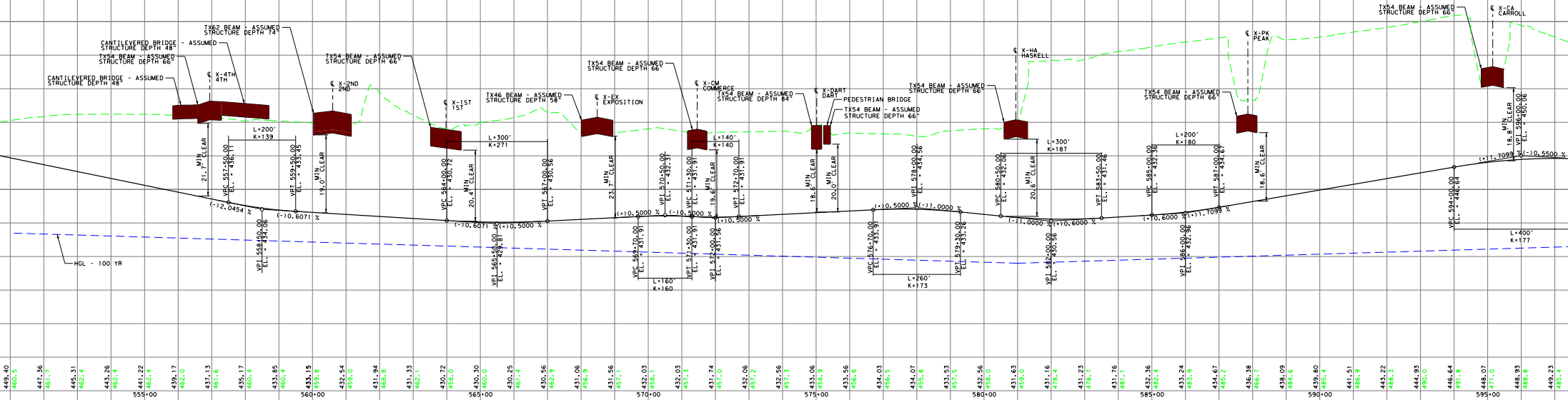
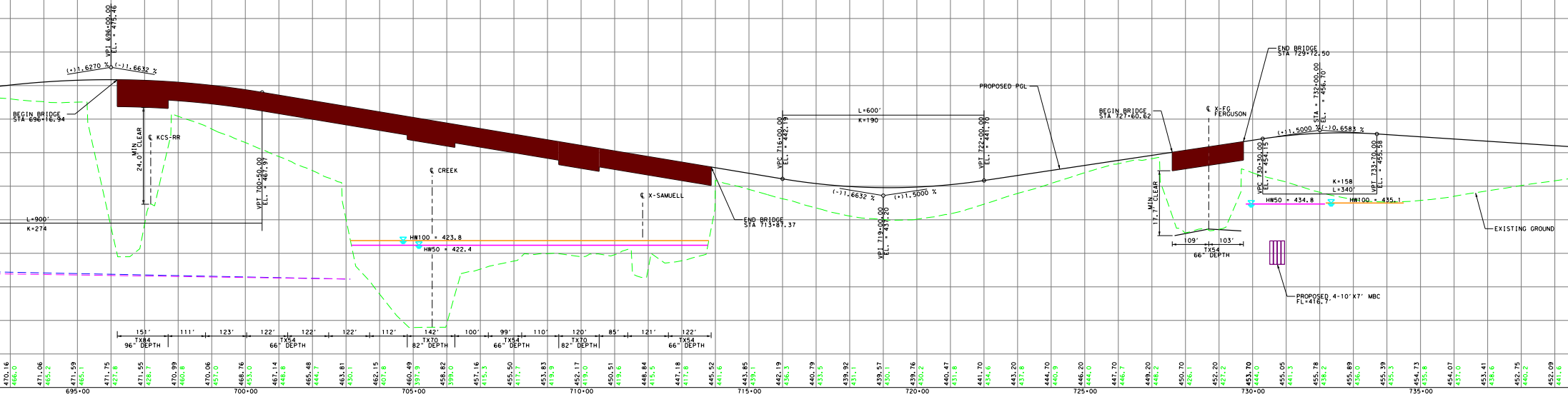
525+00
530+00
535+00
540+00
545+00
550+00

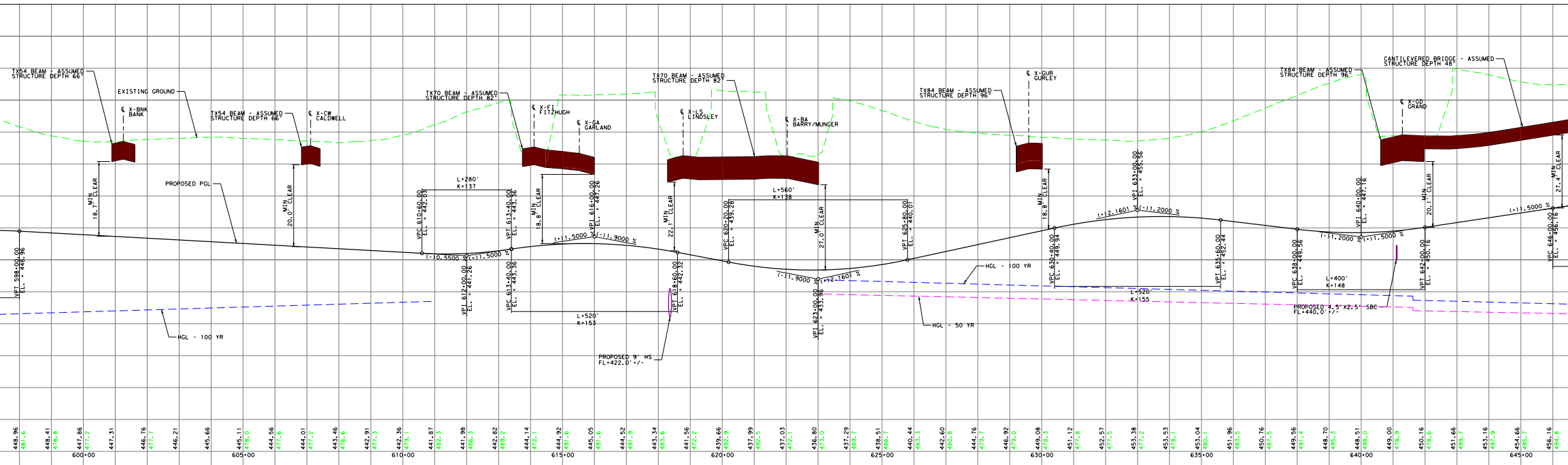

W-GP3 PROPOSED
DESIGN SPEED (60 MPH)
510
500
490
480
470
460
450
440
430
420
410
400
390
EXISTING GROUND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
PROPOSED PGL
BEGIN W-GP3 CONSTRUCTION
STA. 673+53.47 EL. = 470.89'
MATCH W-GP2 PAVEMENT
(-)2.0645 %
(-)2.0000 %
(-)2.8500 %
(-)2.8500 %
(+)1.6270 %
VPI 675+00.00 EL. = 468.15
VPC 674+00.00 EL. = 470.15
VPT 676+00.00 EL. = 465.30
L=200'
K=235
VPC 677+90.00 EL. = 459.89
MIN 18.6' CLEAR
L=620'
K=138
VPT 684+10.00 EL. = 456.10
VPI 681+00.00 EL. = 451.05
VPC 691+50.00 EL. = 468.13
HGL - 100 YR
HGL - 50 YR
PROP
EXIST
506.3
506.9
507.7
506.5
504.4
501.2
497.0
493.1
472.19 488.9
470.15 485.0
467.94 481.1
465.30 477.0
462.45 473.2
459.61 469.1
457.19 466.2
455.49 464.4
454.52 464.1
454.27 464.5
454.74 465.2
455.94 465.8
457.56 466.4
459.19 466.9
460.81 467.7
462.44 468.1
464.07 468.0
465.69 467.5
467.32 467.2
468.90 466.7
675+00
680+00
685+00
690+00

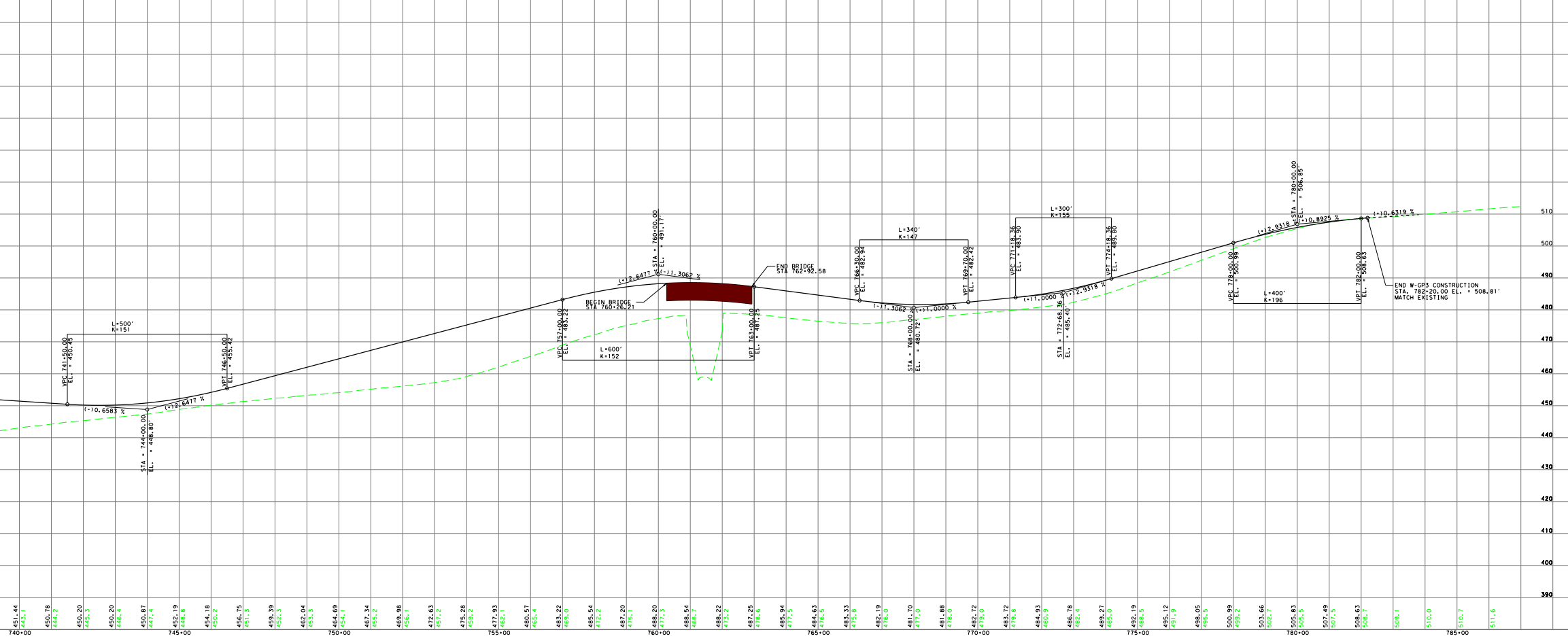


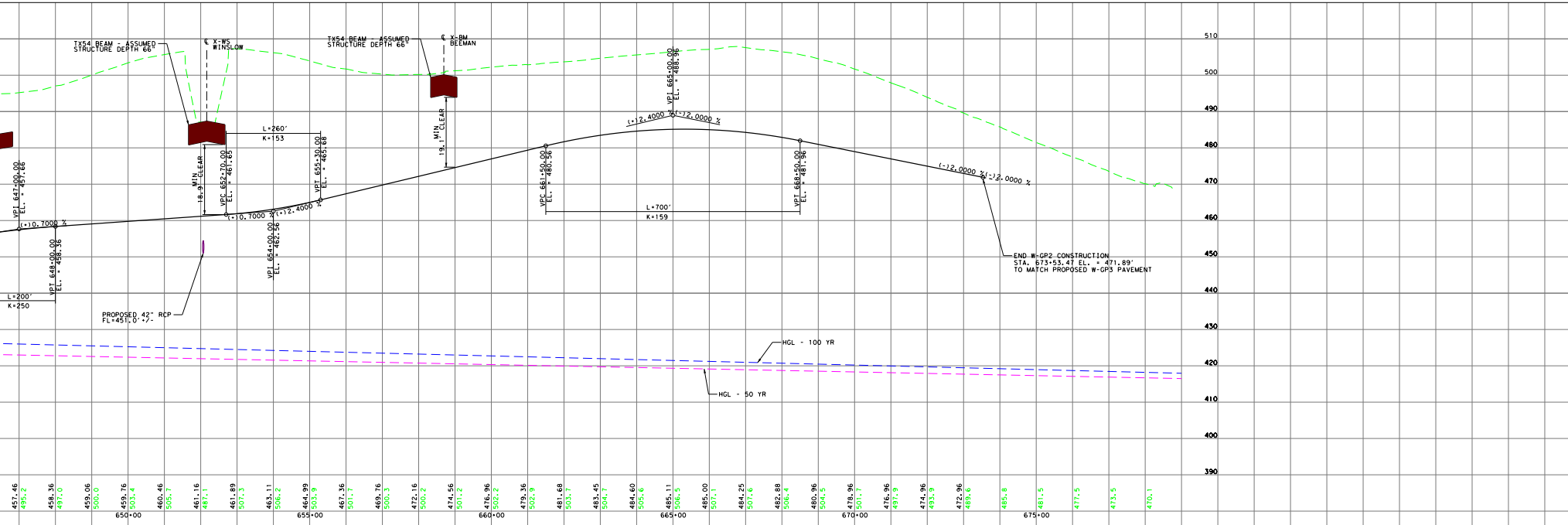
CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-4TH 4TH
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-2ND 2ND
℄ X-1ST 1ST
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-EX EXPOSITION
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CM COMMERCE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
PEDESTRIAN BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HA HASKELL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-PK PEAK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CA CARROLL
MIN 21.7' CLEAR
L=200' K=139
VPC 557+50.00 EL. = 436.11
VPT 559+50.00 EL. = 433.45
MIN 19.0' CLEAR
(-)2.0454 %
(-)0.6071 %
VPI 558+50.00 EL. = 434.06
HGL - 100 YR
L=300' K=271
VPC 564+00.00 EL. = 430.92
MIN 20.4' CLEAR
VPT 567+00.00 EL. = 430.56
(-)0.6071 %
(+)0.5000 %
VPI 565+50.00 EL. = 429.81
MIN 23.7' CLEAR
(+)0.5000 %
(-)0.5000 %
VPC 570+50.00 EL. = 432.31
VPC 571+30.00 EL. = 431.91
MIN 19.6' CLEAR
L=140' K=140
VPT 572+70.00 EL. = 431.91
(+)0.5000 %
VPI 569+70.00 EL. = 431.91
L=160' K=160
VPI 571+30.00 EL. = 431.91
VPI 572+00.00 EL. = 431.56
MIN 18.6' CLEAR
MIN 20.0' CLEAR
VPI 578+00.00 EL. = 434.56
(+)0.5000 %
(-)1.0000 %
VPC 576+70.00 EL. = 433.91
L=260' K=173
VPT 579+30.00 EL. = 433.26
VPC 580+50.00 EL. = 432.06
MIN 20.6' CLEAR
L=300' K=187
VPT 583+50.00 EL. = 431.46
(-)1.0000 %
(+)0.6000 %
VPI 582+00.00 EL. = 430.56
VPC 585+00.00 EL. = 432.36
L=200' K=180
VPT 587+00.00 EL. = 434.67
(+)0.6000 %
(+)1.7099 %
VPI 586+00.00 EL. = 432.96
MIN 18.6' CLEAR
VPC 594+00.00 EL. = 446.64
(+)1.7099 %
(-)0.5500 %
L=400' K=177
MIN 18.8' CLEAR
VPI 596+00.00 EL. = 450.06
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00
449.40 460.5
447.36 461.7
445.31 462.4
443.26 462.4
441.22 462.4
439.17 462.0
437.13 461.6
436.17 460.4
433.85 460.4
433.15 459.8
432.54 459.0
431.94 468.8
431.33 462.1
430.72 458.0
430.30 460.0
430.25 461.4
430.56 462.9
431.06 456.9
431.56 457.1
432.03 458.1
432.03 457.3
431.74 457.0
432.06 451.2
432.56 457.3
433.06 458.9
433.56 456.8
434.03 456.5
434.07 455.8
433.53 457.5
432.56 458.0
431.63 459.0
431.16 478.4
431.23 478.7
431.76 481.1
432.36 482.4
433.24 483.9
434.67 485.2
436.38 486.7
438.09 484.6
439.80 485.4
441.51 486.9
443.22 488.3
444.93 490.0
446.64 491.8
448.07 471.0
448.93 488.8
449.23 485.4



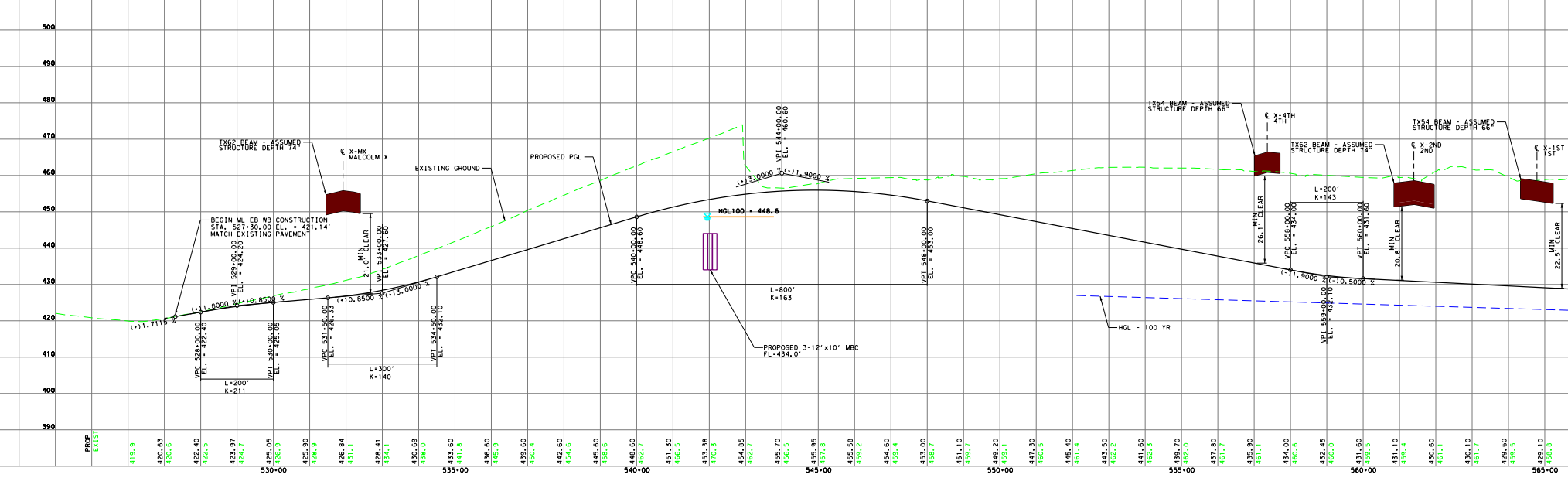
VPI 696+00.00 EL. = 475.46
(+)1.6270 %
(-)1.6632 %
BEGIN BRIDGE STA 696+16.94
MIN 24.0' CLEAR
℄ KCS-RR
VPT 700+50.00 EL. = 467.97
L=900' K=274
℄ CREEK
HW100 = 423.8
HW50 = 422.4
℄ X-SAMUELL
END BRIDGE STA 713+87.37
L=600' K=190
VPC 716+00.00 EL. = 442.19
VPT 722+00.00 EL. = 441.70
(-)1.6632 %
(+)1.5000 %
VPI 719+00.00 EL. = 437.20
PROPOSED PGL
BEGIN BRIDGE STA 727+60.62
℄ X-FG FERGUSON
END BRIDGE STA 729+72.50
MIN 17.7' CLEAR
109'
103'
TX54 66" DEPTH
VPC 730+30.00 EL. = 454.15
(+)1.5000 %
(-)0.6583 %
STA = 732+00.00 EL. = 456.70
K=158 L=340'
VPT 733+70.00 EL. = 455.58
HW50 = 434.8
HW100 = 435.1
EXISTING GROUND
PROPOSED 4-10'X7' MBC FL=416.7'
151'
111'
123'
122'
122'
122'
112'
142'
100'
99'
110'
120'
85'
121'
122'
TX84 96" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
470.16 466.0
471.06 465.2
471.59 465.1
471.75 427.8
471.55 428.7
470.99 460.8
470.06 457.0
468.76 453.0
467.14 448.8
465.48 444.7
463.81 450.1
462.15 407.8
460.49 397.9
458.82 399.0
457.16 415.3
455.50 417.7
453.83 419.9
452.17 419.0
450.51 419.6
448.84 415.5
447.18 417.8
445.52 441.6
443.85 439.1
442.19 436.3
440.79 433.5
439.92 431.1
439.57 430.1
439.76 430.2
440.47 431.8
441.70 434.6
443.20 437.8
444.70 440.9
446.20 444.0
447.70 446.7
449.20 448.2
450.70 426.1
452.20 427.2
453.70 444.0
455.05 441.3
455.78 438.2
455.89 436.0
455.39 435.3
454.73 435.8
454.07 437.0
453.41 438.6
452.75 440.2
452.09 441.6

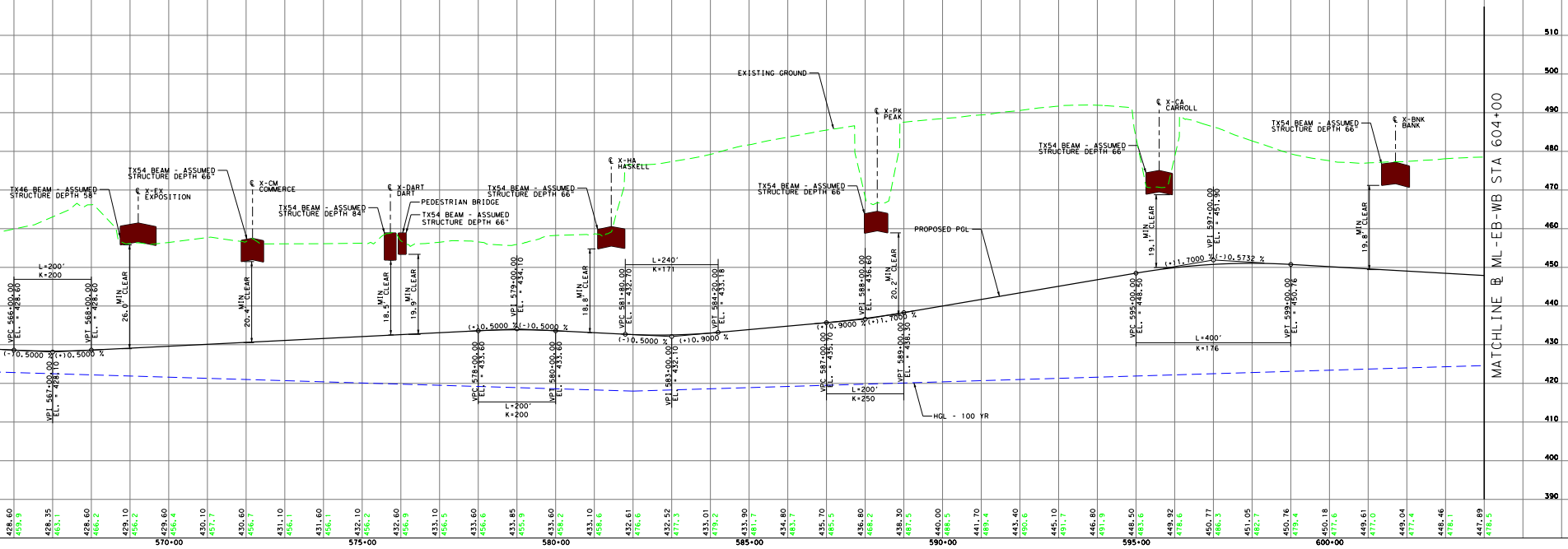

TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
EXISTING GROUND
℄ X-BNK BANK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
PROPOSED PGL
MIN 18.7' CLEAR
MIN 20.0' CLEAR
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-FI FITZHUGH
℄ X-GA GARLAND
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-LS LINDSLEY
℄ X-BA BARRY/MUNGER
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GUR GURLEY
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GD GRAND
CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
L=280' K=137
VPC 610+60.00 EL. = 442.03
VPT 613+40.00 EL. = 443.56
MIN 18.8' CLEAR
VPI 616+00.00 EL. = 447.26
(-)0.5500 %
(+)1.5000 %
(+)1.5000 %
(-)1.9000 %
VPI 612+00.00 EL. = 441.26
VPC 613+40.00 EL. = 443.56
L=520' K=153
MIN 22.1' CLEAR
VPT 618+60.00 EL. = 442.32
PROPOSED 9' HS FL=422.0'+/-
L=560' K=138
VPC 620+20.00 EL. = 439.28
MIN 27.0' CLEAR
VPT 625+80.00 EL. = 440.01
(-)1.9000 %
(+)2.1601 %
VPI 623+00.00 EL. = 433.96
HGL - 100 YR
HGL - 50 YR
HGL - 100 YR
VPT 598+00.00 EL. = 448.96
MIN 18.8' CLEAR
VPC 630+40.00 EL. = 449.94
(+)2.1601 %
(-)1.2000 %
VPI 633+00.00 EL. = 455.36
L=520 K=155
VPT 635+60.00 EL. = 452.44
VPC 638+00.00 EL. = 449.56
L=400' K=148
(-)1.2000 %
(+)1.5000 %
VPI 640+00.00 EL. = 447.16
MIN 20.1' CLEAR
VPT 642+00.00 EL. = 450.16
PROPOSED 4.5'X2.5' SBC FL=440.0'+/-
(+)1.5000 %
VPC 646+00.00 EL. = 456.16
MIN 27.4' CLEAR
448.96 481.6
448.41 478.8
447.86 477.2
447.31
446.76 477.7
446.21
445.66
445.11 478.0
444.56 477.6
444.01 477.2
443.46 476.6
442.91 477.3
442.36 479.1
441.87 482.3
441.98 486.3
442.82 489.2
444.14 472.1
444.92 491.6
445.05 491.6
444.52 491.9
443.34 483.6
441.56 472.2
439.66 492.9
437.99 492.5
437.03 472.1
436.80 473.0
437.29 489.7
438.51 486.7
440.44 483.3
442.60 480.8
444.76 479.7
446.92 479.0
449.08 478.3
451.12 477.8
452.57 477.5
453.38 477.2
453.53 478.1
453.04 480.1
451.96 483.5
450.76 487.5
449.56 491.4
448.70 495.3
448.51 498.0
449.00 478.9
450.16 478.6
451.66 499.7
453.16 497.9
454.66 495.7
456.16 494.8
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00


L=500' K=151
VPC 741+50.00 EL. = 450.45
VPT 746+50.00 EL. = 455.42
(-)0.6583 %
(+)2.6477 %
STA = 744+00.00 EL. = 448.80'
(+)2.6477 %
(-)1.3062 %
STA = 760+00.00 EL. = 491.17
BEGIN BRIDGE STA 760+26.21
END BRIDGE STA 762+92.58
VPC 757+00.00 EL. = 485.22
L=600' K=152
VPT 763+00.00 EL. = 487.25
L=340' K=147
VPC 766+30.00 EL. = 482.94
VPT 769+70.00 EL. = 482.42
(-)1.3062 %
(+)1.0000 %
STA = 768+00.00 EL. = 480.72'
L=300' K=155
VPC 771+18.36 EL. = 483.90
VPT 774+18.36 EL. = 489.80
(+)1.0000 %
(+)2.9318 %
STA = 772+68.36 EL. = 485.40
(+)2.9318 %
(+)0.8925 %
STA = 780+00.00 EL. = 506.85'
(+)0.6319 %
VPC 778+00.00 EL. = 500.99
L=400' K=196
VPT 782+00.00 EL. = 508.63
END W-GP3 CONSTRUCTION STA. 782+20.00 EL. = 508.81' MATCH EXISTING
510
500
490
480
470
460
450
440
430
420
410
400
390
451.44 443.1
450.78 444.2
450.20 445.3
450.20 446.4
450.87 447.4
452.19 448.8
454.18 450.2
456.75 451.3
459.39 452.3
462.04 453.3
464.69 454.1
467.34 455.2
469.98 456.1
472.63 457.2
475.28 459.2
477.93 462.1
480.57 465.4
483.22 469.0
485.54 472.2
487.20 475.1
488.20 477.3
488.54 488.7
488.22 473.2
487.25 478.6
485.94 477.5
484.63 476.5
483.33 475.8
482.19 476.0
481.70 477.0
481.88 478.0
482.72 479.0
483.72 479.8
484.93 480.9
486.78 482.4
489.27 485.0
492.19 488.5
495.12 491.9
498.05 495.5
500.99 499.2
503.66 502.7
505.83 505.5
507.49 507.5
508.63 508.7
509.1
510.0
510.7
511.6
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00


TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-WS
WINSLOW
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-BM
BEEMAN
VPI 665+00.00
EL. = 488.96
(+)2.4000 %
(-)2.0000 %
L=260'
K=153
MIN 19.1' CLEAR
MIN 18.9' CLEAR
VPI 647+00.00
EL. = 457.66
(+)0.7000 %
VPT 648+00.00
EL. = 458.36
L=200'
K=250
VPC 652+70.00
EL. = 461.65
VPT 655+30.00
EL. = 465.68
VPI 654+00.00
EL. = 462.56
(+)0.7000 %
(+)2.4000 %
VPC 661+50.00
EL. = 480.56
VPT 668+50.00
EL. = 481.96
L=700'
K=159
(-)2.0000 %
(-)2.0000 %
END W-GP2 CONSTRUCTION
STA. 673+53.47 EL. = 471.89'
TO MATCH PROPOSED W-GP3 PAVEMENT
PROPOSED 42" RCP
FL=451.0'+/-
HGL - 100 YR
HGL - 50 YR
510
500
490
480
470
460
450
440
430
420
410
400
390
650+00
655+00
660+00
665+00
670+00
675+00

ML-EB-WB PROPOSED
DESIGN SPEED (60 MPH)


TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-MX
MALCOLM X
EXISTING GROUND
PROPOSED PGL
VPI 544+00.00
EL. = 460.60
(+)3.0000 %
(-)1.9000 %
HGL100 = 448.6
BEGIN ML-EB-WB CONSTRUCTION
STA. 527+30.00 EL. = 421.14'
MATCH EXISTING PAVEMENT
MIN 21.0' CLEAR
VPT 533+00.00
EL. = 427.60
VPI 529+00.00
EL. = 424.20
(+)1.8000 %
(+)0.8500 %
(+)1.7115 %
(+)0.8500 %
(+)3.0000 %
VPC 528+00.00
EL. = 422.40
VPT 530+00.00
EL. = 425.05
L=200'
K=211
VPC 531+50.00
EL. = 426.33
VPI 534+50.00
EL. = 432.10
L=300'
K=140
VPC 540+00.00
EL. = 448.60
VPT 548+00.00
EL. = 453.00
L=800'
K=163
PROPOSED 3-12'x10' MBC
FL=434.0'
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-4TH
4TH
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-2ND
2ND
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-1ST
1ST
L=200'
K=143
MIN 26.1' CLEAR
VPC 558+00.00
EL. = 434.00
VPT 560+00.00
EL. = 431.60
MIN 20.8' CLEAR
MIN 22.5' CLEAR
(-)1.9000 %
(-)0.5000 %
VPI 559+00.00
EL. = 432.10
HGL - 100 YR
510
500
490
480
470
460
450
440
430
420
410
400
390
PROP
EXIST
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00


TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-EX EXPOSITION
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CM COMMERCE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
PEDESTRIAN BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HA HASKELL
EXISTING GROUND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-PK PEAK
PROPOSED PGL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CA CARROLL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BNK BANK
L=200' K=200
VPC 566+00.00 EL. = 428.60
VPT 568+00.00 EL. = 428.60
VPI 567+00.00 EL. = 428.10
(-)0.5000 % (+)0.5000 %
MIN 26.0' CLEAR
MIN 20.4' CLEAR
MIN 18.5' CLEAR
MIN 19.9' CLEAR
(+)0.5000 % (-)0.5000 %
VPI 579+00.00 EL. = 434.10
VPC 578+00.00 EL. = 433.60
VPT 580+00.00 EL. = 433.60
L=200' K=200
MIN 18.8' CLEAR
L=240' K=171
VPC 581+80.00 EL. = 432.70
VPI 583+00.00 EL. = 432.10
VPT 584+20.00 EL. = 433.18
(-)0.5000 % (+)0.9000 %
(+)0.9000 % (+)1.7000 %
VPC 587+00.00 EL. = 435.70
VPI 588+00.00 EL. = 436.60
VPT 589+00.00 EL. = 438.30
L=200' K=250
MIN 20.2' CLEAR
HGL - 100 YR
MIN 19.1' CLEAR
VPC 595+00.00 EL. = 448.50
VPI 597+00.00 EL. = 451.90
VPT 599+00.00 EL. = 450.76
(+)1.7000 % (-)0.5732 %
L=400' K=176
MIN 19.8' CLEAR
MATCHLINE ℄ ML-EB-WB STA 604+00
510
500
490
480
470
460
450
440
430
420
410
400
390
428.60 459.9
428.35 463.1
428.60 466.2
429.10 456.2
429.60 456.4
430.10 457.7
430.60 456.7
431.10 456.1
431.60 456.1
432.10 456.2
432.60 456.9
433.10 456.5
433.60 456.6
433.85 455.9
433.60 458.2
433.10 458.6
432.61 476.6
432.52 477.3
433.01 479.2
433.90 481.7
434.80 483.7
435.70 485.5
436.80 468.2
438.30 487.5
440.00 488.5
441.70 489.4
443.40 490.6
445.10 491.7
446.80 491.9
448.50 483.6
449.92 478.6
450.77 486.3
451.05 482.7
450.76 479.4
450.18 477.6
449.61 477.0
449.04 477.4
448.46 478.1
447.89 478.5
570+00
575+00
580+00
585+00
590+00
595+00
600+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

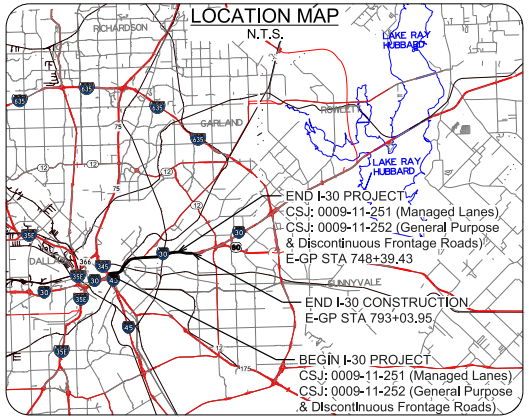
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

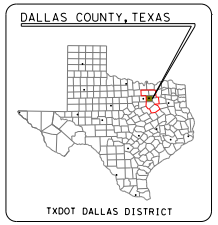
JULY 2023
ROLL 4 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

LOCATION MAP
N.T.S.


RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
35E
366
345
30
45
80
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

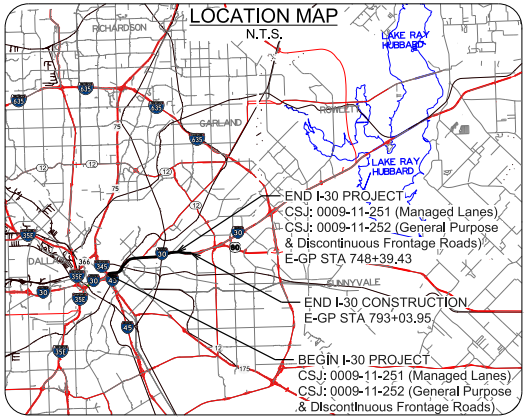
I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 5 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

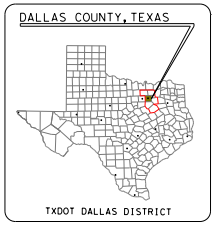
* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
GARLAND
ROWLETT
LAKE RAY HUBBARD
SUNNYVALE
DALLAS
635
75
12
30
45
175
20
35E
366
345
352
190

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & DIscontInuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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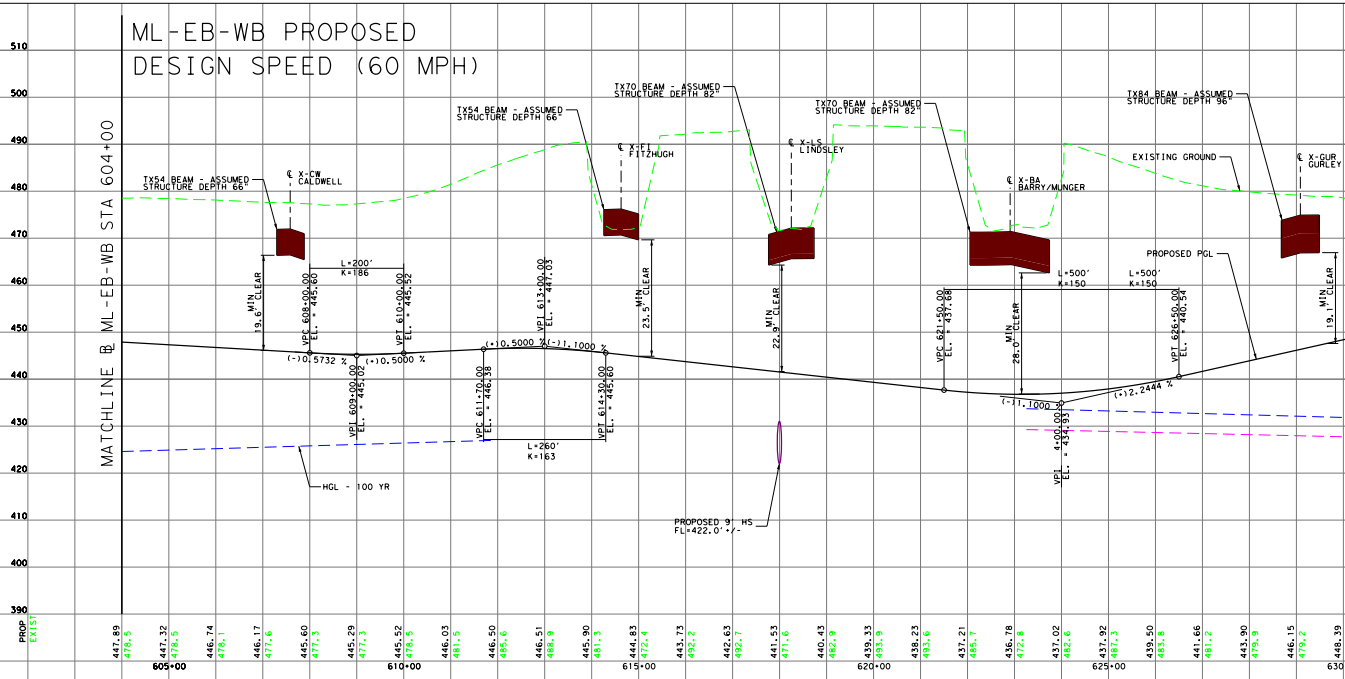
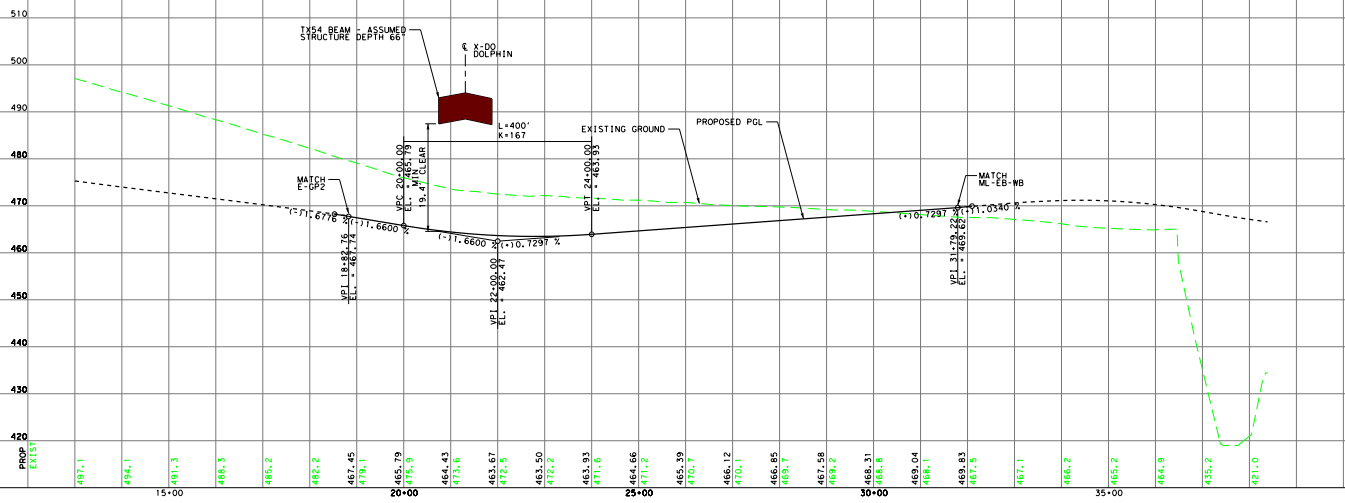
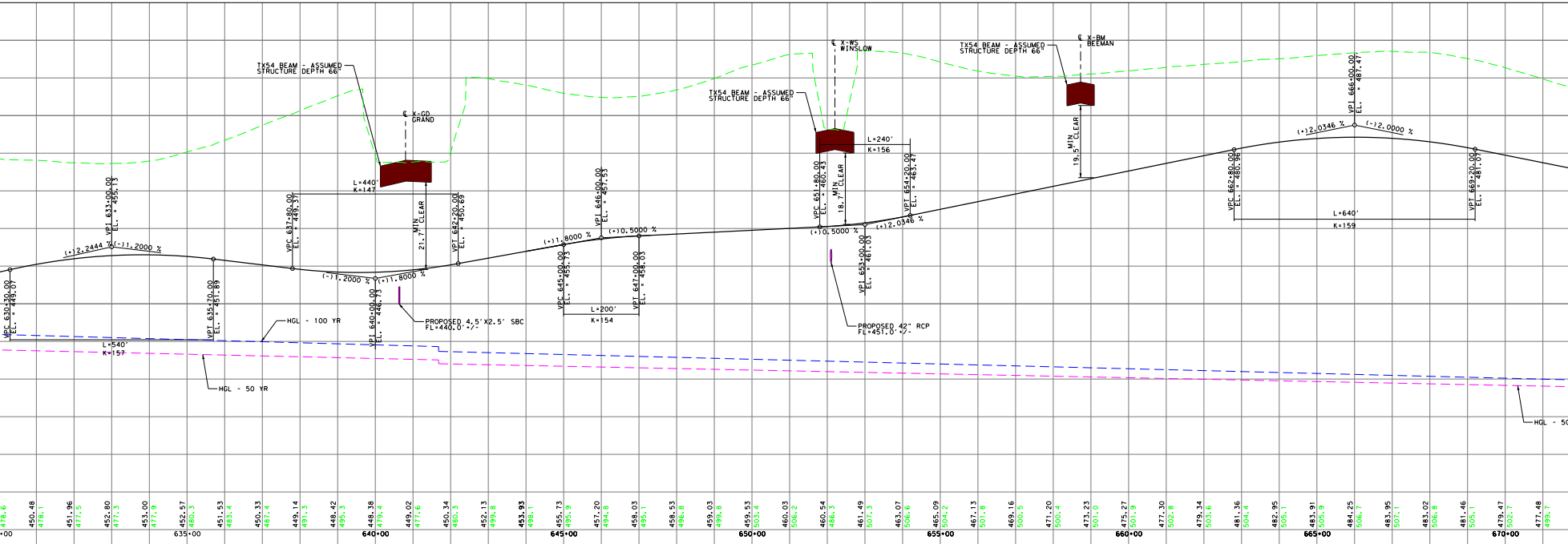
ML-EB-WB PROPOSED
DESIGN SPEED (60 MPH)

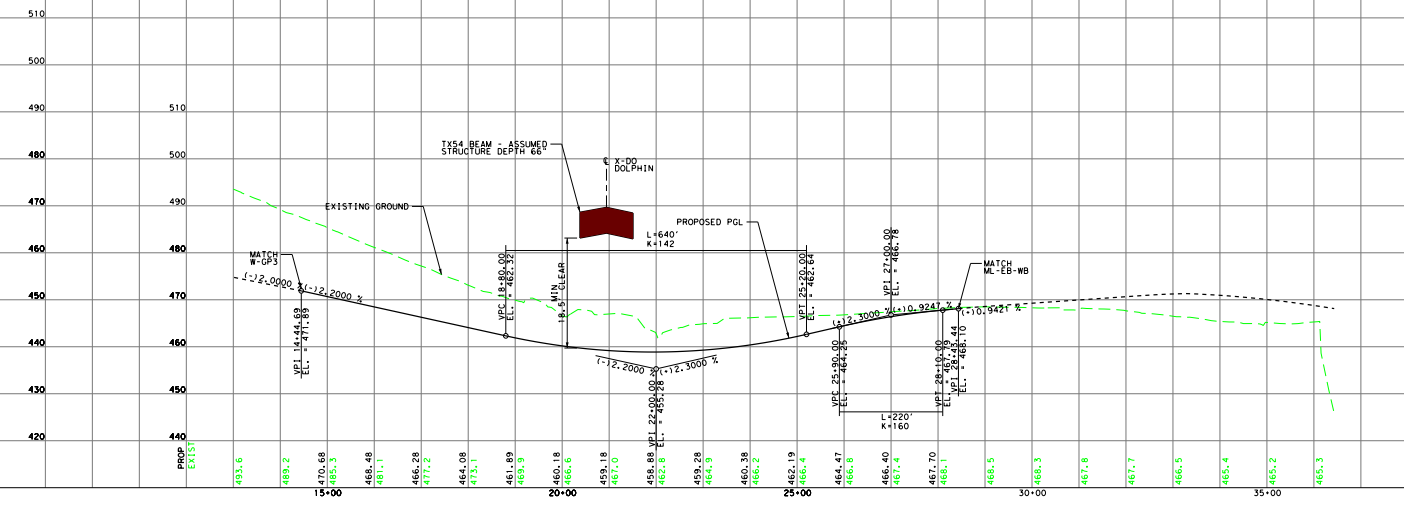

MATCHLINE ℄ ML-EB-WB STA 604+00
510
500
490
480
470
460
450
440
430
420
410
400
390
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
MIN 19.6' CLEAR
L=200'
K=186
VPC 608+00.00 EL. = 445.60
VPT 610+00.00 EL. = 445.52
(-)0.5732 %
(+)0.5000 %
VPI 609+00.00 EL. = 445.02
HGL - 100 YR
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-FI FITZHUGH
VPI 613+00.00 EL. = 447.03
(+)0.5000 %
(-)1.1000 %
VPC 611+70.00 EL. = 446.38
VPT 614+30.00 EL. = 445.60
L=260'
K=163
MIN 23.5' CLEAR
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-LS LINDSLEY
MIN 22.9' CLEAR
PROPOSED 9' HS FL=422.0'+/-
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-BA BARRY/MUNGER
VPC 621+50.00 EL. = 437.68
MIN 28.0' CLEAR
L=500'
K=150
L=500'
K=150
(-)1.1000 %
(+)2.2444 %
VPI 4+00.00 EL. = 434.93
VPT 626+50.00 EL. = 440.54
EXISTING GROUND
PROPOSED PGL
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GUR GURLEY
MIN 19.1' CLEAR
PROP
EXIST
447.89 478.5
447.32 478.5
446.74 478.1
446.17 477.6
445.60 477.3
445.29 477.3
445.52 478.5
446.03 481.5
446.50 485.6
446.51 488.9
445.90 481.3
444.83 472.4
443.73 492.2
442.63 492.7
441.53 471.6
440.43 482.9
439.33 493.9
438.23 493.6
437.21 485.7
436.78 472.8
437.02 482.6
437.92 487.3
439.50 483.8
441.66 481.2
443.90 479.9
446.15 479.2
448.39
605+00
610+00
615+00
620+00
625+00
630

ML-RP-EN-EB PROPOSED
DESIGN SPEED (60 MPH)

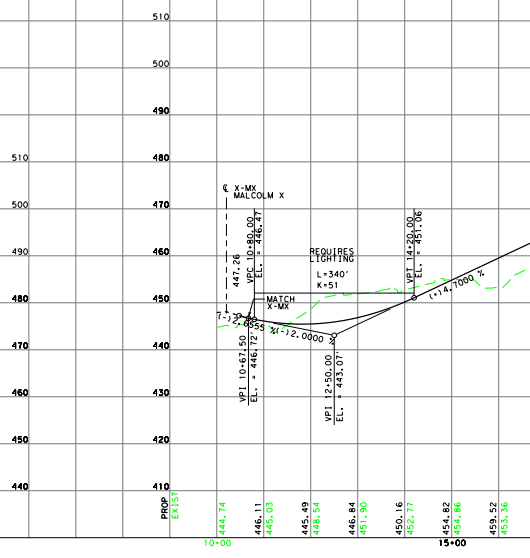

510
500
490
480
470
460
450
440
430
420
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
L=400'
K=167
VPC 20+00.00 EL. = 465.79
MIN 19.4' CLEAR
VPT 24+00.00 EL. = 463.93
EXISTING GROUND
PROPOSED PGL
MATCH E-GP2
(-)1.6776 %
(-)1.6600 %
(-)1.6600 %
(+)0.7297 %
VPI 18+82.76 EL. = 467.74
VPI 22+00.00 EL. = 462.47
MATCH ML-EB-WB
(+)0.7297 %
(+)1.0340 %
VPI 31+79.22 EL. = 469.62
PROP
EXIST
497.1
494.1
491.3
488.3
485.2
482.2
467.45 479.1
465.79 475.9
464.43 473.6
463.67 472.5
463.50 472.2
463.93 471.6
464.66 471.2
465.39 470.7
466.12 470.1
466.85 469.7
467.58 469.2
468.31 468.8
469.04 468.1
469.83 467.5
467.1
466.2
465.2
464.9
435.2
421.0
15+00
20+00
25+00
30+00
35+00

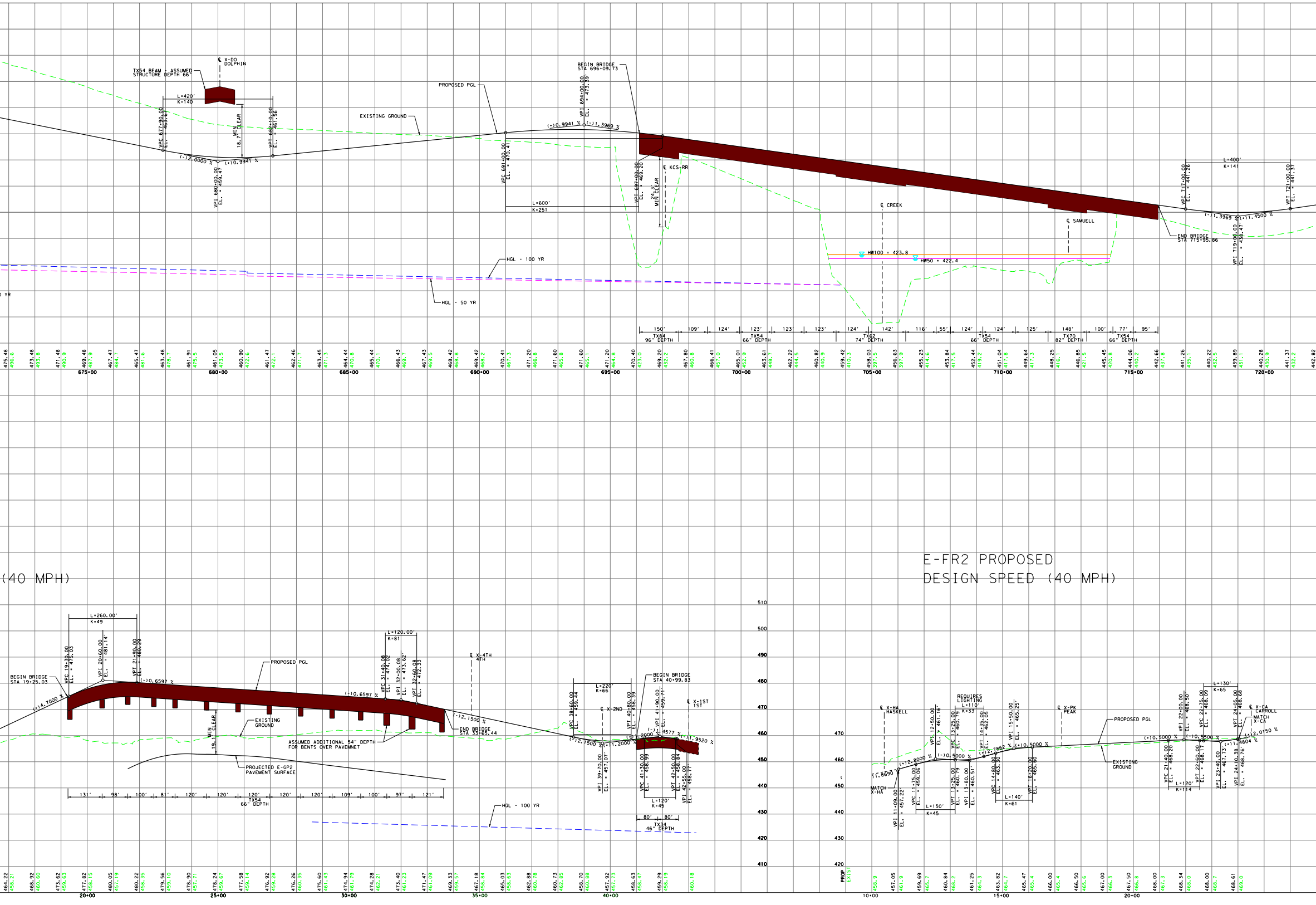

TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-GD GRAND
L=440'
K=147
MIN 21.7' CLEAR
VPI 633+00.00 EL. = 455.13
(+)2.2444 %
(-)1.2000 %
VPC 630+30.00 EL. = 449.07
VPT 635+70.00 EL. = 451.89
VPC 637+80.00 EL. = 449.37
VPI 640+00.00 EL. = 446.73
(-)1.2000 %
(+)1.8000 %
VPT 642+20.00 EL. = 450.69
PROPOSED 4.5'X2.5' SBC FL=440.0'+/-
HGL - 100 YR
HGL - 50 YR
L=540'
K=157
(+)1.8000 %
(+)0.5000 %
VPC 645+00.00 EL. = 455.73
VPI 646+00.00 EL. = 457.53
VPT 647+00.00 EL. = 458.03
L=200'
K=154
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-WS WINSLOW
L=240'
K=156
MIN 18.7' CLEAR
VPC 651+80.00 EL. = 460.43
VPI 653+00.00 EL. = 461.03
VPT 654+20.00 EL. = 463.47
(+)0.5000 %
(+)2.0346 %
PROPOSED 42" RCP FL=451.0'+/-
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BM BEEMAN
MIN 19.5' CLEAR
VPC 662+80.00 EL. = 480.96
VPI 666+00.00 EL. = 487.47
VPT 669+20.00 EL. = 481.07
(+)2.0346 %
(-)2.0000 %
L=640'
K=159
HGL - 50
635+00
640+00
645+00
650+00
655+00
660+00
665+00
670+00

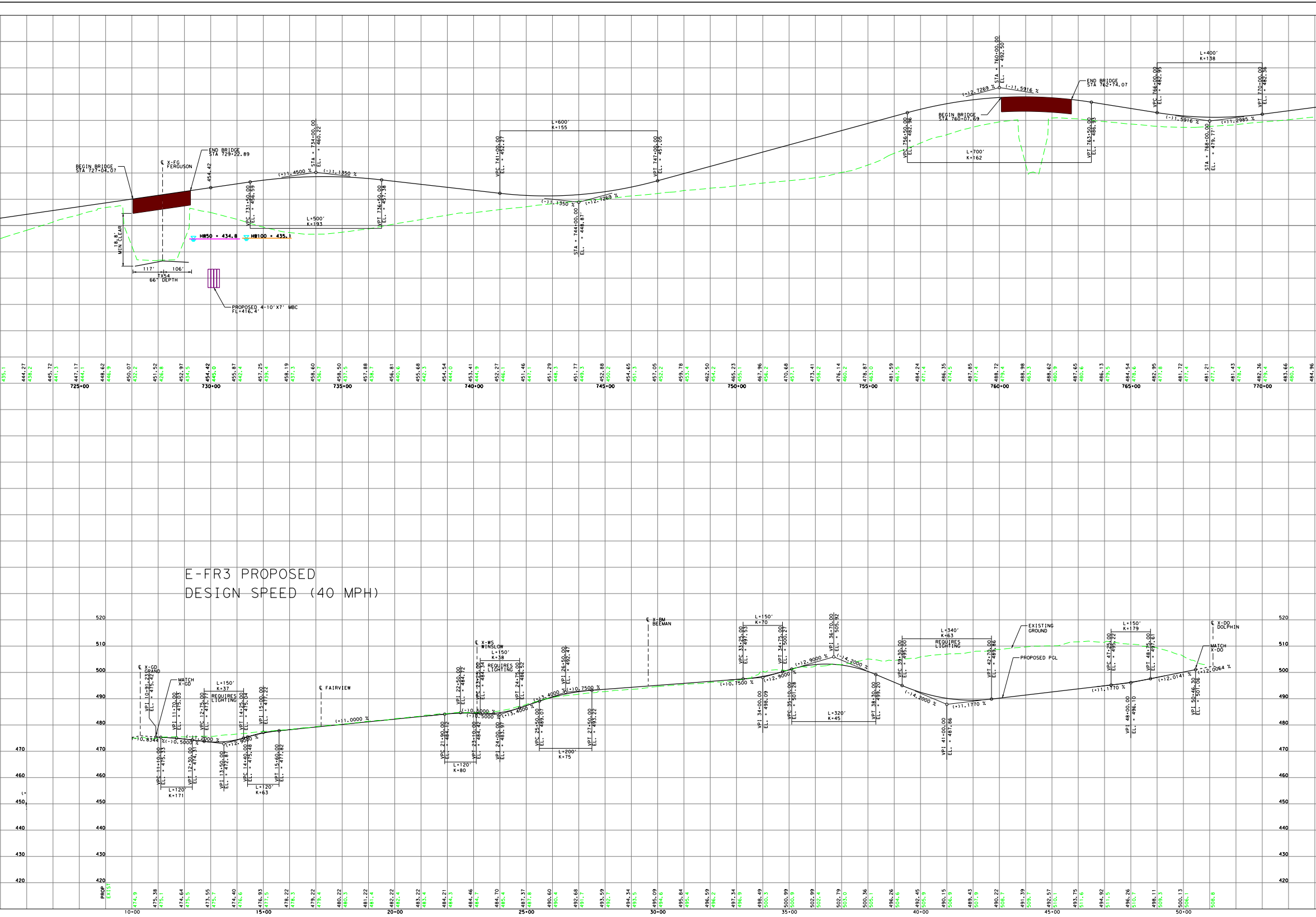
ML-RP-EX-WB PROPOSED
DESIGN SPEED (60 MPH)


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
EXISTING GROUND
PROPOSED PGL
MATCH W-GP3
L=640'
K=142
MIN 18.5' CLEAR
(-)2.0000 %
(-)2.2000 %
VPI 14+44.69 EL. = 471.89
VPC 18+80.00 EL. = 462.32
VPI 22+00.00 EL. = 455.28
(-)2.2000 %
(+)2.3000 %
VPT 25+20.00 EL. = 462.64
(+)2.3000 %
(+)0.9247 %
(+)0.9421 %
VPC 25+90.00 EL. = 464.25
VPI 27+00.00 EL. = 466.78
VPT 28+10.00 EL. = 467.79
VPI 28+48.44 EL. = 468.10
L=220'
K=160
MATCH ML-EB-WB
PROP
EXIST
15+00
20+00
25+00
30+00
35+00
510
500
490
480
470
460
450
440
430
420

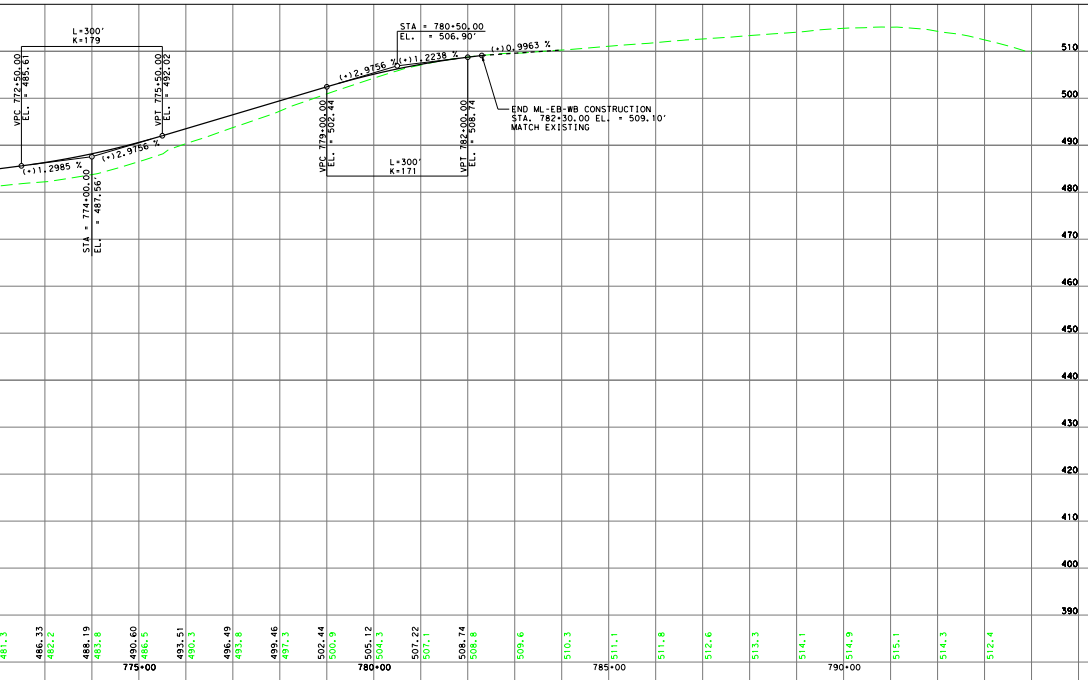
E-FR PROPOSED
DESIGN SPEED


℄ X-MX MALCOLM X
447.26
VPC 10+80.00 EL. = 446.47
VPI 10+67.50 EL. = 446.12
MATCH X-MX
REQUIRES LIGHTING
L=340'
K=51
(-)2.0000 %
(+)4.7000 %
VPI 12+50.00 EL. = 443.07
VPT 14+20.00 EL. = 451.06
PROP
EXIST
10+00
15+00
510
500
490
480
470
460
450
440
430
420
410


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
L=420'
K=140
VPC 677+90.00 EL. = 463.67
VPI 680+00.00 EL. = 459.47
VPT 682+10.00 EL. = 461.56
MIN CLEAR 18.7'
(-)2.0000 %
(+)0.9941 %
EXISTING GROUND
PROPOSED PGL
VPC 691+00.00 EL. = 470.41
L=600'
K=251
VPI 694+00.00 EL. = 473.39'
(+)0.9941 %
(-)1.3969 %
BEGIN BRIDGE STA 696+09.73
VPT 697+00.00 EL. = 469.20
24.3' MIN CLEAR
℄ KCS-RR
℄ CREEK
HW100 = 423.8
HW50 = 422.4
℄ SAMUELL
END BRIDGE STA 715+95.86
VPC 717+00.00 EL. = 441.26
L=400'
K=141
VPI 719+00.00 EL. = 438.47'
VPT 721+00.00 EL. = 441.37
(-)1.3969 %
(+)1.4500 %
HGL - 100 YR
HGL - 50 YR
YR
150' 109' 124' 123' 123' 123' 124' 142' 116' 55' 124' 124' 125' 148' 100' 77' 95'
TX84 96" DEPTH
TX54 66" DEPTH
TX62 74" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
475.48 496.6 473.48 493.8 471.48 490.9 469.48 487.9 467.47 484.7 465.47 481.6 463.48 478.7 461.91 475.5 461.05 473.5 460.90 472.6 461.47 472.1 462.46 471.7 463.45 471.3 464.44 470.8 465.44 470.1 466.43 469.7 467.43 469.5 468.42 468.8 469.42 468.2 470.41 467.3 471.20 466.8 471.60 465.8 471.60 465.1 471.20 464.8 470.40 423.0 469.20 432.2 467.80 460.8 466.41 457.0 465.01 452.9 463.61 448.7 462.22 444.5 460.82 440.9 459.42 410.3 458.03 397.5 456.63 397.9 455.23 414.6 453.84 417.5 452.44 419.2 451.04 417.8 449.64 417.3 448.25 416.1 446.85 421.5 445.45 420.8 444.06 440.2 442.66 437.8 441.26 435.1 440.22 432.5 439.89 431.1 440.28 430.9 441.37 432.2 442.82
675+00
680+00
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00
(40 MPH)
BEGIN BRIDGE STA 19+25.03
(+)4.7000 %
L=260.00'
K=49
VPC 19+30.00 EL. = 475.03
VPI 20+60.00 EL. = 481.14'
VPT 21+90.00 EL. = 480.29
(-)0.6597 %
PROPOSED PGL
(-)0.6597 %
L=120.00'
K=81
VPC 31+40.08 EL. = 474.02
VPI 32+00.08 EL. = 473.62'
VPT 32+60.08 EL. = 472.33
℄ X-4TH 4TH
EXISTING GROUND
MIN CLEAR 19.1'
ASSUMED ADDITIONAL 54" DEPTH FOR BENTS OVER PAVEMNET
(-)2.1500 %
END BRIDGE STA 33+65.44
PROJECTED E-GP2 PAVEMENT SURFACE
131' 98' 100' 81' 120' 120' 120' 120' 120' 109' 100' 97' 121'
TX54 66" DEPTH
L=220'
K=66
VPC 38+60.00 EL. = 459.44
℄ X-2ND
VPT 40+80.00 EL. = 458.39
BEGIN BRIDGE STA 40+99.83
VPI 41+90.00 EL. = 459.71'
℄ X-1ST 1ST
(-)2.1500 %
(+)1.2000 %
(+)1.2000 %
(-)1.4577 %
(-)1.9520 %
VPI 39+70.00 EL. = 457.07'
VPC 41+30.00 EL. = 458.99
VPT 42+50.00 EL. = 458.84
VPI 42+55.00 EL. = 458.77'
L=120'
K=45
80' 80'
TX34 46" DEPTH
HGL - 100 YR
510 500 490 480 470 460 450 440 430 420 410
464.22 458.21 468.92 460.60 473.62 469.63 477.82 456.15 480.05 457.19 480.22 458.35 479.56 459.10 478.90 457.71 478.24 459.67 477.58 459.14 476.92 459.28 476.26 460.35 475.60 461.43 474.94 461.79 474.28 462.21 473.40 461.23 471.47 461.09 469.33 459.57 467.18 458.84 465.03 458.63 462.88 460.78 460.73 462.85 458.70 460.88 457.92 457.73 458.63 458.47 459.29 456.19 458.18
20+00
25+00
30+00
35+00
40+00
E-FR2 PROPOSED
DESIGN SPEED (40 MPH)
470 460 450 440 430 420
℄ X-HA HASKELL
MATCH X-HA
(-)1.8690 %
(+)2.8000 %
VPI 11+09.00 EL. = 457.22'
VPC 11+75.00 EL. = 459.06
VPI 12+50.00 EL. = 461.16'
L=150'
K=45
VPT 13+25.00 EL. = 460.79
REQUIRES LIGHTING
L=110'
K=33
VPC 13+25.00 EL. = 460.79
(-)0.5000 %
VPI 13+80.00 EL. = 460.51'
VPT 14+35.00 EL. = 462.05
(+)2.7862 %
VPC 14+80.00 EL. = 463.30
VPI 15+50.00 EL. = 465.25'
L=140'
K=61
VPT 16+20.00 EL. = 465.60
(+)0.5000 %
℄ X-PK PEAK
PROPOSED PGL
EXISTING GROUND
(+)0.5000 %
VPC 21+40.00 EL. = 468.20
VPI 22+00.00 EL. = 468.50'
L=120'
K=114
VPT 22+60.00 EL. = 468.17
VPC 22+75.00 EL. = 468.09
(-)0.5500 %
L=130'
K=65
VPI 23+40.00 EL. = 467.73'
VPT 24+05.00 EL. = 468.68
VPI 24+10.38 EL. = 468.76'
(+)1.4604 %
(+)2.0150 %
℄ X-CA CARROLL
MATCH X-CA
PROP
EXIST
458.9 457.05 461.9 459.69 465.7 460.84 458.2 461.25 464.3 463.82 464.7 465.47 465.4 466.00 465.4 466.50 465.6 467.00 466.3 467.50 466.8 468.00 467.3 468.34 468.0 468.00 468.7 468.61 469.0
10+00
15+00
20+00



BEGIN BRIDGE STA 727+04.07
END BRIDGE STA 729+22.89
℄ X-FG FERGUSON
18.8' MIN CLEAR
117'
106'
TX54 66" DEPTH
HW50 = 434.8
HW100 = 435.1
PROPOSED 4-10'X7' MBC FL=416.4'
VPC 731+50.00 EL. = 456.59
STA = 734+00.00 EL. = 460.22'
VPT 736+50.00 EL. = 457.38
(+)1.4500 %
(-)1.1350 %
L=500' K=193
VPC 741+00.00 EL. = 452.27
L=600' K=155
VPT 747+00.00 EL. = 457.05
(-)1.1350 %
(+)2.7269 %
STA = 744+00.00 EL. = 448.87'
VPC 756+50.00 EL. = 482.96
STA = 760+00.00 EL. = 492.50
(+)2.7269 %
(-)1.5916 %
BEGIN BRIDGE STA 760+07.69
END BRIDGE STA 762+74.07
L=700' K=162
VPT 763+50.00 EL. = 486.93
VPC 766+00.00 EL. = 482.95
L=400' K=138
VPT 770+00.00 EL. = 482.38
(-)1.5916 %
(+)1.2985 %
STA = 768+00.00 EL. = 479.77'
725+00
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00
770+00
E-FR3 PROPOSED
DESIGN SPEED (40 MPH)
℄ X-GD GRAND
MATCH X-GD
L=150' K=37
REQUIRES LIGHTING
VPI 11+70.00 EL. = 475.03
VPC 12+75.00 EL. = 473.77
VPT 14+25.00 EL. = 475.04
VPT 15+00.00 EL. = 477.22
VPC 11+10.00 EL. = 475.33
VPC 12+30.00 EL. = 474.31
VPI 13+50.00 EL. = 472.81
VPC 14+40.00 EL. = 475.48
VPT 15+60.00 EL. = 477.82
L=120' K=171
L=120' K=63
(-)0.8344 %
(-)0.5000 %
(-)1.2000 %
(+)2.9000 %
℄ FAIRVIEW
(+)1.0000 %
℄ X-WS WINSLOW
L=150' K=38
REQUIRES LIGHTING
VPI 22+50.00 EL. = 484.72
VPC 23+25.00 EL. = 484.34
VPT 24+75.00 EL. = 486.52
VPC 21+90.00 EL. = 484.12
VPT 23+10.00 EL. = 484.42
VPI 24+00.00 EL. = 483.97
L=120' K=80
(-)0.5000 %
(+)3.4000 %
VPI 26+50.00 EL. = 492.47
VPC 25+50.00 EL. = 489.07
VPT 27+50.00 EL. = 493.22
L=200' K=75
(+)0.7500 %
℄ X-BM BEEMAN
L=150' K=70
VPC 33+25.00 EL. = 497.53
VPT 34+75.00 EL. = 500.27
VPI 34+00.00 EL. = 498.09
VPI 36+70.00 EL. = 505.92
VPC 35+10.00 EL. = 501.28
VPT 38+30.00 EL. = 499.20
L=320' K=45
(+)0.7500 %
(+)2.9000 %
(-)4.2000 %
L=340' K=63
REQUIRES LIGHTING
VPC 39+30.00 EL. = 495.00
VPT 42+70.00 EL. = 489.86
VPI 41+00.00 EL. = 487.86
(-)4.2000 %
(+)1.1770 %
EXISTING GROUND
PROPOSED PGL
L=150' K=179
VPC 47+25.00 EL. = 495.22
VPT 48+75.00 EL. = 497.61
VPI 48+00.00 EL. = 496.10
(+)1.1770 %
(+)2.0141 %
(+)2.0064 %
℄ X-DO DOLPHIN
MATCH X-DO
VPI 50+46.30 EL. = 501.06
520
510
500
490
480
470
460
450
440
430
420
PROP
EXIST
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00


L=300'
K=179
VPC 772+50.00
EL. = 485.61
VPT 775+50.00
EL. = 492.02
(+)1.2985 %
(+)2.9756 %
STA = 774+00.00
EL. = 487.56'
STA = 780+50.00
EL. = 506.90'
(+)2.9756 %
(+)1.2238 %
(+)0.9963 %
VPC 779+00.00
EL. = 502.44
VPT 782+00.00
EL. = 508.74
L=300'
K=171
END ML-EB-WB CONSTRUCTION
STA. 782+30.00 EL. = 509.10'
MATCH EXISTING
510
500
490
480
470
460
450
440
430
420
410
400
390
481.3
486.33
482.2
488.19
483.8
490.60
486.5
493.51
490.3
496.49
493.8
499.46
497.3
502.44
500.9
505.12
504.3
507.22
507.1
508.74
508.8
509.6
510.3
511.1
511.8
512.6
513.3
514.1
514.9
515.1
514.3
512.4
775+00
780+00
785+00
790+00

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

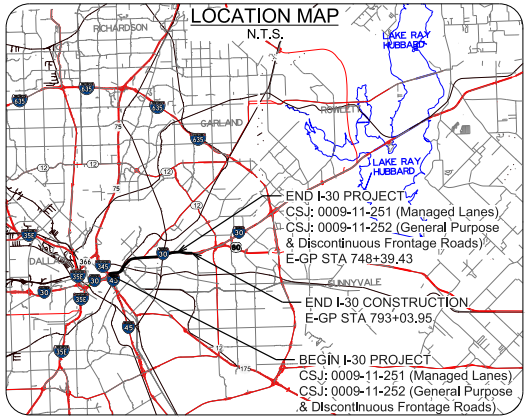
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 5 OF 9

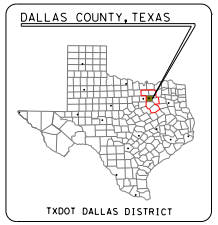
LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
175
366
345
35E
30
45
80
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)

E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

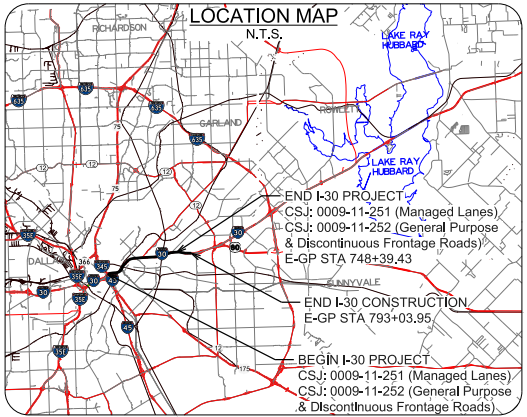
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 6 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

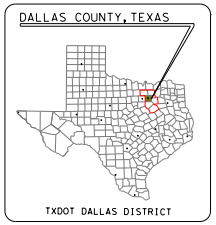
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
SUNNYVALE
DALLAS
635
75
12
30
45
175
35E
80
352
366
345

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

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DATE SUBMITTED:

DATE APPROVED:

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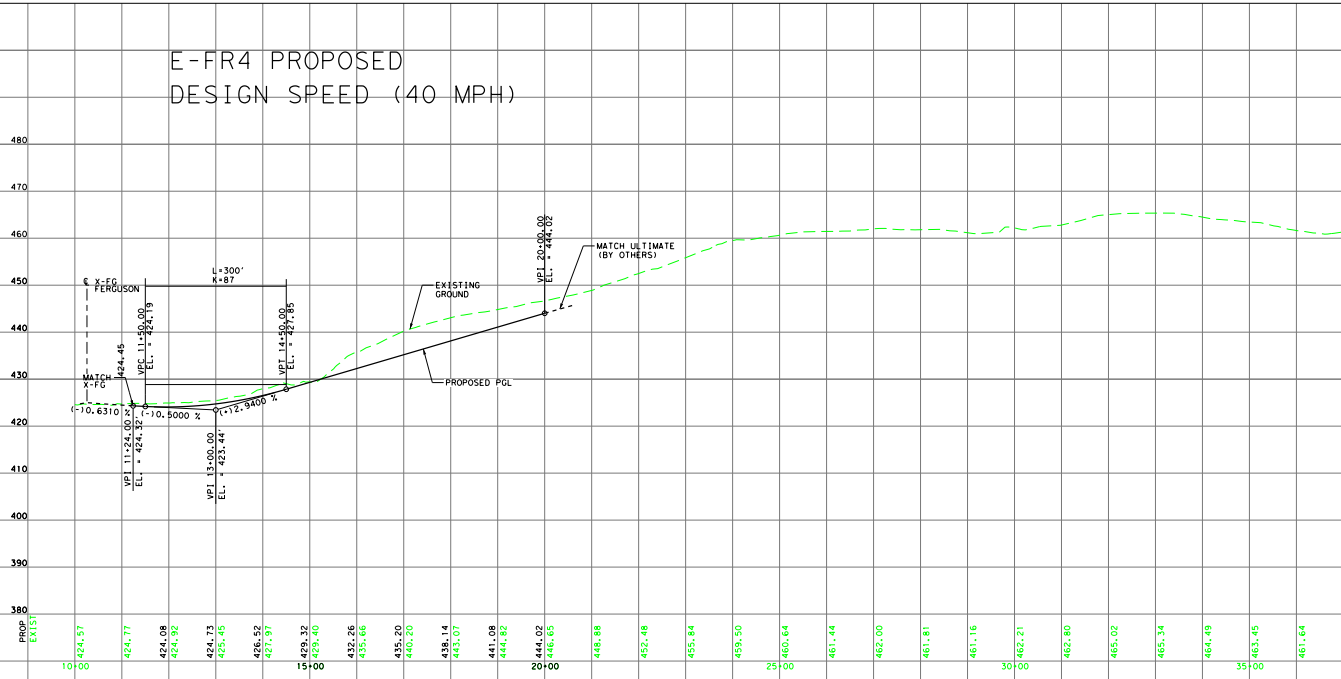
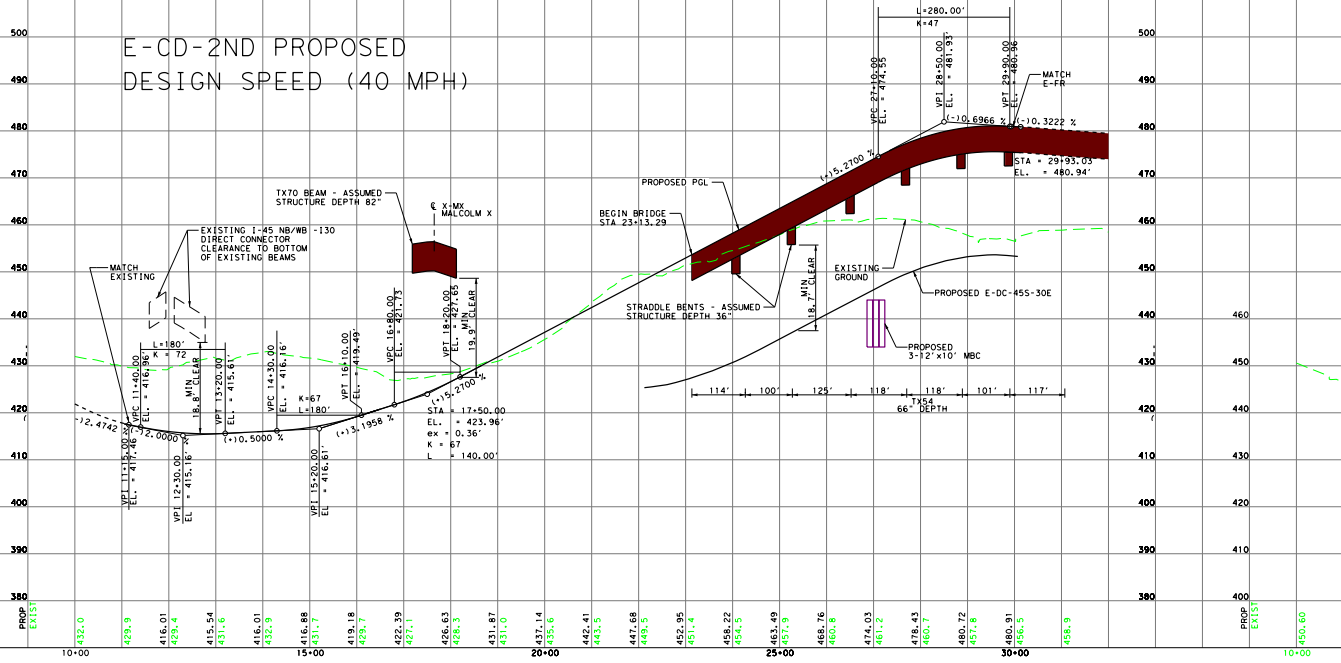
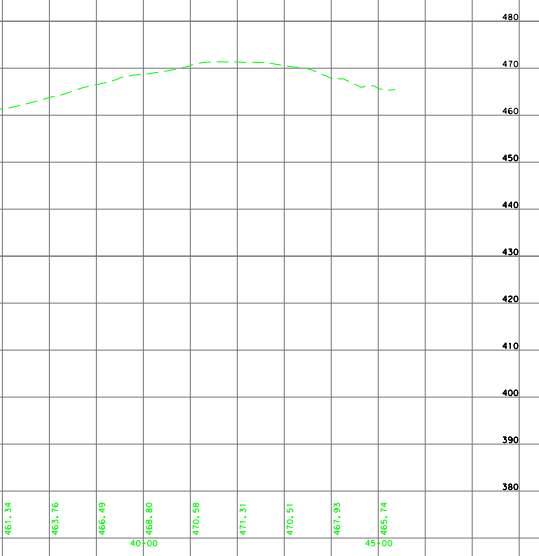
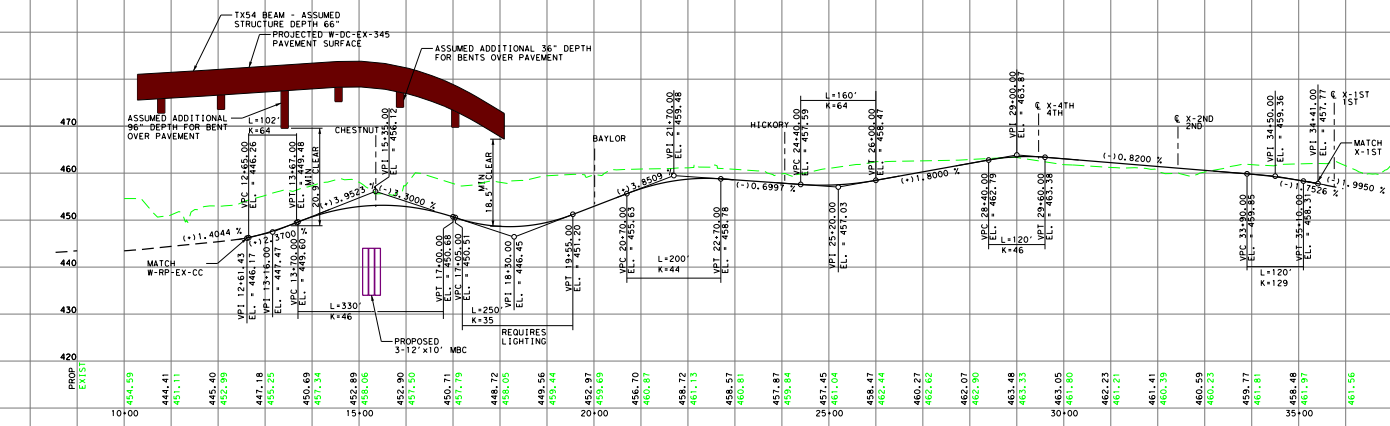

E-FR4 PROPOSED
DESIGN SPEED (40 MPH)
480
470
460
450
440
430
420
410
400
390
380
℄ X-FG FERGUSON
MATCH X-FG
424.45
L=300'
K=87
VPC 11+50.00 EL. = 424.19
VPT 14+50.00 EL. = 427.85
VPI 11+24.00 EL. = 424.32'
VPI 13+00.00 EL. = 423.44'
VPI 20+00.00 EL. = 444.02
(-)0.6310 %
(-)0.5000 %
(+)2.9400 %
EXISTING GROUND
PROPOSED PGL
MATCH ULTIMATE (BY OTHERS)
PROP
EXIST
424.57
424.77
424.08
424.92
424.73
425.45
426.52
427.97
429.32
429.40
432.26
435.66
435.20
440.20
438.14
443.07
441.08
444.82
444.02
446.65
448.88
452.48
455.84
459.50
460.64
461.44
462.00
461.81
461.16
462.21
462.80
465.02
465.34
464.49
463.45
461.64
10+00
15+00
20+00
25+00
30+00
35+00


E-CD-2ND PROPOSED
DESIGN SPEED (40 MPH)
500
490
480
470
460
450
440
430
420
410
400
390
380
MATCH EXISTING
EXISTING I-45 NB/WB -I30 DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-MX MALCOLM X
L=180'
K = 72
MIN 18.8' CLEAR
VPC 11+40.00 EL. = 416.96'
VPT 13+20.00 EL. = 415.61'
VPC 14+30.00 EL. = 416.16'
K=67
L=180'
VPT 16+10.00 EL. = 419.49'
VPC 16+80.00 EL. = 421.73
VPT 18+20.00 EL. = 427.65
MIN 19.9' CLEAR
(-)2.4742 %
(-)2.0000 %
(+)0.5000 %
(+)3.1958 %
(+)5.2700 %
VPI 11+15.00 EL. = 417.46
VPI 12+30.00 EL = 415.16'
VPI 15+20.00 EL = 416.61'
STA = 17+50.00
EL. = 423.96'
ex = 0.36'
K = 67
L = 140.00'
PROPOSED PGL
BEGIN BRIDGE STA 23+13.29
(+)5.2700 %
L=280.00'
K=47
VPC 27+10.00 EL. = 474.55
VPI 28+50.00 EL. = 481.93'
VPT 29+90.00 EL. = 480.96
(-)0.6966 %
(-)0.3222 %
MATCH E-FR
STA = 29+93.03
EL. = 480.94'
EXISTING GROUND
STRADDLE BENTS - ASSUMED STRUCTURE DEPTH 36"
MIN 18.7' CLEAR
PROPOSED E-DC-45S-30E
PROPOSED 3-12'x10' MBC
114'
100'
125'
118'
118'
101'
117'
TX54 66" DEPTH
PROP
EXIST
432.0
429.9
416.01
429.4
415.54
431.6
416.01
432.9
416.88
431.7
419.18
429.7
422.39
427.1
426.63
428.3
431.87
431.0
437.14
435.6
442.41
443.5
447.68
449.5
452.95
451.4
458.22
454.5
463.49
457.9
468.76
460.8
474.03
461.2
478.43
460.7
480.72
457.8
480.91
456.5
458.9
10+00
15+00
20+00
25+00
30+00
460
450
440
430
420
410
400
PROP
EXIST
450.60
10+00



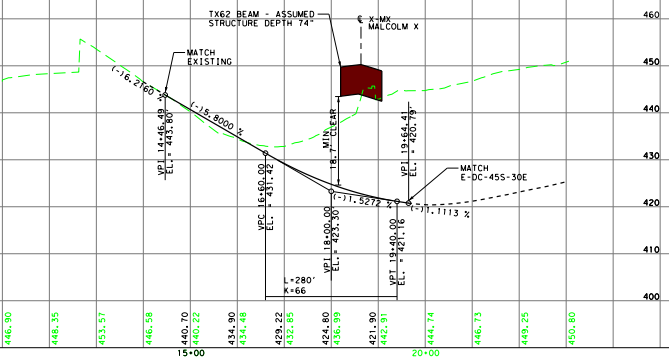
480
470
460
450
440
430
420
410
400
390
380
461.34
463.76
466.49
468.80
470.58
471.31
470.51
467.93
465.74
40+00
45+00

W-FR PROPOSED
DESIGN SPEED (40 MPH)



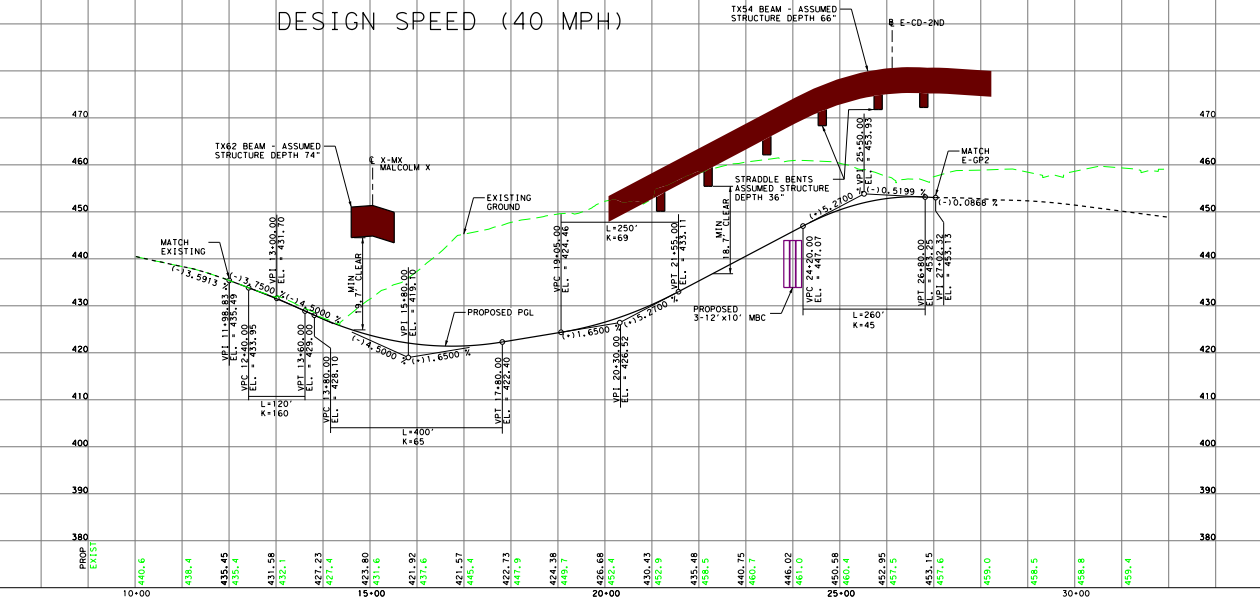
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
PROJECTED W-DC-EX-345 PAVEMENT SURFACE
ASSUMED ADDITIONAL 36" DEPTH FOR BENTS OVER PAVEMENT
ASSUMED ADDITIONAL 96" DEPTH FOR BENT OVER PAVEMENT
L=102'
K=64
CHESTNUT
MIN 20.9' CLEAR
MIN 18.5' CLEAR
BAYLOR
HICKORY
L=160'
K=64
℄ X-4TH 4TH
℄ X-2ND 2ND
℄ X-1ST 1ST
MATCH X-1ST
MATCH W-RP-EX-CC
(+)1.4044 %
(+)12.3700 %
(+)3.9523 %
(-)3.3000 %
(+)3.8509 %
(-)0.6997 %
(+)1.8000 %
(-)0.8200 %
(-)1.7526 %
(-)1.9950 %
VPI 12+61.43 EL. = 446.17
VPC 12+65.00 EL. = 446.26
VPI 13+16.00 EL. = 447.47
VPT 13+67.00 EL. = 449.48
VPC 13+70.00 EL. = 449.60
VPI 15+35.00 EL. = 456.12
VPT 17+00.00 EL. = 450.68
VPC 17+05.00 EL. = 450.51
VPI 18+30.00 EL. = 446.45
VPT 19+55.00 EL. = 451.20
VPC 20+70.00 EL. = 455.63
VPI 21+70.00 EL. = 459.48
VPT 22+70.00 EL. = 458.78
VPC 24+40.00 EL. = 457.59
VPI 25+20.00 EL. = 457.03
VPT 26+00.00 EL. = 458.47
VPC 28+40.00 EL. = 462.79
VPI 29+00.00 EL. = 463.87
VPT 29+60.00 EL. = 463.38
VPC 33+90.00 EL. = 459.85
VPI 34+50.00 EL. = 459.36
VPT 35+10.00 EL. = 458.31
VPI 34+41.00 EL. = 457.77
L=330'
K=46
L=250'
K=35
L=200'
K=44
L=120'
K=46
L=120'
K=129
REQUIRES LIGHTING
PROPOSED 3-12'x10' MBC
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
454.59
444.41
451.11
445.40
452.99
447.18
455.25
450.69
451.34
452.89
458.06
452.90
457.50
450.71
457.79
448.72
458.05
449.56
459.44
452.97
459.69
456.70
460.87
458.72
461.13
458.57
460.81
457.87
459.84
457.45
461.04
458.47
462.44
460.27
462.62
462.07
462.90
463.48
463.33
463.05
461.80
462.23
461.21
461.41
460.39
460.59
460.23
459.77
461.81
458.48
461.97
461.56
10+00
15+00
20+00
25+00
30+00
35+00

E-DC-45N-30E PROPOSED
DESIGN SPEED (35 MPH)



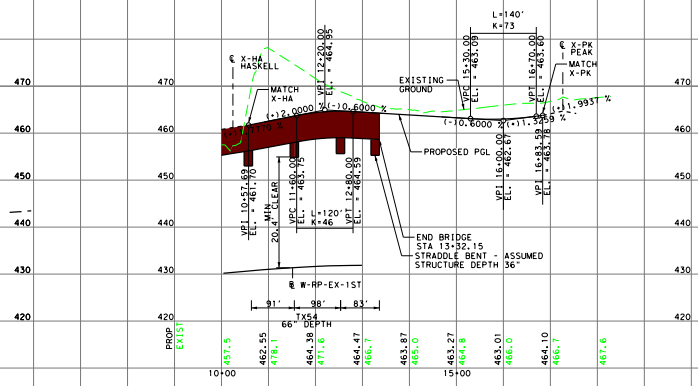
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
MATCH EXISTING
MATCH E-DC-45S-30E
MIN 18.7' CLEAR
(-)16.2160 %
(-)15.8000 %
(-)1.5272 %
(-)1.1113 %
VPI 14+46.49 EL. = 443.80
VPC 16+60.00 EL. = 431.42
VPI 18+00.00 EL. = 423.90
VPT 19+40.00 EL. = 421.16
VPI 19+64.41 EL. = 420.79
L=280'
K=66
460
450
440
430
420
410
400
446.90
448.35
453.57
446.58
440.70
440.22
434.90
434.48
429.22
432.85
424.80
436.99
421.90
442.91
444.74
446.73
449.25
450.80
15+00
20+00

E-DC-45S-30E PROPOSED
DESIGN SPEED (40 MPH)



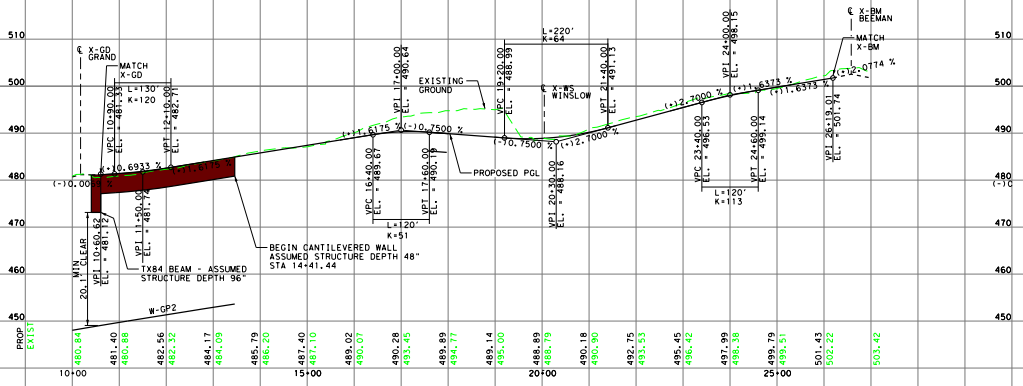
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ E-CD-2ND
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
EXISTING GROUND
MATCH EXISTING
MATCH E-GP2
STRADDLE BENTS ASSUMED STRUCTURE DEPTH 36"
MIN 19.7' CLEAR
MIN 18.7' CLEAR
PROPOSED PGL
PROPOSED 3-12'x10' MBC
L=250'
K=69
(-)3.5913 %
(-)3.7500 %
(-)14.5000 %
(-)14.5000 %
(+)11.6500 %
(+)11.6500 %
(+)15.2700 %
(+)15.2700 %
(-)0.5199 %
(-)0.0868 %
VPI 11+98.83 EL. = 435.49
VPC 12+40.00 EL. = 433.95
VPI 13+00.00 EL. = 431.70
VPT 13+60.00 EL. = 429.00
VPC 13+80.00 EL. = 428.10
VPI 15+80.00 EL. = 419.10
VPT 17+80.00 EL. = 422.40
VPI 19+05.00 EL. = 424.46
VPI 20+30.00 EL. = 426.52
VPI 21+55.00 EL. = 433.11
VPC 24+20.00 EL. = 447.07
VPI 25+50.00 EL. = 453.93
VPT 26+80.00 EL. = 453.25
VPI 27+02.32 EL. = 453.13
L=120'
K=160
L=400'
K=65
L=260'
K=45
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
440.6
438.4
435.45
435.4
431.58
432.1
427.23
427.4
423.80
431.6
421.92
437.6
421.57
445.4
422.73
447.9
424.38
449.7
426.68
452.4
430.43
452.9
435.48
458.5
440.75
460.7
446.02
461.0
450.58
460.4
452.95
457.5
453.15
457.6
459.0
458.5
458.8
459.4
10+00
15+00
20+00
25+00
30+00

W-FR2 PROPOSED
DESIGN SPEED (40 MPH)



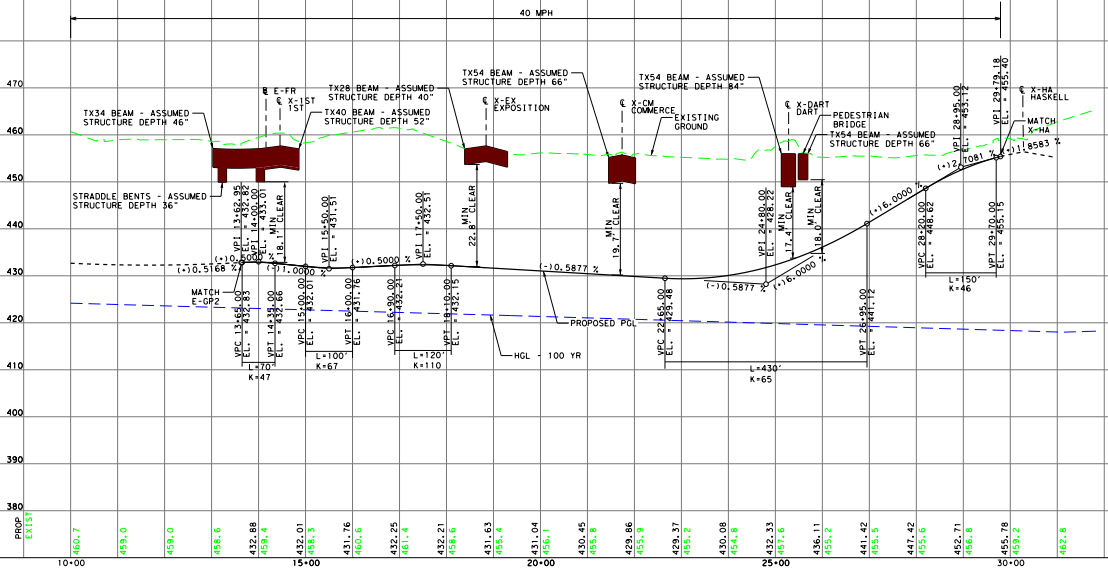
470
460
450
440
430
420
℄ X-HA HASKELL
MATCH X-HA
VPI 12+20.00 EL. = 464.95
(+)2.0000 %
(-)0.6000 %
EXISTING GROUND
VPC 15+30.00 EL. = 463.09
L=140'
K=73
℄ X-PK PEAK
MATCH X-PK
VPT 16+70.00 EL. = 463.60
(-)0.6000 %
(+)1.3359 %
(+)1.9937 %
PROPOSED PGL
VPI 10+57.69 EL. = 461.70
MIN CLEAR 20.4'
VPC 11+60.00 EL. = 463.75
L=120'
K=46
VPT 12+80.00 EL. = 464.59
VPI 16+00.00 EL. = 462.67
VPI 16+83.59 EL. = 463.78
END BRIDGE STA 13+32.15
STRADDLE BENT - ASSUMED STRUCTURE DEPTH 36"
℄ W-RP-EX-1ST
91'
98'
83'
TX54
66" DEPTH
PROP
EXIST
457.5
462.55
478.1
464.38
471.6
464.47
466.7
463.87
465.0
463.27
464.8
463.01
466.0
464.10
466.7
467.6
10+00
15+00

W-FR3 PROPOSED
DESIGN SPEED (40 MPH)



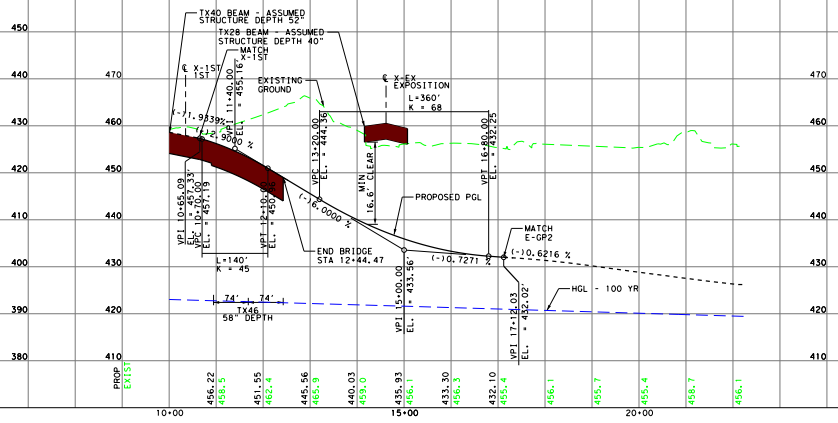
510
500
490
480
470
460
450
℄ X-GD GRAND
MATCH X-GD
L=130'
K=120
VPC 10+90.00 EL. = 481.33
VPT 12+19.00 EL. = 482.71
(-)0.0000 %
(+)0.6933 %
(+)1.6175 %
VPI 17+00.00 EL. = 490.64
EXISTING GROUND
(-)0.7500 %
VPC 19+20.00 EL. = 488.99
L=220'
K=64
℄ X-WS WINSLOW
VPT 21+40.00 EL. = 491.13
(-)0.7500 %
(+)2.7000 %
PROPOSED PGL
VPI 24+00.00 EL. = 498.15
(+)2.7000 %
(+)1.6373 %
(+)1.6373 %
(+)2.0774 %
℄ X-BM BEEMAN
MATCH X-BM
VPC 16+40.00 EL. = 489.67
L=120'
K=51
VPT 17+60.00 EL. = 490.19
VPI 20+30.00 EL. = 488.16
VPC 23+40.00 EL. = 496.53
L=120'
K=113
VPT 24+60.00 EL. = 499.14
VPI 26+19.01 EL. = 501.74
MIN CLEAR 20.1'
VPI 10+60.62 EL. = 481.2
VPI 11+50.00 EL. = 481.72
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
BEGIN CANTILEVERED WALL ASSUMED STRUCTURE DEPTH 48" STA 14+41.44
W-GP2
PROP
EXIST
480.84
481.40
480.88
482.56
482.32
484.17
484.09
485.79
486.20
487.40
487.10
489.02
490.07
490.28
493.45
489.89
494.77
489.14
495.00
488.89
488.79
490.18
490.90
492.75
493.53
495.45
496.42
497.99
498.38
499.79
499.51
501.43
502.22
503.42
10+00
15+00
20+00
25+00

E-RP-EX-HA PROPOSED
DESIGN SPEED (40 MPH)



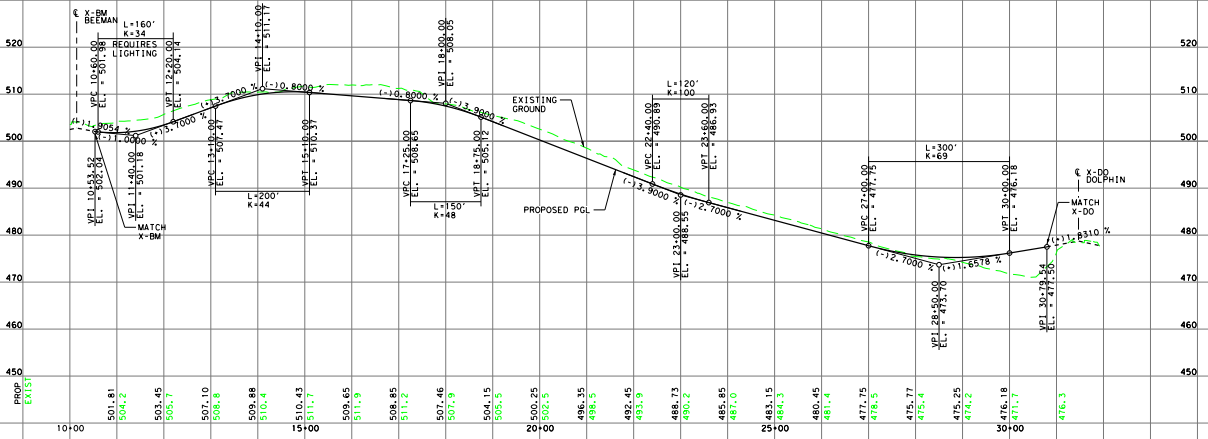
40 MPH
470
460
450
440
430
420
410
400
390
380
TX34 BEAM - ASSUMED STRUCTURE DEPTH 46"
℄ E-FR
℄ X-1ST 1ST
TX28 BEAM - ASSUMED STRUCTURE DEPTH 40"
TX40 BEAM - ASSUMED STRUCTURE DEPTH 52"
℄ X-EX EXPOSITION
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CM COMMERCE
EXISTING GROUND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
PEDESTRIAN BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HA HASKELL
MATCH X-HA
STRADDLE BENTS - ASSUMED STRUCTURE DEPTH 36"
VPI 13+62.95 EL. = 432.82
VPI 14+00.00 EL. = 433.01
MIN CLEAR 18.1'
VPI 15+50.00 EL. = 431.51
VPI 17+50.00 EL. = 432.51
MIN CLEAR 22.8'
MIN CLEAR 19.7'
VPI 24+80.00 EL. = 428.22
MIN CLEAR 17.4'
MIN CLEAR 18.0'
VPI 28+95.00 EL. = 453.12
VPI 29+79.18 EL. = 455.40
(-)0.5168 %
(+)0.5000 %
(-)1.0000 %
(+)0.5000 %
(-)0.5877 %
(-)0.5877 %
(+)6.0000 %
(+)6.0000 %
(+)2.1081 %
(+)1.8583 %
MATCH E-GP2
VPC 13+65.00 EL. = 432.83
VPT 14+35.00 EL. = 432.66
L=70'
K=47
VPC 15+00.00 EL. = 432.01
VPT 16+00.00 EL. = 431.76
L=100'
K=67
VPC 16+90.00 EL. = 432.21
VPT 18+10.00 EL. = 432.15
L=120'
K=110
PROPOSED PGL
HGL - 100 YR
VPC 22+65.00 EL. = 429.48
L=430'
K=65
VPI 26+95.00 EL. = 441.12
VPC 28+20.00 EL. = 448.62
VPT 29+70.00 EL. = 455.15
L=150'
K=46
PROP
EXIST
460.7
459.0
459.0
458.6
432.88
459.4
432.01
458.3
431.76
460.6
432.25
461.4
432.21
458.6
431.63
455.4
431.04
456.1
430.45
455.8
429.86
455.9
429.37
455.2
430.08
454.8
432.33
457.6
436.11
455.2
441.42
455.5
447.42
455.6
452.71
456.8
455.78
459.2
462.8
10+00
15+00
20+00
25+00
30+00

E-RP-EN-1ST PROPOSED
DESIGN SPEED (40 MPH)



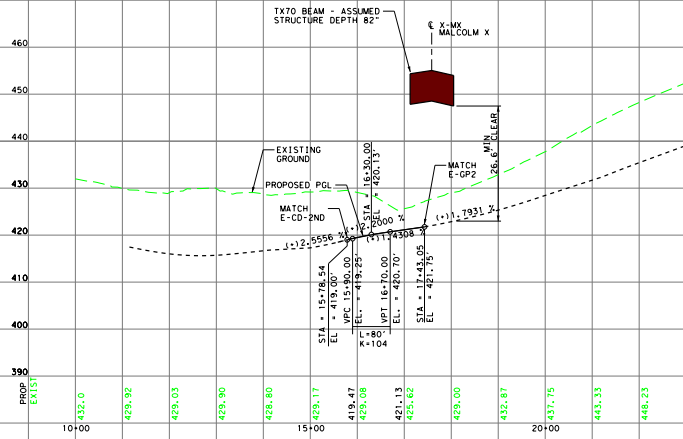
470
460
450
440
430
420
410
400
390
380
TX40 BEAM - ASSUMED STRUCTURE DEPTH 52"
TX28 BEAM - ASSUMED STRUCTURE DEPTH 40"
℄ X-1ST 1ST
MATCH X-1ST
EXISTING GROUND
℄ X-EX EXPOSITION
L=360'
K = 68
VPI 11+40.00 EL. = 455.16
(-)1.9330 %
(-)2.9000 %
(-)6.0000 %
VPC 13+20.00 EL. = 444.36
MIN CLEAR 16.6'
PROPOSED PGL
VPT 16+80.00 EL. = 432.25
(-)0.7271 %
(-)0.6216 %
MATCH E-GP2
HGL - 100 YR
VPI 10+65.09 EL. = 456.13
VPC 10+70.00 EL. = 457.19
VPT 12+10.00 EL. = 450.66
L=140'
K = 45
END BRIDGE STA 12+44.47
VPI 15+00.00 EL. = 433.56
VPI 17+13.03 EL. = 432.02
74'
74'
TX46
58" DEPTH
PROP
EXIST
456.22
458.5
451.55
462.4
445.56
465.9
440.03
459.0
435.93
456.1
433.30
456.3
432.10
455.4
456.1
455.7
455.4
458.7
456.1
10+00
15+00
20+00

W-FR4 PROPOSED
DESIGN SPEED (40 MPH)



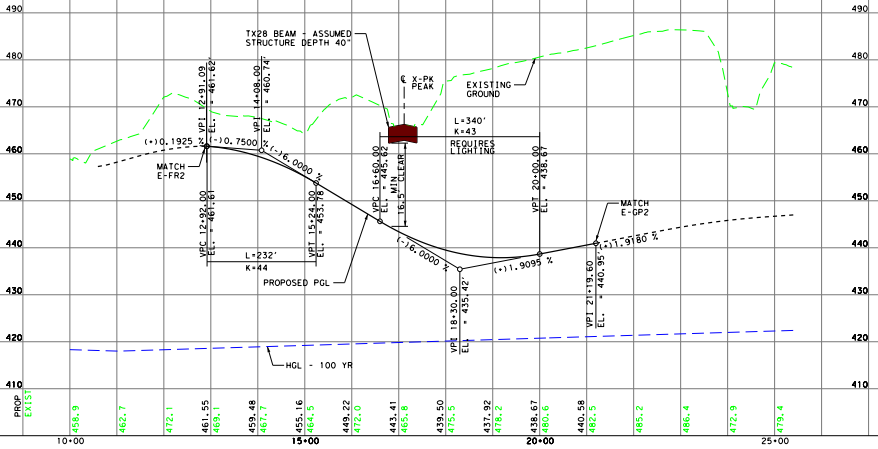
℄ X-BM
BEEMAN
L=160'
K=34
REQUIRES
LIGHTING
VPC 10+60.00
EL. = 501.98
VPT 12+20.00
EL. = 504.14
VPI 14+10.00
EL. = 511.17
VPI 18+00.00
EL. = 508.05
(+)1.9054 %
(-)1.0000 %
(+)3.7000 %
(+)3.7000 %
(-)0.8000 %
(-)0.8000 %
(-)3.9000 %
VPI 10+53.52
EL. = 502.04
VPI 11+40.00
EL. = 501.18
MATCH
X-BM
VPC 13+10.00
EL. = 507.47
VPT 15+10.00
EL. = 510.37
L=200'
K=44
VPC 17+25.00
EL. = 508.65
VPT 18+75.00
EL. = 505.12
L=150'
K=48
EXISTING
GROUND
PROPOSED PGL
L=120'
K=100
VPC 22+40.00
EL. = 490.89
VPT 23+60.00
EL. = 486.93
(-)3.9000 %
(-)2.7000 %
VPI 23+00.00
EL. = 488.55
L=300'
K=69
VPC 27+00.00
EL. = 477.75
VPT 30+00.00
EL. = 476.18
(-)2.7000 %
(+)1.6578 %
VPI 28+50.00
EL. = 473.70
℄ X-DO
DOLPHIN
MATCH
X-DO
(+)1.8310 %
VPI 30+79.54
EL. = 477.50
520
510
500
490
480
470
460
450
PROP
EXIST
501.81
504.2
503.45
505.7
507.10
508.8
509.88
510.4
510.43
511.7
509.65
511.9
508.85
511.2
507.46
507.9
504.15
505.5
500.25
502.5
496.35
498.5
492.45
493.9
488.73
490.2
485.85
487.0
483.15
484.3
480.45
481.4
477.75
478.5
475.77
475.4
475.25
474.2
476.18
471.7
476.3
10+00
15+00
20+00
25+00
30+00

E-CD-30E PROPOSED
DESIGN SPEED (40 MPH)



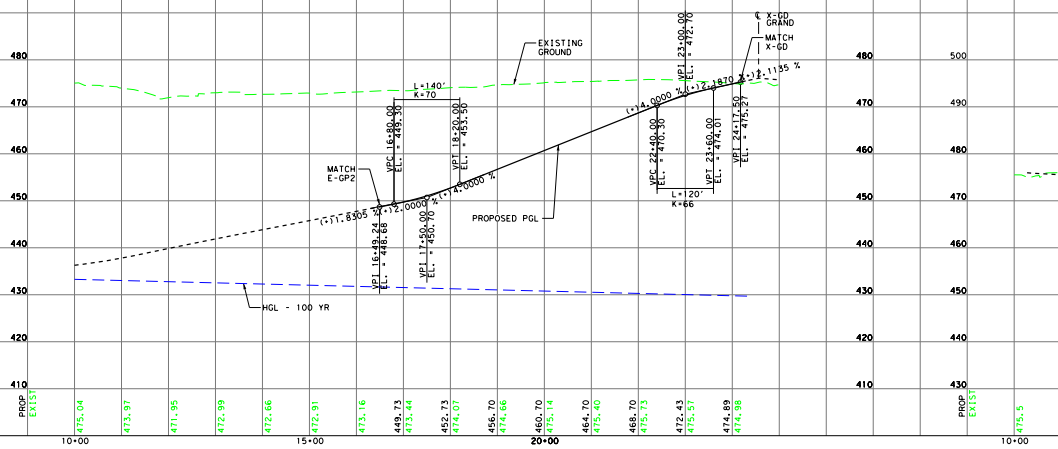
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-MX
MALCOLM X
MIN
26.6' CLEAR
EXISTING
GROUND
PROPOSED PGL
MATCH
E-CD-2ND
STA = 16+30.00
EL = 420.13'
MATCH
E-GP2
(+)2.5556 %
(+)2.2000 %
(+)1.4308 %
(+)1.7931 %
STA = 15+78.54
EL = 419.00'
VPC 15+90.00
EL. = 419.25'
VPT 16+70.00
EL. = 420.70'
L=80'
K=104
STA = 17+43.05
EL = 421.75'
460
450
440
430
420
410
400
390
PROP
EXIST
432.0
429.92
429.03
429.90
428.80
429.17
419.47
429.08
421.13
425.62
429.00
432.87
437.75
443.33
448.23
10+00
15+00
20+00

E-RP-EN-HA PROPOSED
DESIGN SPEED (40 MPH)

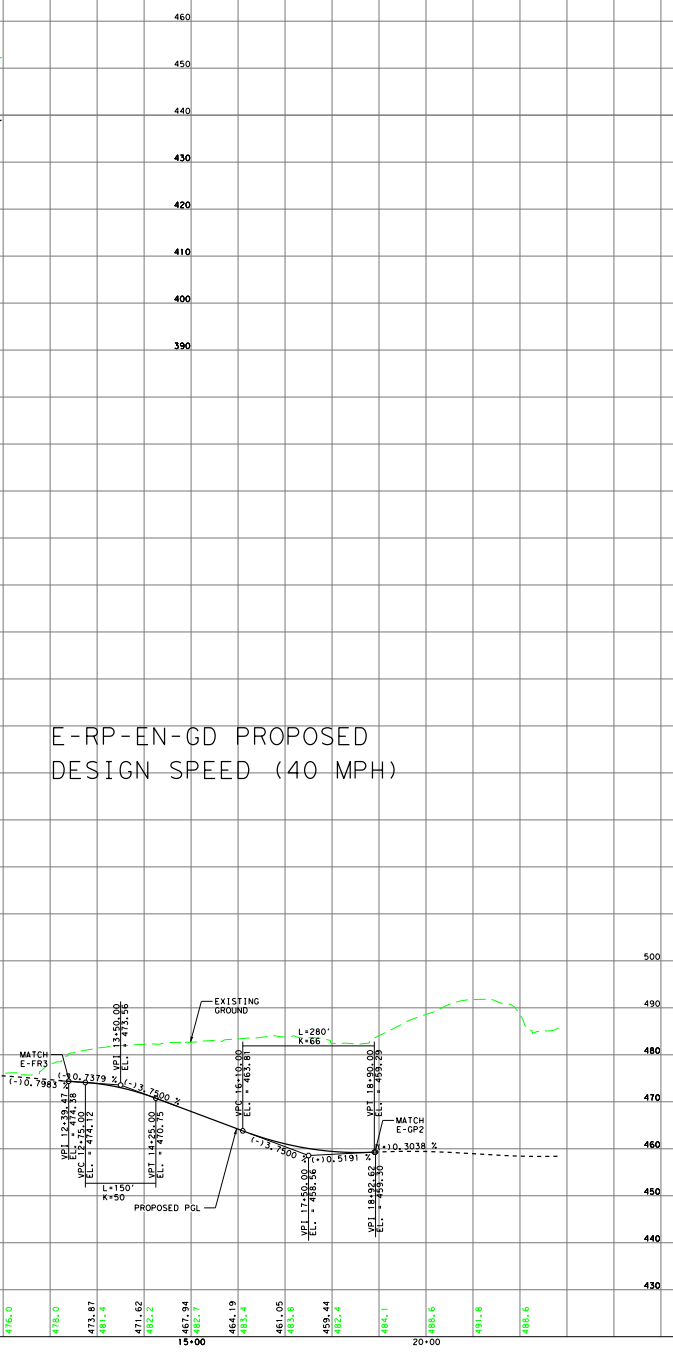


TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
℄ X-PK
PEAK
EXISTING
GROUND
VPI 12+91.09
EL. = 461.62
VPI 14+08.00
EL. = 460.74'
(+)0.1925 %
(-)0.7500 %
(-)6.0000 %
MATCH
E-FR2
L=340'
K=43
REQUIRES
LIGHTING
VPC 16+60.00
EL. = 445.62
MIN
16.5' CLEAR
VPT 20+00.00
EL. = 438.67
MATCH
E-GP2
VPC 12+92.00
EL. = 461.61
VPT 15+24.00
EL. = 453.78
L=232'
K=44
PROPOSED PGL
(-)6.0000 %
(+)1.9095 %
(+)1.9180 %
VPI 18+30.00
EL. = 435.42'
VPI 21+19.60
EL. = 440.95'
HGL - 100 YR
490
480
470
460
450
440
430
420
410
PROP
EXIST
458.9
462.7
472.1
461.55
469.1
459.48
467.7
455.16
464.5
449.22
472.0
443.41
465.8
439.50
475.5
437.92
478.2
438.67
480.6
440.58
482.5
485.2
486.4
472.9
479.4
10+00
15+00
20+00
25+00

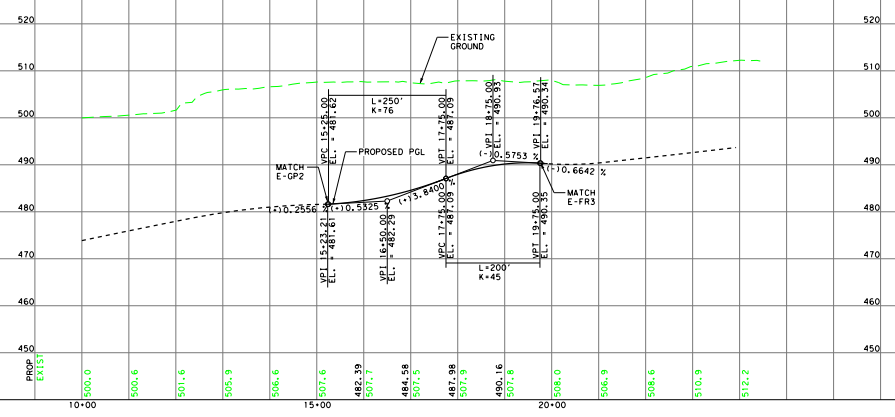
E-RP-EX-GD PROPOSED
DESIGN SPEED (40 MPH)



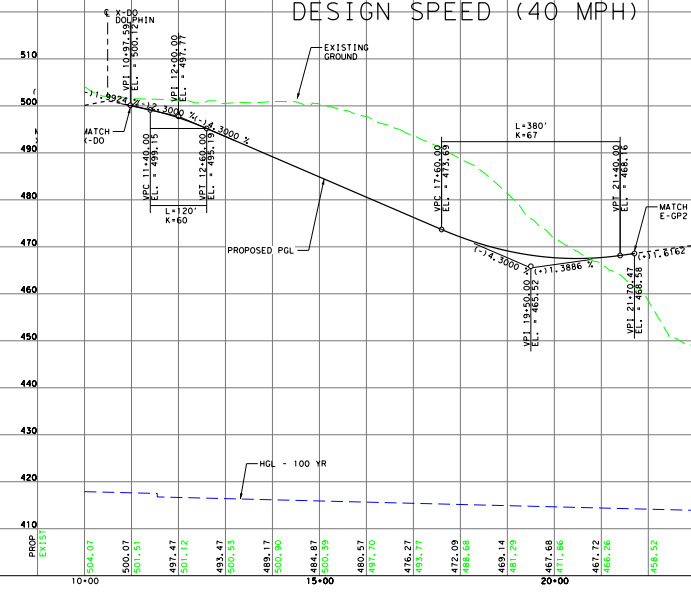
EXISTING
GROUND
L=140'
K=70
VPC 16+80.00
EL. = 449.30
VPT 18+20.00
EL. = 453.50
MATCH
E-GP2
(+)1.8305 %
(+)2.0000 %
(+)4.0000 %
VPI 16+49.24
EL. = 448.68
VPI 17+50.00
EL. = 450.70
PROPOSED PGL
HGL - 100 YR
VPI 23+00.00
EL. = 472.70
℄ X-GD
GRAND
MATCH
X-GD
(+)4.0000 %
(+)2.1870 %
(+)2.1135 %
VPC 22+40.00
EL. = 470.30
VPT 23+60.00
EL. = 474.01
L=120'
K=66
VPI 24+17.50
EL. = 475.27
480
470
460
450
440
430
420
410
PROP
EXIST
475.04
473.97
471.95
472.99
472.66
472.91
473.16
449.73
473.44
452.73
474.07
456.70
474.66
460.70
475.14
464.70
475.40
468.70
475.73
472.43
475.57
474.89
474.98
10+00
15+00
20+00
500
490
480
470
460
450
440
430
475.5
10+00


460
450
440
430
420
410
400
390
MATCH
E-FR3
(-)0.7983 %
(-)0.7379 %
VPI 12+39.47
EL. = 474.38
VPC 12+75.00
EL. = 474.12
VPI 13+50.00
EL. = 473.56
(-)3.7500 %
VPT 14+25.00
EL. = 470.75
L=150'
K=50
EXISTING
GROUND
PROPOSED PGL
VPC 16+10.00
EL. = 463.81
L=280'
K=66
(-)3.7500 %
VPI 17+50.00
EL. = 458.56
(+)0.5191 %
VPT 18+90.00
EL. = 459.29
VPI 18+92.62
EL. = 459.30
MATCH
E-GP2
(+)0.3038 %
500
490
480
470
460
450
440
430
476.0
478.0
473.87
481.4
471.62
482.2
467.94
482.7
464.19
483.4
461.05
483.8
459.44
482.4
484.1
488.6
491.8
488.6
15+00
20+00

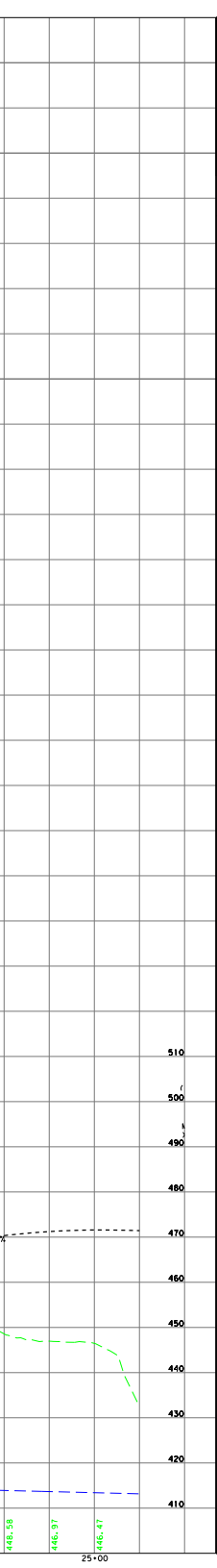
E-RP-EN-GD PROPOSED
DESIGN SPEED (40 MPH)


520
510
500
490
480
470
460
450
EXISTING
GROUND
MATCH
E-GP2
PROPOSED PGL
VPC 15+25.00
EL. = 481.62
L=250'
K=76
VPT 17+75.00
EL. = 487.09
VPI 18+75.00
EL. = 490.93
VPI 19+76.57
EL. = 490.34
(-)0.5753 %
(-)0.6642 %
MATCH
E-FR3
(+)0.2556 %
(+)0.5325 %
(+)3.8400 %
VPI 15+23.21
EL. = 481.61
VPI 16+50.00
EL. = 482.29
VPC 17+75.00
EL. = 487.09
VPT 19+75.00
EL. = 490.35
L=200'
K=45
PROP
EXIST
500.0
500.6
501.6
505.9
506.6
507.6
482.39
507.7
484.58
507.5
487.98
507.9
490.16
507.8
508.0
506.9
508.6
510.9
512.2
10+00
15+00
20+00
520
510
500
490
480
470
460
450

E-RP-EX-DO PROPOSED
DESIGN SPEED (40 MPH)


℄ X-DO
DOLPHIN
VPI 10+97.59
EL. = 500.12
VPI 12+00.00
EL. = 497.77
EXISTING
GROUND
510
500
490
480
470
460
450
440
430
420
410
(-)1.9924 %
(-)2.3000 %
(-)4.3000 %
MATCH
X-DO
VPC 11+40.00
EL. = 499.15
VPT 12+60.00
EL. = 495.19
L=120'
K=60
PROPOSED PGL
L=380'
K=67
VPC 17+60.00
EL. = 473.69
VPT 21+40.00
EL. = 468.16
MATCH
E-GP2
(-)4.3000 %
(+)1.3886 %
(+)1.6162
VPI 19+50.00
EL. = 465.52
VPI 21+70.47
EL. = 468.58
HGL - 100 YR
PROP
EXIST
504.07
500.07
501.51
497.47
501.12
493.47
500.53
489.17
500.90
484.87
500.39
480.57
497.70
476.27
493.77
472.09
488.68
469.14
481.29
467.68
471.86
467.72
466.26
458.52
10+00
15+00
20+00

E-RP-EN-DO PROPOSED
DESIGN SPEED (40 MPH)



TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

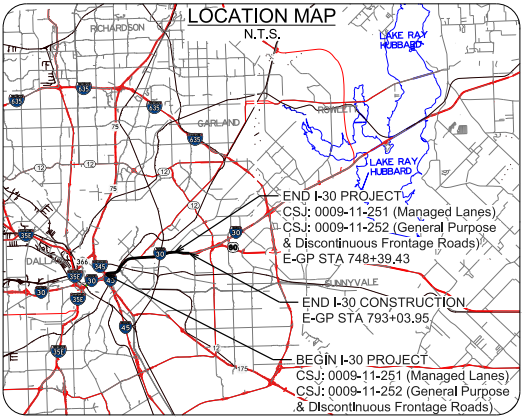
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JULY 2023
ROLL 6 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

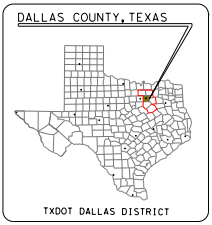

LOCATION MAP
N.T.S.

RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
30
45
175
345
35E

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS

TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ______

DATE APPROVED: ______

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

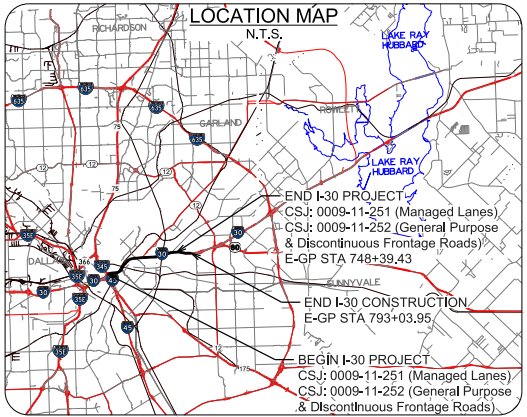
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

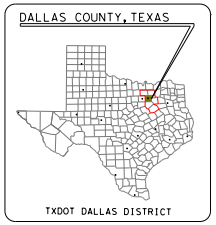
JULY 2023
ROLL 7 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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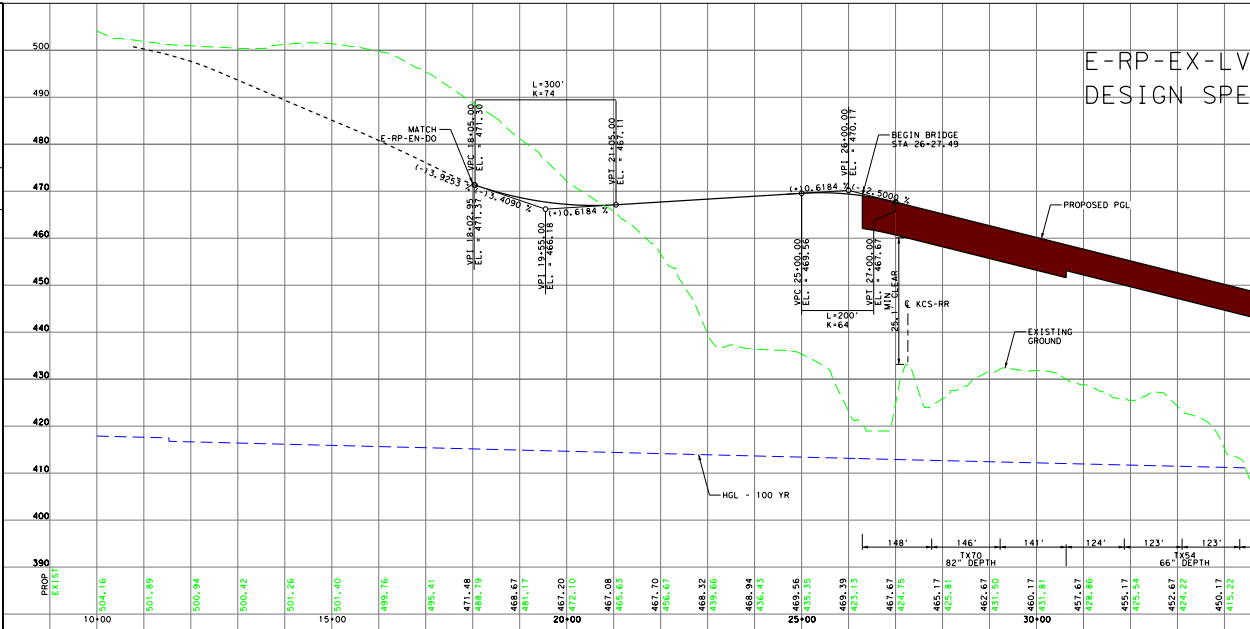
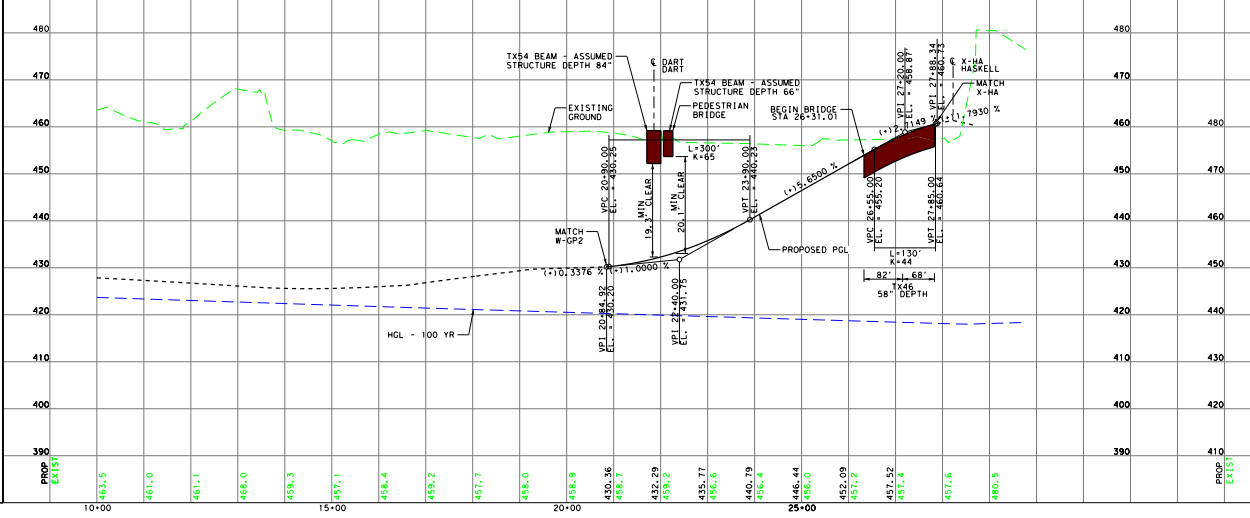
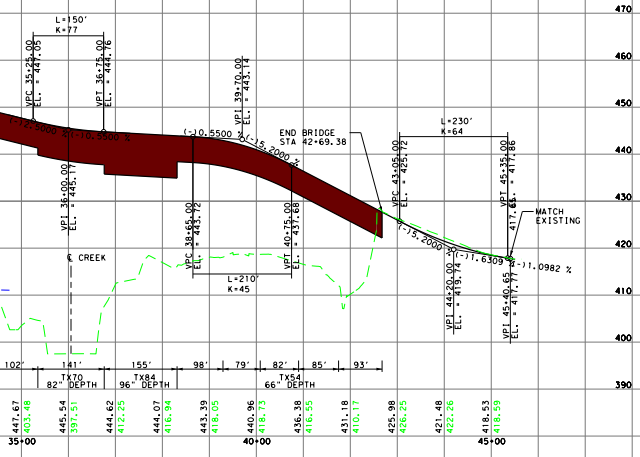
E-RP-EX-LV
DESIGN SPE


500
490
480
470
460
450
440
430
420
410
400
390
L=300'
K=74
MATCH
E-RP-EN-DO
(-)3.9253 %
(-)3.4090 %
(+)0.6184 %
VPC 18+05.00
EL. = 471.30
VPI 18+02.95
EL. = 471.37
VPI 19+55.00
EL. = 466.18
VPT 21+05.00
EL. = 467.11
VPI 26+00.00
EL. = 470.17
BEGIN BRIDGE
STA 26+27.49
(+)0.6184 %
(-)2.5000 %
VPC 25+00.00
EL. = 469.56
VPT 27+00.00
EL. = 467.67
L=200'
K=64
MIN 25.1' CLEAR
℄ KCS-RR
PROPOSED PGL
EXISTING GROUND
HGL - 100 YR
148'
146'
141'
124'
123'
123'
TX70
82" DEPTH
TX54
66" DEPTH
PROP
EXIST
504.16
501.89
500.94
500.42
501.26
501.40
499.76
495.41
471.48
488.79
468.67
481.17
467.20
472.10
467.08
465.63
467.70
456.67
468.32
439.66
468.94
436.43
469.56
435.35
469.39
423.13
467.67
424.75
465.17
425.81
462.67
431.50
460.17
431.81
457.67
428.86
455.17
425.54
452.67
424.22
450.17
415.22
10+00
15+00
20+00
25+00
30+00

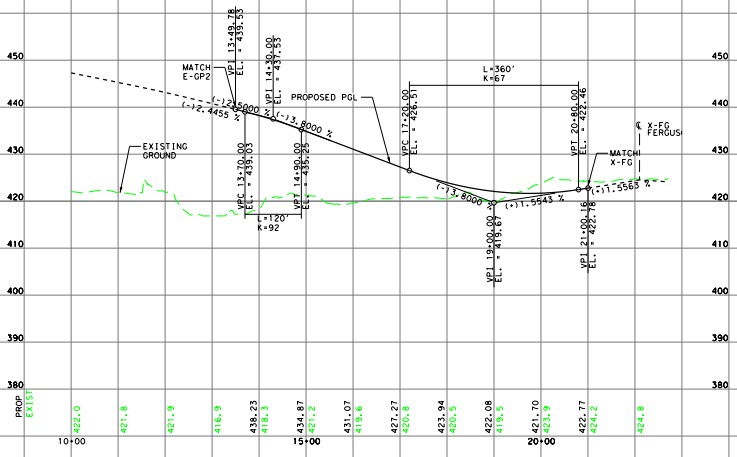
W-RP-EN-HA PROPOSED
DESIGN SPEED (40 MPH)


490
480
470
460
450
440
430
420
410
400
390
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
℄ DART
DART
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PEDESTRIAN
BRIDGE
EXISTING
GROUND
BEGIN BRIDGE
STA 26+31.01
VPI 27+20.00
EL. = 458.87
VPI 27+88.34
EL. = 460.73
℄ X-HA
HASKELL
MATCH
X-HA
(+)1.7930 %
(+)2.7149 %
L=300'
K=65
VPC 20+90.00
EL. = 430.25
MIN 19.3' CLEAR
MIN 20.1' CLEAR
VPT 23+90.00
EL. = 440.23
(+)5.6500 %
VPC 26+55.00
EL. = 455.20
VPT 27+85.00
EL. = 460.64
L=130'
K=44
82'
68'
TX46
58" DEPTH
MATCH
W-GP2
(+)0.3376 %
(+)1.0000 %
PROPOSED PGL
VPI 20+84.92
EL. = 430.20
VPI 22+40.00
EL. = 431.75
HGL - 100 YR
480
470
460
450
440
430
420
410
PROP
EXIST
463.5
461.0
461.1
460.0
459.3
457.1
458.4
459.2
457.7
458.0
458.9
430.36
458.7
432.29
459.2
435.77
456.6
440.79
456.4
446.44
456.0
452.09
457.2
457.52
457.4
457.6
460.5
10+00
15+00
20+00
25+00

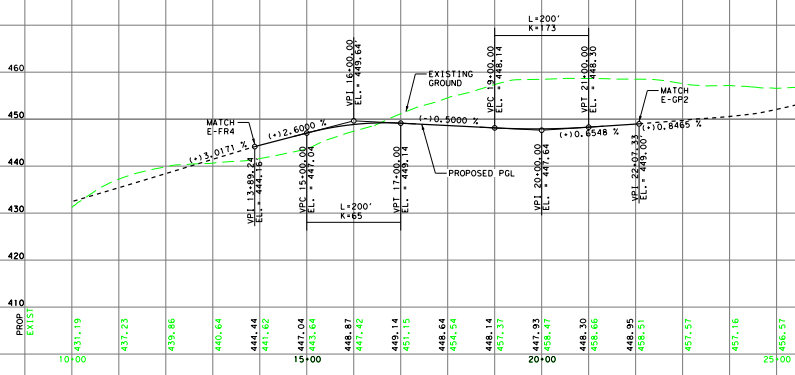
PROPOSED
ED (40 MPH)


L=150'
K=77
VPC 35+25.00
EL. = 447.05
VPT 36+75.00
EL. = 444.76
(-)2.5000 %
(-)0.5500 %
VPI 36+00.00
EL. = 445.17
(-)0.5500 %
VPI 39+70.00
EL. = 443.14
(-)5.2000 %
END BRIDGE
STA 42+69.38
VPC 38+65.00
EL. = 443.72
VPT 40+75.00
EL. = 437.68
L=210'
K=45
L=230'
K=64
VPC 43+05.00
EL. = 425.72
VPT 45+35.00
EL. = 417.86
MATCH
EXISTING
(-)5.2000 %
(-)1.6309 %
(-)1.0982 %
VPI 44+20.00
EL. = 419.74
VPI 45+40.65
EL. = 417.77
℄ CREEK
102'
141'
155'
98'
79'
82'
85'
93'
TX70
82" DEPTH
TX84
96" DEPTH
TX54
66" DEPTH
447.67
403.48
445.54
397.51
444.62
412.25
444.07
416.94
443.39
418.05
440.96
418.73
436.38
416.55
431.18
410.17
425.98
426.25
421.48
422.26
418.53
418.59
35+00
40+00
45+00
500
490
480
470
460
450
440
430
420
410
400
390

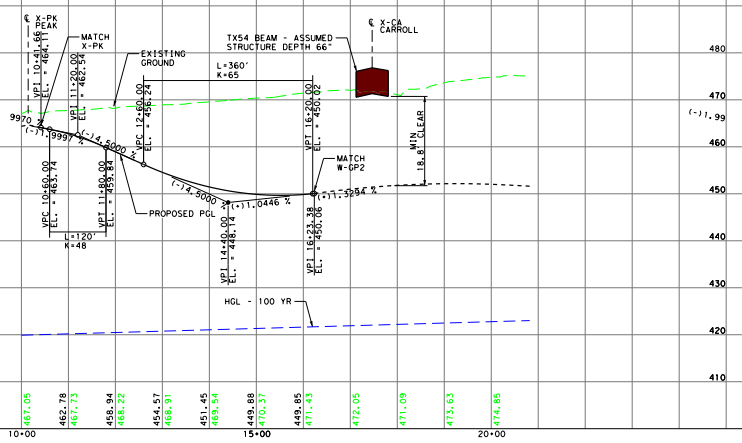
E-RP-EX-FG PROPOSED
DESIGN SPEED (40 MPH)


MATCH
E-GP2
VPI 13+49.78
EL. = 439.53
VPI 14+30.00
EL. = 437.53
(-)2.5000 %
(-)2.4455 %
(-)3.8000 %
PROPOSED PGL
EXISTING
GROUND
VPC 13+70.00
EL. = 439.03
VPT 14+90.00
EL. = 435.25
L=120'
K=92
L=360'
K=67
VPC 17+20.00
EL. = 426.51
VPT 20+80.00
EL. = 422.46
℄ X-FG
FERGUS
MATCH
X-FG
(-)3.8000 %
(+)1.5543 %
(+)1.5563 %
VPI 19+00.00
EL. = 419.67
VPI 21+00.16
EL. = 422.78
PROP
EXIST
422.0
421.8
421.9
416.9
438.23
418.3
434.87
421.2
431.07
419.6
427.27
420.8
423.94
420.5
422.08
419.5
421.70
423.9
422.77
424.2
424.8
10+00
15+00
20+00
450
440
430
420
410
400
390
380

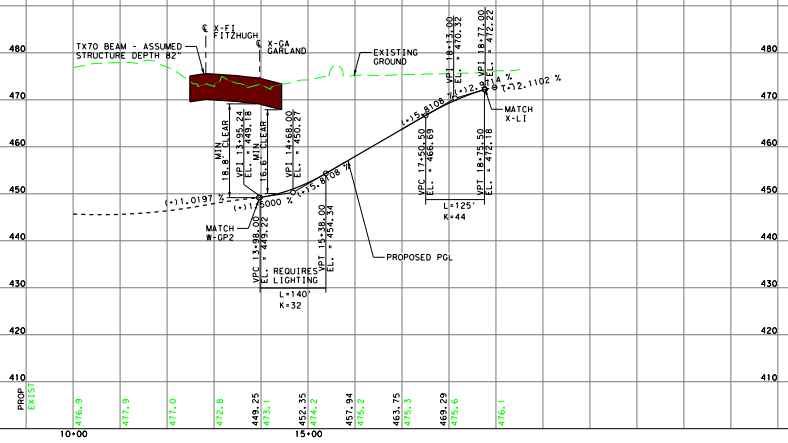
E-RP-EN-FG PROPOSED
DESIGN SPEED (40 MPH)


L=200'
K=173
VPI 16+00.00
EL. = 449.64'
VPC 19+00.00
EL. = 448.14
VPT 21+00.00
EL. = 448.30
EXISTING
GROUND
MATCH
E-GP2
MATCH
E-FR4
(+)2.6000 %
(-)0.5000 %
(+)0.6548 %
(+)0.8465 %
(+)3.0171 %
VPI 13+89.24
EL. = 444.16'
VPC 15+00.00
EL. = 447.04
VPT 17+00.00
EL. = 449.14
L=200'
K=65
PROPOSED PGL
VPI 20+00.00
EL. = 447.64
VPI 22+07.33
EL. = 449.00'
PROP
EXIST
431.19
437.23
439.86
440.64
444.44
441.62
447.04
443.64
448.87
447.42
449.14
451.15
448.64
454.54
448.14
457.37
447.93
458.47
448.30
458.66
448.95
458.51
457.57
457.16
456.57
10+00
15+00
20+00
25+00
460
450
440
430
420
410

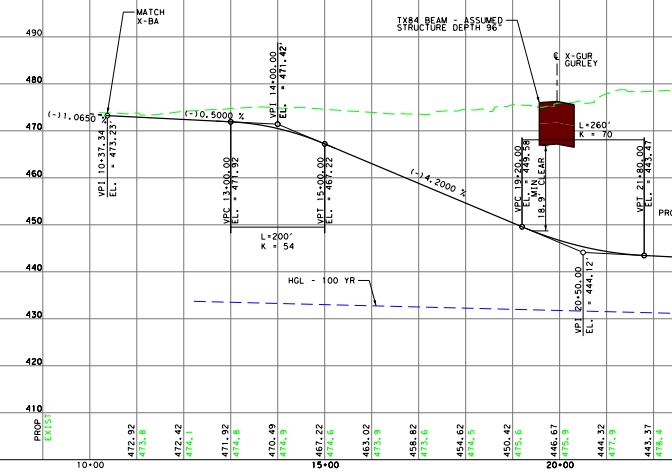
W-RP-EX-PK PROPOSED
DESIGN SPEED (40 MPH)


℄ X-PK
PEAK
MATCH
X-PK
VPI 10+41.66
EL. = 464.11
VPI 11+20.00
EL. = 462.54
EXISTING
GROUND
L=360'
K=65
VPC 12+60.00
EL. = 456.24
VPT 16+20.00
EL. = 450.02
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-CA
CARROLL
MIN
18.8' CLEAR
9970
(-)1.9997 %
(-)4.5000 %
VPC 10+60.00
EL. = 463.74
VPT 11+80.00
EL. = 459.84
L=120'
K=48
PROPOSED PGL
(-)4.5000 %
(+)1.0446 %
(+)1.3294 %
MATCH
W-GP2
VPI 14+40.00
EL. = 448.14
VPI 16+23.38
EL. = 450.06
HGL - 100 YR
(-)1.99
467.05
462.78
467.73
458.94
468.22
454.57
468.91
451.45
469.54
449.88
470.37
449.85
471.43
472.05
471.09
473.63
474.85
10+00
15+00
20+00
480
470
460
450
440
430
420
410

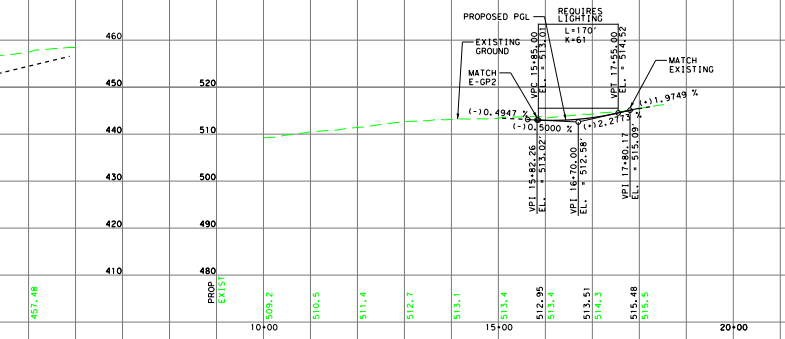
W-RP-EN-BA PROPOSED
DESIGN SPEED (40 MPH)


TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-FI
FITZHUGH
℄ X-GA
GARLAND
EXISTING
GROUND
VPI 18+13.00
EL. = 470.32
VPI 18+77.00
EL. = 472.22
(+)2.9714 %
(+)2.1102 %
MATCH
X-LI
(+)5.8108 %
MIN
18.8' CLEAR
VPI 13+95.24
EL. = 449.18
MIN
16.6' CLEAR
VPI 14+68.00
EL. = 450.27
VPC 17+50.50
EL. = 466.69
VPT 18+75.50
EL. = 472.18
L=125'
K=44
(+)1.0197 %
(+)1.5000 %
(+)5.8108 %
MATCH
W-GP2
VPC 13+98.00
EL. = 449.22
REQUIRES
LIGHTING
VPT 15+38.00
EL. = 454.34
L=140'
K=32
PROPOSED PGL
PROP
EXIST
476.9
477.9
477.0
472.8
449.25
473.1
452.35
474.2
457.94
475.2
463.75
475.3
469.29
475.6
476.1
10+00
15+00
480
470
460
450
440
430
420
410

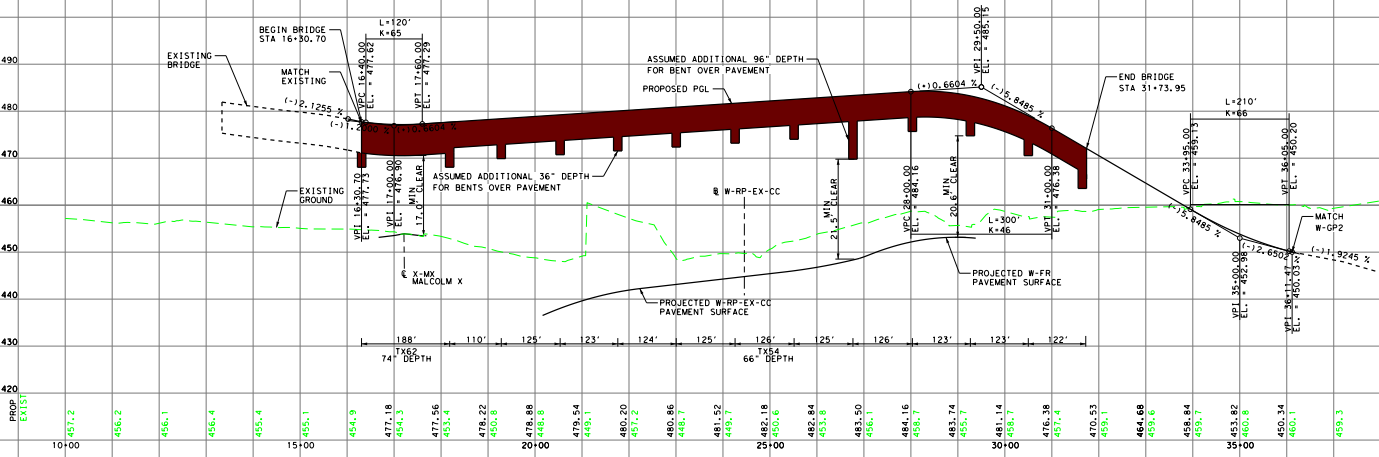
W-RP-EX-BA PROPOSED
DESIGN SPEED (40 MPH)

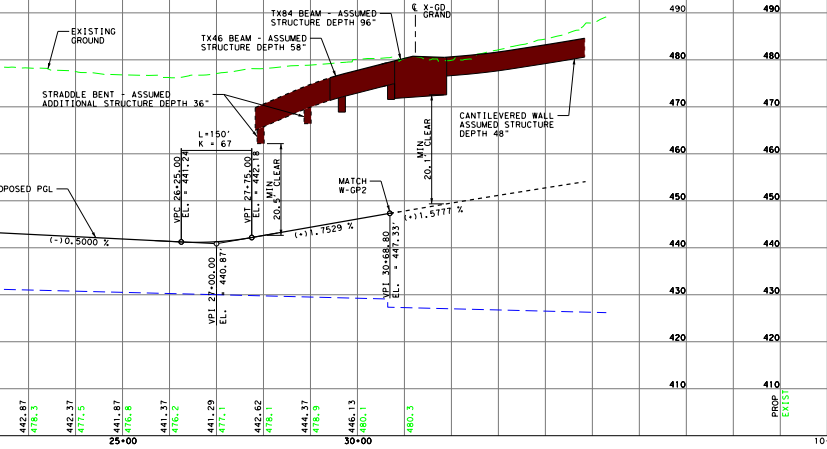

MATCH
X-BA
TX84 BEAM - ASSUMED
STRUCTURE DEPTH 96"
℄ X-GUR
GURLEY
VPI 14+00.00
EL. = 471.42'
(-)1.0650 %
(-)0.5000 %
VPI 10+37.34
EL. = 473.23'
VPC 13+00.00
EL. = 471.92
VPT 15+00.00
EL. = 467.22
L=200'
K = 54
(-)4.2000 %
L=260'
K = 70
VPC 19+20.00
EL. = 449.58
MIN
18.9' CLEAR
VPT 21+80.00
EL. = 443.47
PRO
HGL - 100 YR
VPI 20+50.00
EL. = 444.12'
PROP
EXIST
472.92
473.8
472.42
474.1
471.92
474.8
470.49
474.9
467.22
474.6
463.02
473.9
458.82
473.6
454.62
474.5
450.42
475.6
446.67
475.9
444.32
477.9
443.37
478.4
10+00
15+00
20+00
490
480
470
460
450
440
430
420
410

E-RP-EX-JM PROPOSED
DESIGN SPEED (40 MPH)

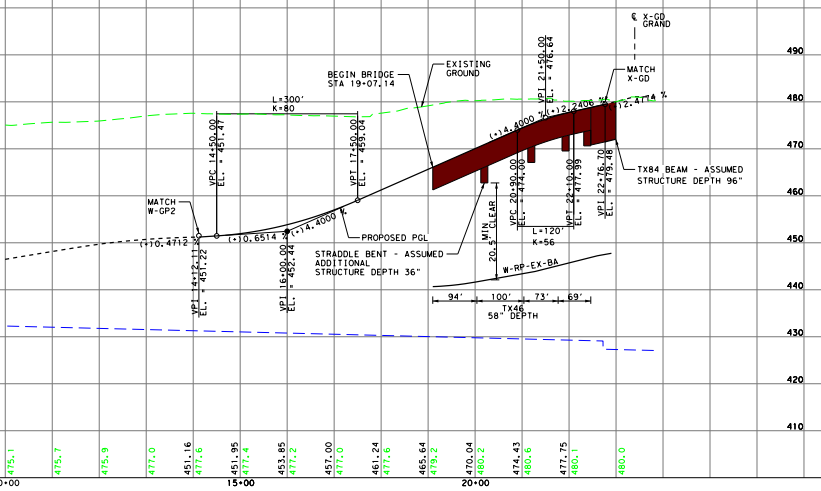

PROPOSED PGL
REQUIRES LIGHTING
L=170'
K=61
EXISTING GROUND
MATCH E-GP2
VPC 15+85.00 EL. = 513.01
VPT 17+55.00 EL. = 514.52
MATCH EXISTING
(-)0.4947 %
(-)0.5000 %
(+)2.2773 %
(+)1.9749 %
VPI 15+82.26 EL. = 513.02'
VPI 16+70.00 EL. = 512.58'
VPI 17+80.17 EL. = 515.09'
460
450
440
430
420
410
520
510
500
490
480
PROP
EXIST
457.48
509.2
510.5
511.4
512.7
513.1
513.4
512.95
513.4
513.51
514.3
515.48
515.5
10+00
15+00
20+00

W-DC-EX-345 PROPOSED
DESIGN SPEED (40 MPH)

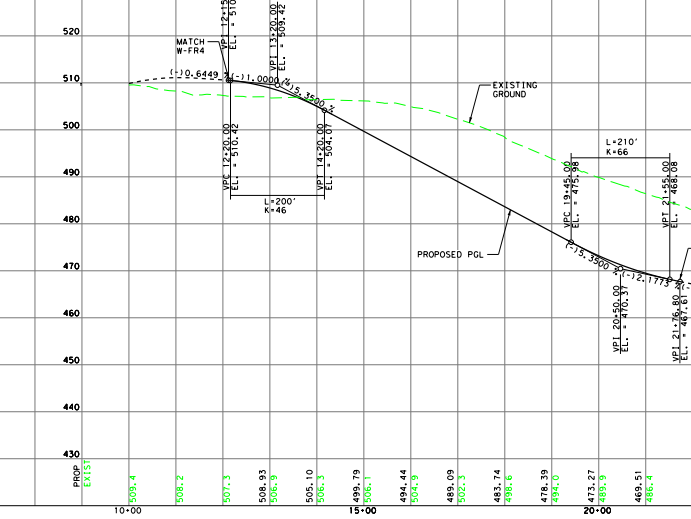

BEGIN BRIDGE STA 16+30.70
EXISTING BRIDGE
MATCH EXISTING
L=120'
K=65
VPC 16+40.00 EL. = 477.62
VPT 17+60.00 EL. = 477.29
(-)2.1255 %
(-)1.2000 %
(+)0.6604 %
ASSUMED ADDITIONAL 96" DEPTH FOR BENT OVER PAVEMENT
PROPOSED PGL
VPI 29+50.00 EL. = 485.15
(+)0.6604 %
(-)5.8485 %
END BRIDGE STA 31+73.95
L=210'
K=66
VPC 33+95.00 EL. = 459.13
VPT 36+05.00 EL. = 450.20
EXISTING GROUND
VPI 16+30.70 EL. = 477.73
VPI 17+00.00 EL. = 476.90
MIN 17.0' CLEAR
ASSUMED ADDITIONAL 36" DEPTH FOR BENTS OVER PAVEMENT
℄ X-MX MALCOLM X
℄ W-RP-EX-CC
MIN 21.5' CLEAR
VPC 28+00.00 EL. = 484.16
MIN 20.6' CLEAR
L=300'
K=46
VPT 31+00.00 EL. = 476.38
(-)5.8485 %
(-)2.6502 %
(-)1.9245 %
MATCH W-GP2
PROJECTED W-FR PAVEMENT SURFACE
PROJECTED W-RP-EX-CC PAVEMENT SURFACE
VPI 35+00.00 EL. = 452.98
VPI 36+11.47 EL. = 450.03'
188'
TX62 74" DEPTH
110'
125'
123'
124'
125'
126'
TX54 66" DEPTH
125'
126'
123'
123'
122'
490
480
470
460
450
440
430
420
520
510
500
490
480
PROP
EXIST
457.2
456.2
456.1
456.4
455.4
455.1
454.9
477.18
454.3
477.56
453.4
478.22
450.8
478.88
448.8
479.54
449.1
480.20
457.2
480.86
448.7
481.52
449.7
482.18
450.6
482.84
453.8
483.50
456.1
484.16
458.7
483.74
455.7
481.14
458.7
476.38
457.4
470.53
459.1
464.68
459.6
458.84
459.7
453.82
460.8
450.34
460.1
459.3
10+00
15+00
20+00
25+00
30+00
35+00

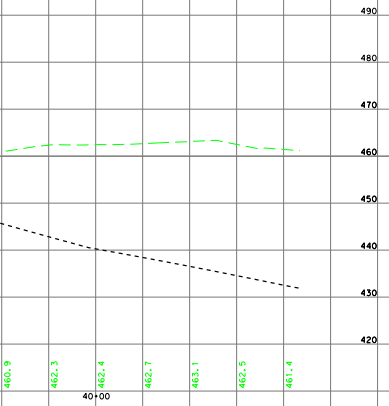

EXISTING GROUND
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GD GRAND
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
STRADDLE BENT - ASSUMED ADDITIONAL STRUCTURE DEPTH 36"
CANTILEVERED WALL ASSUMED STRUCTURE DEPTH 48"
L=150'
K = 67
VPC 26+25.00 EL. = 441.24
VPT 27+75.00 EL. = 442.18
MIN 20.5' CLEAR
MIN 20.1' CLEAR
OPOSED PGL
MATCH W-GP2
(-)0.5000 %
(+)1.7529 %
(+)1.5777 %
VPI 27+00.00 EL. = 440.87'
VPI 30+68.80 EL. = 447.33'
490
480
470
460
450
440
430
420
410
442.87
478.3
442.37
477.5
441.87
476.8
441.37
476.2
441.29
477.1
442.62
478.1
444.37
478.9
446.13
480.1
480.3
25+00
30+00

W-RP-EN-GD PROPOSED
DESIGN SPEED (40 MPH)

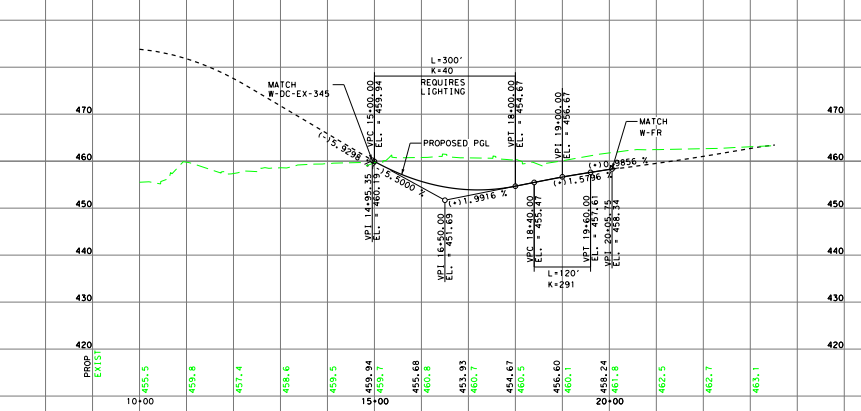

℄ X-GD GRAND
VPI 21+50.00 EL. = 476.64
BEGIN BRIDGE STA 19+07.14
EXISTING GROUND
MATCH X-GD
L=300'
K=80
VPC 14+50.00 EL. = 451.47
VPT 17+50.00 EL. = 459.04
(+)4.4000 %
(+)2.2406 %
(+)2.4774 %
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
MATCH W-GP2
(+)0.4712 %
(+)0.6514 %
(+)4.4000 %
PROPOSED PGL
STRADDLE BENT - ASSUMED ADDITIONAL STRUCTURE DEPTH 36"
MIN 20.5' CLEAR
VPC 20+90.00 EL. = 474.00
VPT 22+10.00 EL. = 477.99
VPI 22+76.70 EL. = 479.48
L=120'
K=56
W-RP-EX-BA
VPI 14+12.11 EL. = 451.22
VPI 16+00.00 EL. = 452.44
94'
100'
73'
69'
TX46 58" DEPTH
490
480
470
460
450
440
430
420
410
PROP
EXIST
475.1
475.7
475.9
477.0
451.16
477.6
451.95
477.4
453.85
477.2
457.00
477.0
461.24
477.6
465.64
479.2
470.04
480.2
474.43
480.6
477.75
480.1
480.0
10+00
15+00
20+00

W-RP-EX-BM PROPOSED
DESIGN SPEED (40 MPH)

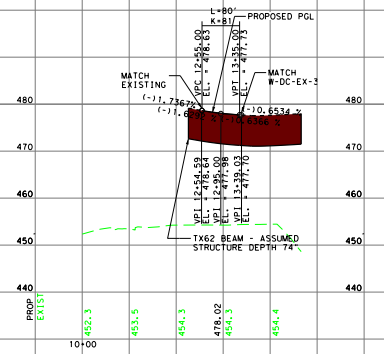

VPI 12+15.74 EL. = 510.46
VPI 13+20.00 EL. = 509.42
MATCH W-FR4
(-)0.6449 %
(-)1.0000 %
(-)5.3500 %
EXISTING GROUND
VPC 12+20.00 EL. = 510.42
VPT 14+20.00 EL. = 504.07
L=200'
K=46
L=210'
K=66
VPC 19+45.00 EL. = 475.98
VPT 21+55.00 EL. = 468.08
PROPOSED PGL
(-)5.3500 %
(-)2.1773 %
VPI 20+50.00 EL. = 470.37
VPI 21+76.80 EL. = 467.61
520
510
500
490
480
470
460
450
440
430
PROP
EXIST
508.4
508.2
507.3
508.93
506.9
505.10
506.3
499.79
506.1
494.44
504.9
489.09
502.3
483.74
498.6
478.39
494.0
473.27
489.9
469.51
486.4
10+00
15+00
20+00


490
480
470
460
450
440
430
420
460.9
462.3
462.4
462.7
463.1
462.5
461.4
40+00

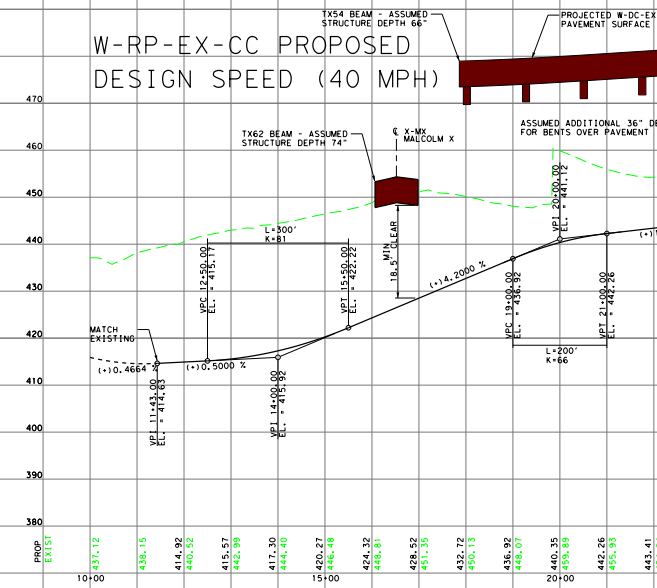
W-RP-EN-345 PROPOSED
DESIGN SPEED (40 MPH)

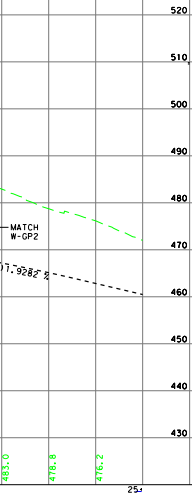

MATCH
W-DC-EX-345
L=300'
K=40
REQUIRES
LIGHTING
PROPOSED PGL
MATCH
W-FR
(-)5.9298 %
(-)5.5000 %
(+)1.9916 %
(+)1.5796 %
(+)0.9856 %
VPC 15+00.00
EL. = 459.94
VPT 18+00.00
EL. = 454.67
VPI 19+00.00
EL. = 456.67
VPI 14+95.35
EL. = 460.19
VPI 16+50.00
EL. = 451.69
VPC 18+40.00
EL. = 455.47
VPT 19+60.00
EL. = 457.61
VPI 20+05.75
EL. = 458.34
L=120'
K=291
470
460
450
440
430
420
PROP
EXIST
455.5
458.8
457.4
458.6
459.5
459.94
459.7
455.68
460.8
453.93
460.7
454.67
460.5
456.60
460.1
458.24
461.8
462.5
462.7
463.1
10+00
15+00
20+00

W-DC-EX-45 PROPOSED
DESIGN SPEED (40 MPH)

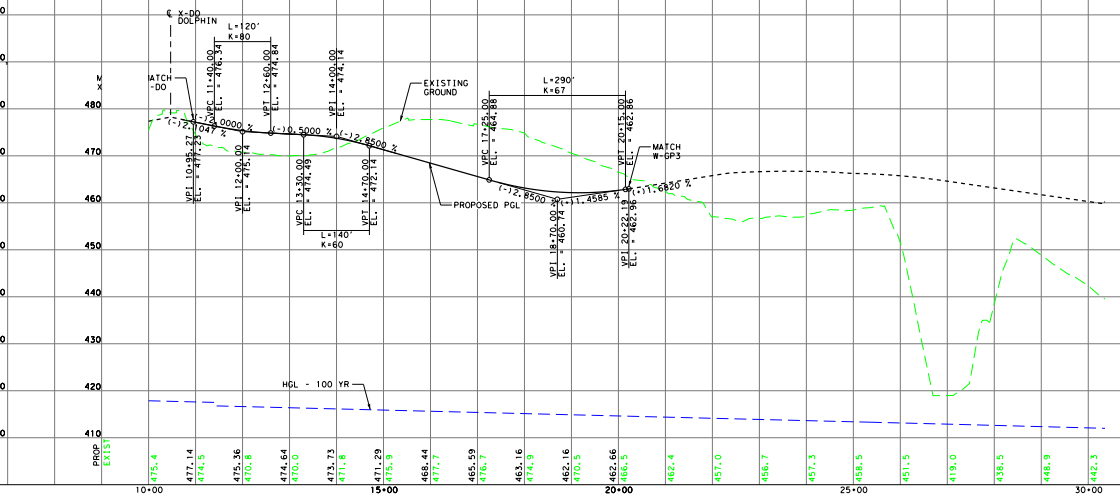

L=80'
K=81
PROPOSED PGL
MATCH
EXISTING
MATCH
W-DC-EX-3
(-)1.7367%
(-)1.6292 %
(-)0.6366 %
(-)0.6534 %
VPC 12+55.00
EL. = 478.63
VPT 13+35.00
EL. = 477.73
VPI 12+54.59
EL. = 478.64
VPI 12+95.00
EL. = 477.98
VPI 13+39.03
EL. = 477.70
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
480
470
460
450
440
PROP
EXIST
452.3
453.5
454.3
478.02
454.3
454.4
10+00

W-RP-EX-CC PROPOSED
DESIGN SPEED (40 MPH)

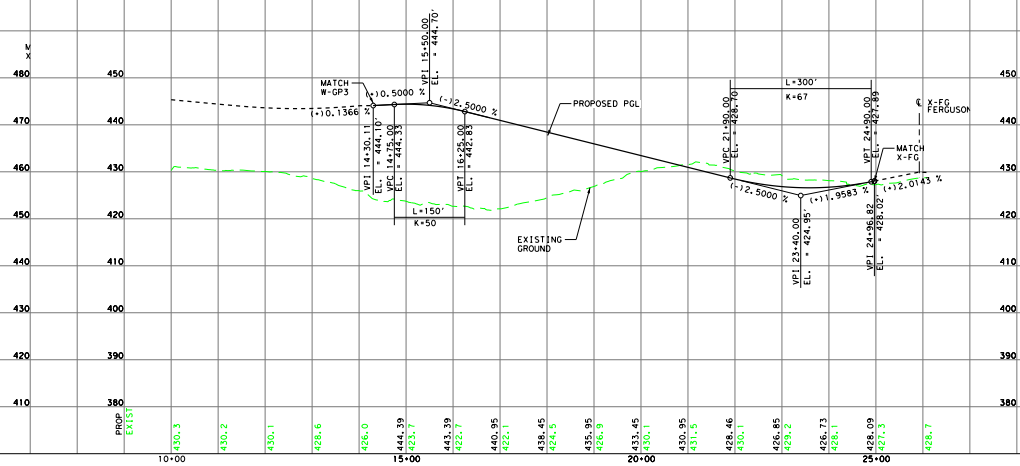

TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PROJECTED W-DC-EX
PAVEMENT SURFACE
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-MX
MALCOLM X
ASSUMED ADDITIONAL 36" DE
FOR BENTS OVER PAVEMENT
MIN
18.5' CLEAR
L=300'
K=81
L=200'
K=66
MATCH
EXISTING
(+)0.4664 %
(+)0.5000 %
(+)4.2000 %
VPC 12+50.00
EL. = 415.17
VPT 15+50.00
EL. = 422.22
VPI 11+43.00
EL. = 414.63
VPI 14+00.00
EL. = 415.92
VPC 19+00.00
EL. = 436.92
VPI 20+00.00
EL. = 441.12
VPT 21+00.00
EL. = 442.26
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
437.12
438.15
414.92
440.52
415.57
442.99
417.30
444.40
420.27
446.48
424.32
448.81
428.52
451.35
432.72
450.13
436.92
448.07
440.35
459.89
442.26
456.93
443.41
10+00
15+00
20+00


MATCH
W-GP2
(-)1.9282 %
520
510
500
490
480
470
460
450
440
430
483.0
478.8
476.2
25+

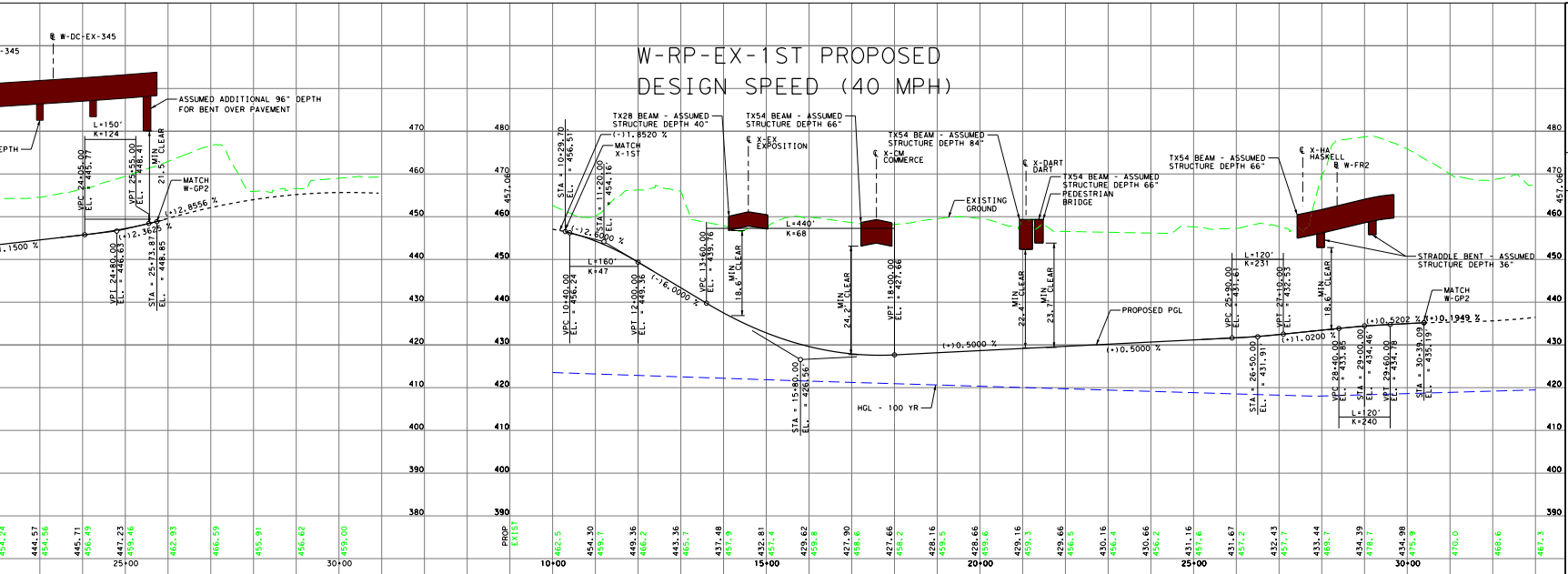
W-RP-EX-DO PROPOSED
DESIGN SPEED (40 MPH)


℄ X-DO
DOLPHIN
MATCH
-DO
L=120'
K=80
EXISTING
GROUND
L=290'
K=67
MATCH
W-GP3
PROPOSED PGL
(-)2.1047 %
(-)2.0000 %
(-)0.5000 %
(-)2.8500 %
(-)2.8500 %
(+)1.4585 %
(+)1.6820 %
VPC 11+40.00
EL. = 476.34
VPT 12+60.00
EL. = 474.84
VPI 14+00.00
EL. = 474.14
VPI 10+95.27
EL. = 477.23
VPI 12+00.00
EL. = 475.14
VPC 13+30.00
EL. = 474.49
VPT 14+70.00
EL. = 472.14
L=140'
K=60
VPC 17+25.00
EL. = 464.88
VPT 20+15.00
EL. = 462.86
VPI 18+70.00
EL. = 460.74
VPI 20+22.19
EL. = 462.96
HGL - 100 YR
480
470
460
450
440
430
420
410
PROP
EXIST
475.4
477.14
474.5
475.36
470.8
474.64
470.0
473.73
471.8
471.29
475.9
468.44
477.7
465.59
476.1
463.16
474.9
462.16
470.5
462.66
466.5
462.4
451.0
456.7
451.3
456.5
451.5
419.0
438.5
448.9
442.3
10+00
15+00
20+00
25+00
30+00

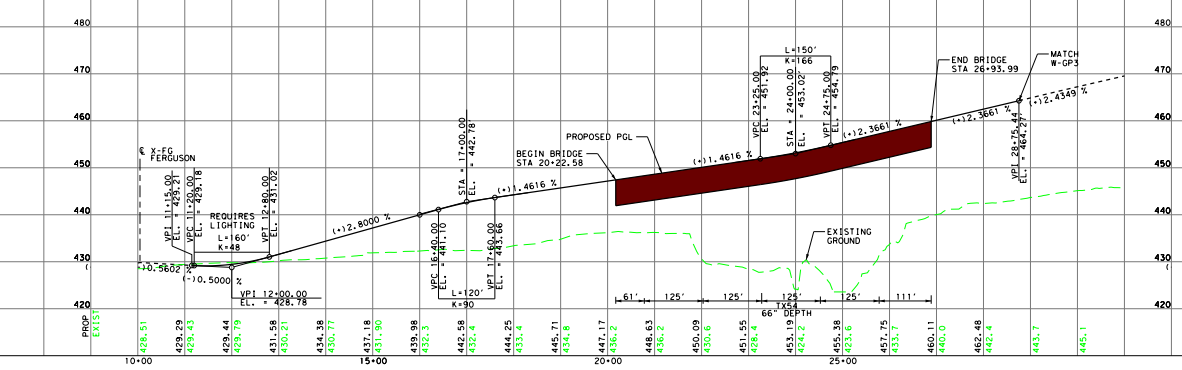
W-RP-EN-FG PROPOSED
DESIGN SPEED (40 MPH)


MATCH
W-GP3
(+)0.1366 %
(+)0.5000 %
(-)2.5000 %
PROPOSED PGL
VPI 15+50.00
EL. = 444.70'
VPI 14+30.11
EL. = 444.10'
VPC 14+75.00
EL. = 444.33
VPT 16+25.00
EL. = 442.83
L=150'
K=50
EXISTING
GROUND
L=300'
K=67
VPC 21+90.00
EL. = 428.70
VPT 24+90.00
EL. = 427.89
℄ X-FG
FERGUSON
MATCH
X-FG
(-)2.5000 %
(+)1.9583 %
(+)2.0143 %
VPI 23+40.00
EL. = 424.95'
VPI 24+96.82
EL. = 428.02'
480
470
460
450
440
430
420
410
450
440
430
420
410
400
390
380
PROP
EXIST
430.3
430.2
430.1
428.6
426.0
444.39
423.7
443.39
422.7
440.95
422.1
438.45
424.5
435.95
426.9
433.45
430.1
430.95
431.5
428.46
430.1
426.85
429.2
426.73
428.1
428.09
427.3
426.7
10+00
15+00
20+00
25+00

W-RP-EX-1ST PROPOSED
DESIGN SPEED (40 MPH)


℄ W-DC-EX-345
-345
ASSUMED ADDITIONAL 96" DEPTH
FOR BENT OVER PAVEMENT
EPTH
L=150'
K=124
VPC 24+05.00
EL. = 445.77
VPT 25+55.00
EL. = 448.41
MIN
21.5' CLEAR
MATCH
W-GP2
(+)2.8556 %
(+)2.3625 %
.1500 %
VPI 24+80.00
EL. = 446.63
STA = 25+73.87
EL. = 448.85
TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
(-)1.8520 %
MATCH
X-1ST
STA = 10+29.70
EL. = 456.51'
STA = 11+20.00
EL. = 454.16'
(-)2.6000 %
L=160'
K=47
VPC 10+40.00
EL. = 456.24
VPT 12+00.00
EL. = 449.36
(-)6.0000 %
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-EX
EXPOSITION
VPC 13+60.00
EL. = 439.76
MIN
18.6' CLEAR
L=440'
K=68
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
℄ X-CM
COMMERCE
MIN
24.2' CLEAR
VPT 18+00.00
EL. = 427.66
STA = 15+80.00
EL. = 426.56'
HGL - 100 YR
EXISTING
GROUND
℄ X-DART
DART
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PEDESTRIAN
BRIDGE
MIN
22.4' CLEAR
MIN
23.7' CLEAR
(+)0.5000 %
PROPOSED PGL
(+)0.5000 %
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-HA
HASKELL
℄ W-FR2
STRADDLE BENT - ASSUMED
STRUCTURE DEPTH 36"
L=120'
K=231
VPC 25+90.00
EL. = 431.61
VPT 27+10.00
EL. = 432.53
STA = 26+50.00
EL. = 431.91
(+)1.0200 %
MIN
18.6' CLEAR
VPC 28+40.00
EL. = 433.85
STA = 29+00.00
EL. = 434.46'
VPT 29+60.00
EL. = 434.78
L=120'
K=240
(+)0.5202 %
(+)0.1949 %
MATCH
W-GP2
STA = 30+39.09
EL. = 435.19'
457.06'
457.06'
480
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
454.24
444.57
454.56
445.71
456.49
447.23
459.46
462.93
466.59
455.91
456.62
459.00
462.5
454.30
459.7
449.36
466.2
443.36
465.7
437.48
457.9
432.81
457.4
429.62
459.8
427.90
458.6
427.66
458.2
428.16
459.5
428.66
459.6
429.16
459.3
429.66
456.5
430.16
456.4
430.66
456.2
431.16
457.6
431.67
457.2
432.43
457.7
433.44
468.7
434.39
478.7
434.98
476.9
470.0
468.6
467.3
25+00
30+00
10+00
15+00
20+00
25+00
30+00

W-RP-EX-FG PROPOSED
DESIGN SPEED (40 MPH)


480
470
460
450
440
430
420
℄ X-FG
FERGUSON
VPI 11+15.00
EL. = 429.21
VPC 11+20.00
EL. = 429.18
REQUIRES
LIGHTING
L=160'
K=48
VPT 12+80.00
EL. = 431.02
(-)0.5602 %
(-)0.5000 %
VPI 12+00.00
EL. = 428.78
(+)2.8000 %
VPC 16+40.00
EL. = 441.10
STA = 17+00.00
EL. = 442.78'
VPT 17+60.00
EL. = 443.66
L=120'
K=90
(+)1.4616 %
BEGIN BRIDGE
STA 20+22.58
PROPOSED PGL
(+)1.4616 %
L=150'
K=166
VPC 23+25.00
EL. = 451.92
STA = 24+00.00
EL. = 453.02'
VPT 24+75.00
EL. = 454.79
(+)2.3661 %
END BRIDGE
STA 26+93.99
(+)2.3661 %
MATCH
W-GP3
(+)2.4349 %
VPI 28+75.44
EL. = 464.27'
EXISTING
GROUND
61'
125'
125'
125'
125'
111'
TX54
66" DEPTH
PROP
EXIST
428.51
429.29
429.43
429.44
429.79
431.58
430.21
434.38
430.77
437.18
431.90
439.98
432.3
442.58
432.4
444.25
433.4
445.71
434.8
447.17
436.2
448.63
436.2
450.09
430.6
451.55
428.4
453.19
424.2
455.38
423.6
457.75
433.7
460.11
440.0
462.48
442.4
443.7
445.1
10+00
15+00
20+00
25+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

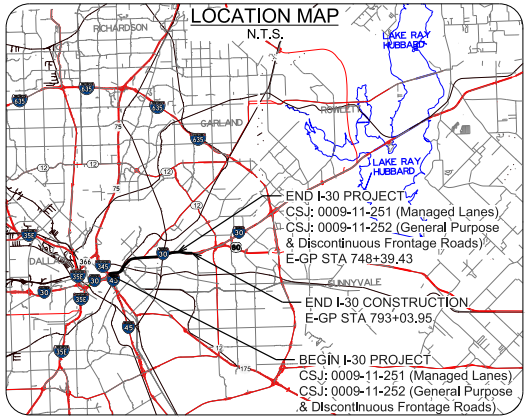
JULY 2023
ROLL 7 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

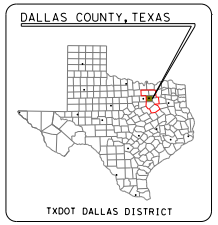
LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
GARLAND
ROWLETT
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
30
45
35E
175
20

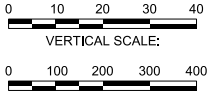
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


0
10
20
30
40
0
100
200
300
400

VERTICAL SCALE:

HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

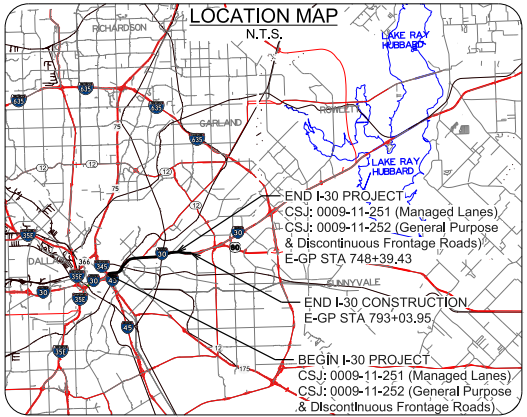
JULY 2023
ROLL 8 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& DIscontInuous Frontage Roads)
E-GP STA 527+25.00
635
75
12
30
45
175
366
345

DALLAS COUNTY, TEXAS

TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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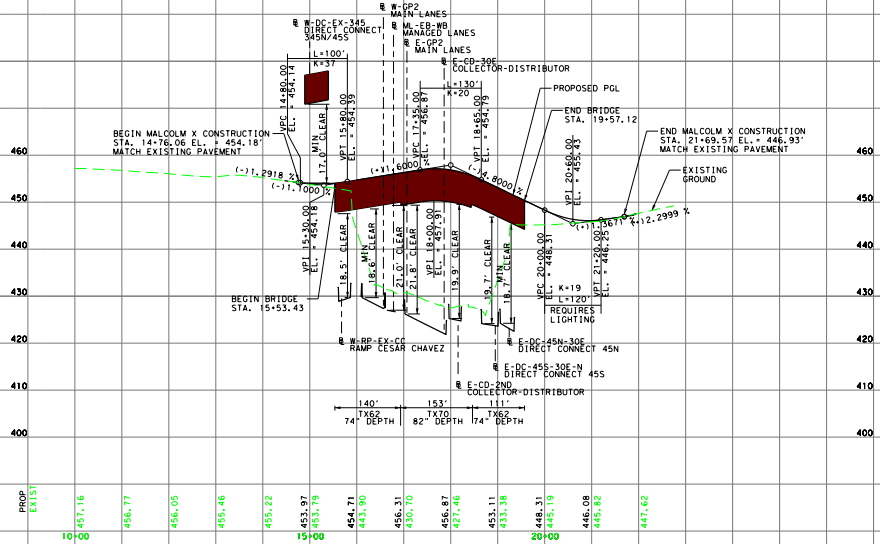
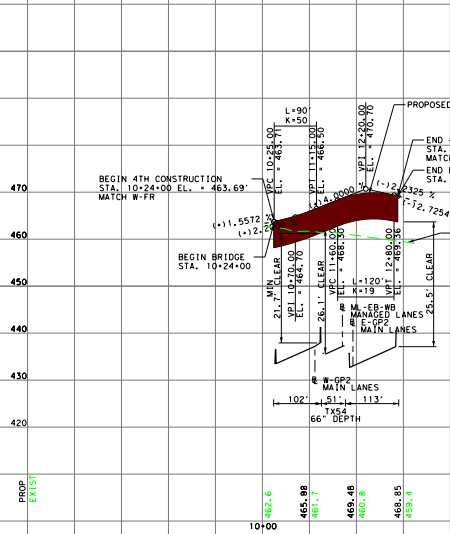
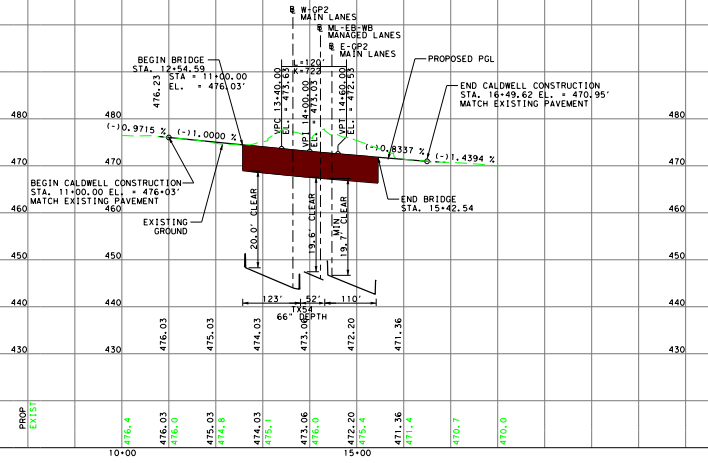
X-MX PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ W-DC-EX-345 DIRECT CONNECT 345N/45S
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ E-CD-30E COLLECTOR-DISTRIBUTOR
L=100' K=37
VPC 14+80.00 EL. = 454.14
MIN 17.0' CLEAR
VPT 15+80.00 EL. = 454.39
L=130' K=20
VPC 17+35.00 EL. = 456.87
VPT 18+65.00 EL. = 454.79
PROPOSED PGL
END BRIDGE STA. 19+57.12
END MALCOLM X CONSTRUCTION STA. 21+69.57 EL. = 446.93' MATCH EXISTING PAVEMENT
EXISTING GROUND
BEGIN MALCOLM X CONSTRUCTION STA. 14+76.06 EL. = 454.18' MATCH EXISTING PAVEMENT
(-)1.2918 %
(-)1.1000 %
(+)1.6000 %
(-)4.8000 %
(+)1.3671 %
(+)2.2999 %
VPI 20+60.00 EL. = 455.43
VPI 15+30.00 EL. = 454.18
18.5' CLEAR
MIN 18.6' CLEAR
21.0' CLEAR
21.8' CLEAR
VPI 18+00.00 EL. = 457.91
19.9' CLEAR
19.7' CLEAR
MIN 18.7' CLEAR
VPC 20+00.00 EL. = 448.31
K=19 L=120'
VPT 21+20.00 EL. = 446.25
REQUIRES LIGHTING
BEGIN BRIDGE STA. 15+53.43
℄ W-RP-EX-CC RAMP CESAR CHAVEZ
℄ E-DC-45N-30E DIRECT CONNECT 45N
℄ E-DC-45S-30E-N DIRECT CONNECT 45S
℄ E-CD-2ND COLLECTOR-DISTRIBUTOR
140' TX62 74" DEPTH
153' TX70 82" DEPTH
111' TX62 74" DEPTH
460
450
440
430
420
410
400
PROP
EXIST
457.16
456.77
456.05
455.46
455.22
453.97
453.79
454.71
443.90
456.31
430.70
456.87
427.46
453.11
435.38
448.31
445.19
446.08
445.82
447.62
10+00
15+00
20+00

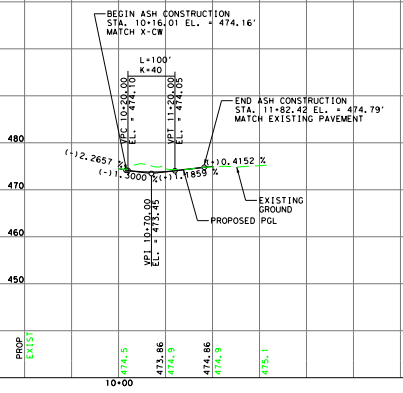
X-4TH PROPOSED
DESIGN SPEED (30

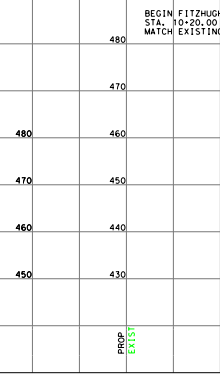

L=90' K=50
VPC 10+25.00 EL. = 463.71
VPT 11+15.00 EL. = 466.50
VPI 12+20.00 EL. = 470.70
PROPOSED
BEGIN 4TH CONSTRUCTION STA. 10+24+00 EL. = 463.69' MATCH W-FR
(+)1.5572 %
(+)2.2000 %
(+)4.0000 %
(-)2.2325 %
(-)2.7254
BEGIN BRIDGE STA. 10+24+00
MIN 21.7' CLEAR
VPI 10+70.00 EL. = 464.70
26.1' CLEAR
VPC 11+60.00 EL. = 468.30
L=120' K=19
VPT 12+80.00 EL. = 469.36
25.5' CLEAR
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ W-GP2 MAIN LANES
102' 51' 113'
TX54 66" DEPTH
470
460
450
440
430
420
PROP
EXIST
462.6
465.88
461.7
469.48
460.8
468.85
459.4
10+00

X-CW PROPOSED
DESIGN SPEED (30 MPH)

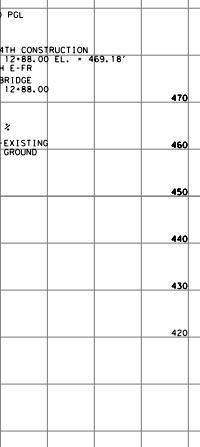

℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
BEGIN BRIDGE STA. 12+54.59
STA = 11+00.00 EL. = 476.03'
476.23
L=120' K=722
VPC 13+40.00 EL. = 473.63
VPI 14+00.00 EL. = 473.03
VPT 14+60.00 EL. = 472.53
PROPOSED PGL
END CALDWELL CONSTRUCTION STA. 16+49.62 EL. = 470.95' MATCH EXISTING PAVEMENT
(-)0.9715 %
(-)1.0000 %
(-)0.8337 %
(-)1.4394 %
BEGIN CALDWELL CONSTRUCTION STA. 11+00.00 EL. = 476+03' MATCH EXISTING PAVEMENT
EXISTING GROUND
END BRIDGE STA. 15+42.54
20.0' CLEAR
19.6' CLEAR
MIN 19.7' CLEAR
123' 52' 110'
TX54 66" DEPTH
480
470
460
450
440
430
PROP
EXIST
476.03
475.03
474.03
473.06
472.20
471.36
476.4
476.0
474.8
475.1
476.0
475.4
471.4
470.7
470.0
10+00
15+00

X-ASH PROPOSED
DESIGN SPEED (30 MPH)

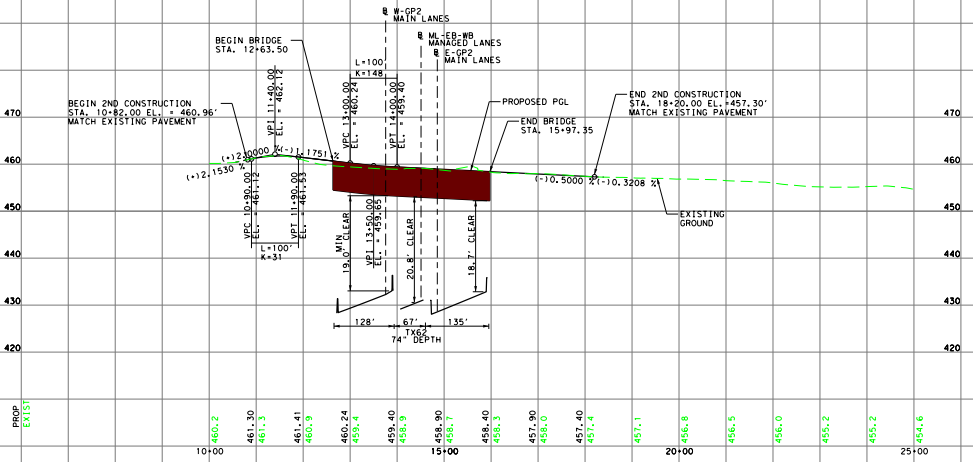

BEGIN ASH CONSTRUCTION STA. 10+16.01 EL. = 474.16' MATCH X-CW
L=100' K=40
VPC 10+20.00 EL. = 474.10
VPT 11+20.00 EL. = 474.05
END ASH CONSTRUCTION STA. 11+82.42 EL. = 474.79' MATCH EXISTING PAVEMENT
(-)2.2657 %
(-)1.3000 %
(+)1.1859 %
(+)0.4152 %
EXISTING GROUND
PROPOSED PGL
VPI 10+70.00 EL. = 473.45
480
470
460
450
PROP
EXIST
474.5
473.86
474.9
474.86
474.9
475.1
10+00


BEGIN FITZHUGH
STA. 10+20.00
MATCH EXISTING
480
470
460
450
440
430
PROP
EXIST

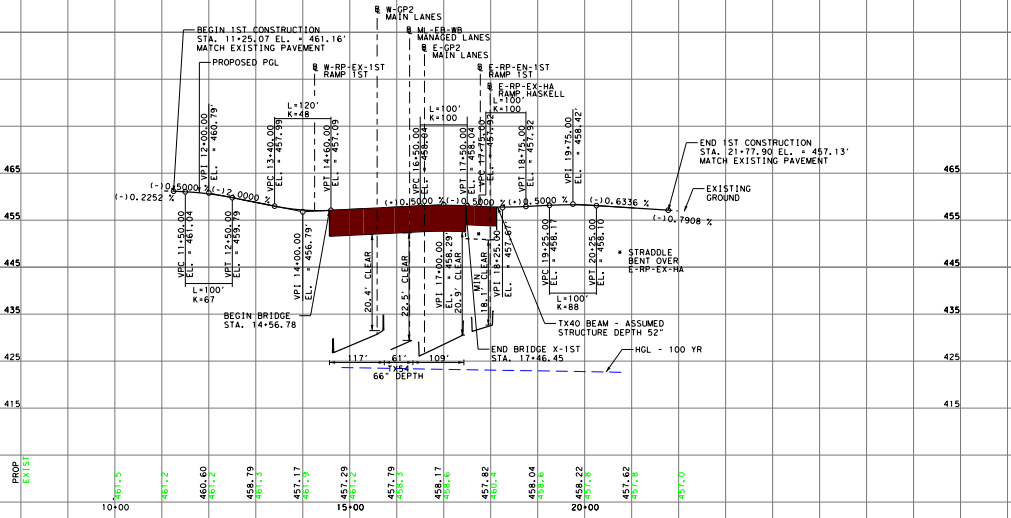
MPH)


PGL
ITH CONSTRUCTION
12+88.00 EL. = 469.18'
H E-FR
BRIDGE
12+88.00
%
EXISTING
GROUND
470
460
450
440
430
420

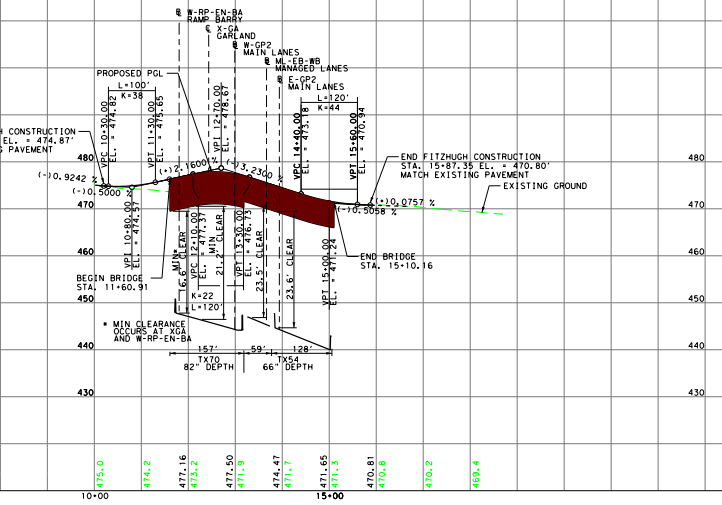
X-2ND PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
BEGIN BRIDGE
STA. 12+63.50
L=100
K=148
VPI 11+40.00
EL. = 462.12
VPC 13+00.00
EL. = 460.24
VPT 14+00.00
EL. = 459.40
BEGIN 2ND CONSTRUCTION
STA. 10+82.00 EL. = 460.96'
MATCH EXISTING PAVEMENT
PROPOSED PGL
END BRIDGE
STA. 15+97.35
END 2ND CONSTRUCTION
STA. 18+20.00 EL. =457.30'
MATCH EXISTING PAVEMENT
(+)2.0000 %
(-)1.1751 %
(+)2.1530 %
(-)0.5000 %
(-)0.3208 %
EXISTING
GROUND
VPC 10+90.00
EL. = 461.12
VPT 11+90.00
EL. = 461.53
L=100'
K=31
MIN
19.0' CLEAR
VPI 13+50.00
EL. = 459.65
20.8' CLEAR
18.7' CLEAR
128'
67'
135'
TX62
74" DEPTH
470
460
450
440
430
420
PROP
EXIST
460.2
461.30
461.3
461.41
460.9
460.24
459.4
459.40
458.9
458.90
458.7
458.40
458.3
457.90
458.0
457.40
457.4
457.1
456.8
456.5
456.0
455.2
455.2
454.6
10+00
15+00
20+00
25+00

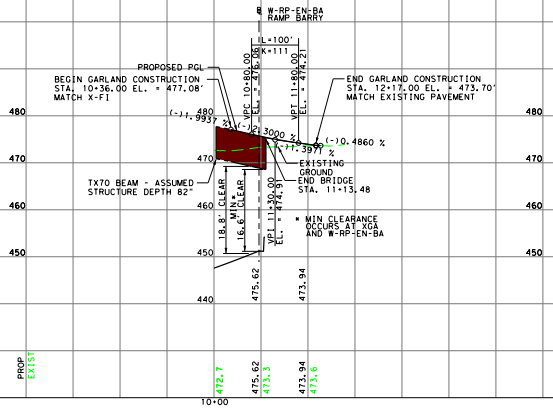
X-1ST PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
BEGIN 1ST CONSTRUCTION
STA. 11+25.07 EL. = 461.16'
MATCH EXISTING PAVEMENT
PROPOSED PGL
℄ W-RP-EX-1ST
RAMP 1ST
℄ E-RP-EN-1ST
RAMP 1ST
℄ E-RP-EX-HA
RAMP HASKELL
L=120'
K=48
L=100'
K=100
L=100'
K=100
VPI 12+00.00
EL. = 460.79'
VPC 13+40.00
EL. = 457.99
VPT 14+60.00
EL. = 457.09
VPC 16+50.00
EL. = 458.04
VPT 17+50.00
EL. = 458.04
VPC 17+75.00
EL. = 457.92
VPT 18+75.00
EL. = 457.92
VPI 19+75.00
EL. = 458.42'
END 1ST CONSTRUCTION
STA. 21+77.90 EL. = 457.13'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
(-)0.5000 %
(-)2.0000 %
(-)0.2252 %
(+)0.5000 %
(-)0.5000 %
(+)0.5000 %
(-)0.6336 %
(-)0.7908 %
VPC 11+50.00
EL. = 461.04
VPT 12+50.00
EL. = 459.79
L=100'
K=67
VPI 14+00.00
EL. = 456.79'
BEGIN BRIDGE
STA. 14+56.78
20.4' CLEAR
22.5' CLEAR
VPI 17+00.00
EL. = 458.29'
20.9' CLEAR
MIN
18.1' CLEAR
*
VPI 18+25.00
EL. = 457.67'
VPC 19+25.00
EL. = 458.17
VPT 20+25.00
EL. = 458.10
L=100'
K=88
* STRADDLE
BENT OVER
E-RP-EX-HA
TX40 BEAM - ASSUMED
STRUCTURE DEPTH 52"
END BRIDGE X-1ST
STA. 17+46.45
HGL - 100 YR
117'
61'
109'
TX54
66" DEPTH
465
455
445
435
425
415
PROP
EXIST
461.5
461.2
460.60
461.2
458.79
461.3
457.17
461.9
457.29
461.2
457.79
458.3
458.17
458.6
457.82
460.4
458.04
458.6
458.22
457.8
457.62
457.8
457.0
10+00
15+00
20+00

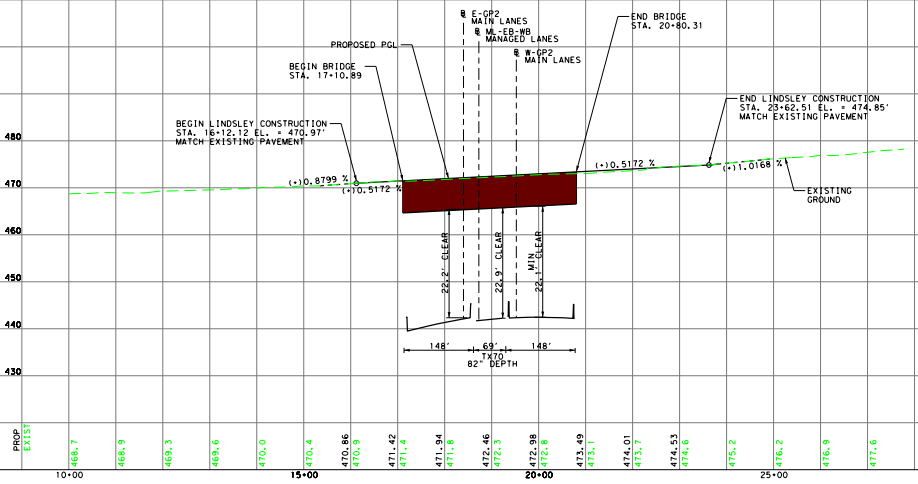
X-FI PROPOSED
DESIGN SPEED (30 MPH)


℄ W-RP-EN-BA
RAMP BARRY
℄ X-GA
GARLAND
℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
PROPOSED PGL
L=100'
K=38
VPC 10+30.00
EL. = 474.82
VPT 11+30.00
EL. = 475.65
VPI 12+70.00
EL. = 478.67
L=120'
K=44
VPC 14+40.00
EL. = 473.18
VPT 15+60.00
EL. = 470.94
CONSTRUCTION
EL. = 474.87'
PAVEMENT
(-)0.9242 %
(-)0.5000 %
(+)2.1600 %
(-)3.2300 %
(+)0.0757 %
(-)0.5058 %
END FITZHUGH CONSTRUCTION
STA. 15+87.35 EL. = 470.80'
MATCH EXISTING PAVEMENT
EXISTING GROUND
VPI 10+80.00
EL. = 474.57
BEGIN BRIDGE
STA. 11+60.91
MIN*
16.6' CLEAR
VPC 12+10.00
EL. = 477.37
MIN
21.2' CLEAR
VPT 13+30.00
EL. = 476.73
23.5' CLEAR
23.6' CLEAR
VPT 15+00.00
EL. = 471.24
END BRIDGE
STA. 15+10.16
K=22
L=120'
* MIN CLEARANCE
OCCURS AT XGA
AND W-RP-EN-BA
157'
59'
128'
TX70
82" DEPTH
TX54
66" DEPTH
480
470
460
450
440
430
475.0
474.2
477.16
473.2
477.50
471.9
474.47
471.7
471.65
471.3
470.81
470.8
470.2
469.4
10+00
15+00

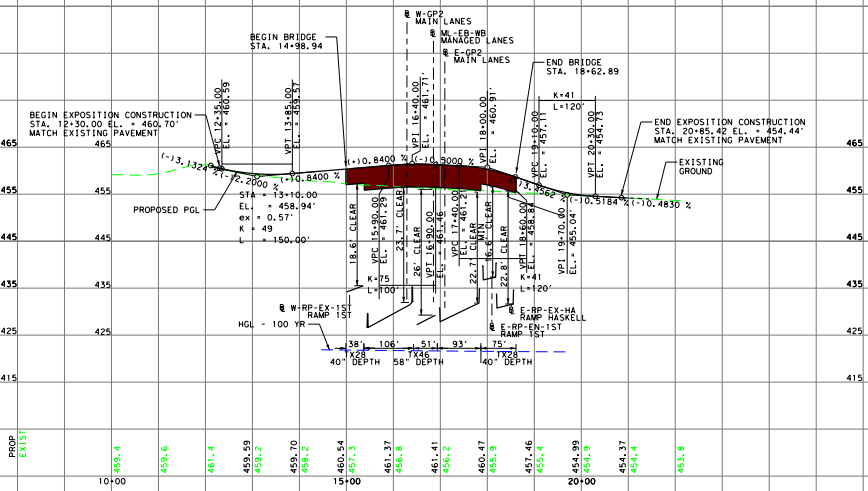
X-GA PROPOSED
DESIGN SPEED (30 MPH)


℄ W-RP-EN-BA
RAMP BARRY
L=100'
K=111
VPC 10+80.00
EL. = 476.06
VPT 11+80.00
EL. = 474.21
PROPOSED PGL
BEGIN GARLAND CONSTRUCTION
STA. 10+36.00 EL. = 477.08'
MATCH X-FI
END GARLAND CONSTRUCTION
STA. 12+17.00 EL. = 473.70'
MATCH EXISTING PAVEMENT
(-)1.9937 %
(-)2.3000 %
(-)0.4860 %
(-)1.3971 %
EXISTING
GROUND
END BRIDGE
STA. 11+13.48
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
18.8' CLEAR
MIN*
16.6' CLEAR
VPI 11+30.00
EL. = 474.91
* MIN CLEARANCE
OCCURS AT XGA
AND W-RP-EN-BA
475.62
473.94
480
470
460
450
440
PROP
EXIST
472.7
475.62
473.3
473.94
473.6
10+00

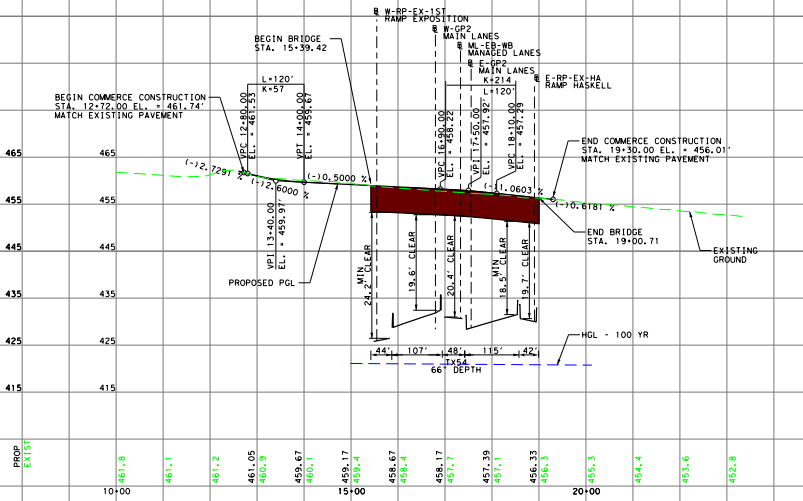
X-LS PROPOSED
DESIGN SPEED (30 MPH)


℄ E-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ W-GP2
MAIN LANES
PROPOSED PGL
BEGIN BRIDGE
STA. 17+10.89
END BRIDGE
STA. 20+80.31
BEGIN LINDSLEY CONSTRUCTION
STA. 16+12.12 EL. = 470.97'
MATCH EXISTING PAVEMENT
END LINDSLEY CONSTRUCTION
STA. 23+62.51 EL. = 474.85'
MATCH EXISTING PAVEMENT
(+)0.8799 %
(+)0.5172 %
(+)0.5172 %
(+)1.0168 %
EXISTING
GROUND
22.2' CLEAR
22.9' CLEAR
MIN
22.1' CLEAR
148'
69'
148'
TX70
82" DEPTH
480
470
460
450
440
430
PROP
EXIST
468.7
468.9
469.3
469.6
470.0
470.4
470.86
470.9
471.42
471.4
471.94
471.8
472.46
472.3
472.98
472.8
473.49
473.1
474.01
473.7
474.53
474.6
475.2
476.2
476.9
477.6
10+00
15+00
20+00
25+00

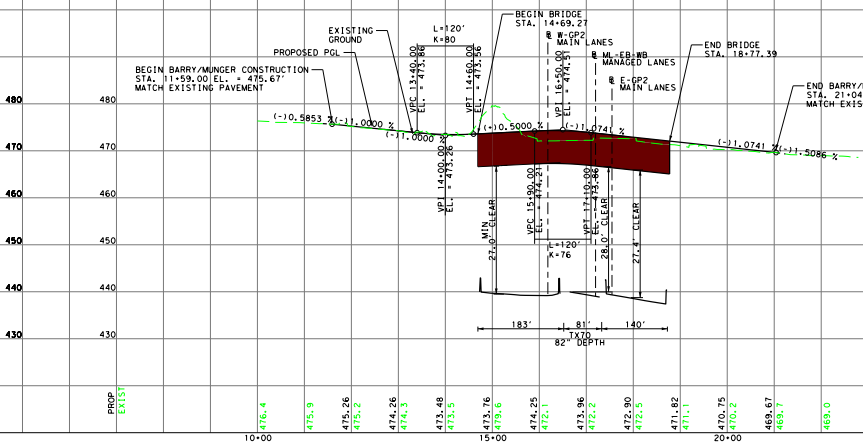
X-EX PROPOSED
DESIGN SPEED (30 MPH)


BEGIN EXPOSITION CONSTRUCTION STA. 12+30.00 EL. = 460.70' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 14+98.94
℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
END BRIDGE STA. 18+62.89
END EXPOSITION CONSTRUCTION STA. 20+85.42 EL. = 454.44' MATCH EXISTING PAVEMENT
EXISTING GROUND
PROPOSED PGL
STA = 13+10.00
EL. = 458.94'
ex = 0.57'
K = 49
L = 150.00'
HGL - 100 YR
℄ W-RP-EX-1ST RAMP 1ST
℄ E-RP-EX-HA RAMP HASKELL
℄ E-RP-EN-1ST RAMP 1ST
40" DEPTH
58" DEPTH
40" DEPTH
PROP
EXIST
10+00
15+00
20+00

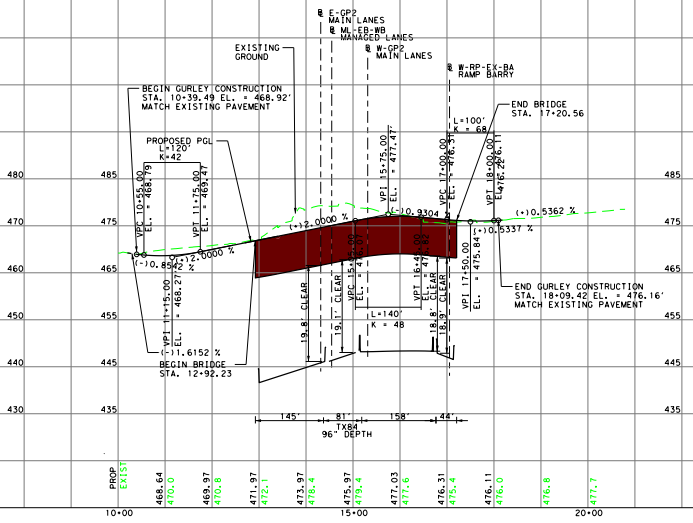
X-CM PROPOSED
DESIGN SPEED (30 MPH)


℄ W-RP-EX-1ST RAMP EXPOSITION
℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ E-RP-EX-HA RAMP HASKELL
BEGIN BRIDGE STA. 15+39.42
BEGIN COMMERCE CONSTRUCTION STA. 12+72.00 EL. = 461.74' MATCH EXISTING PAVEMENT
END COMMERCE CONSTRUCTION STA. 19+30.00 EL. = 456.01' MATCH EXISTING PAVEMENT
END BRIDGE STA. 19+00.71
EXISTING GROUND
PROPOSED PGL
HGL - 100 YR
66" DEPTH
PROP
EXIST
10+00
15+00
20+00

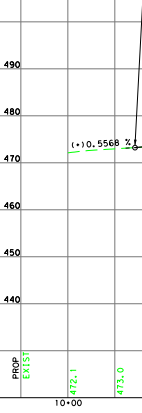
X-BA PROPOSED
DESIGN SPEED (30 MPH)


EXISTING GROUND
PROPOSED PGL
BEGIN BARRY/MUNGER CONSTRUCTION STA. 11+59.00 EL. = 475.67' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 14+69.27
℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
END BRIDGE STA. 18+77.39
END BARRY/MUNGER CONSTRUCTION STA. 21+04.00 EL. = 469.63' MATCH EXISTING PAVEMENT
82" DEPTH
PROP
EXIST
10+00
15+00
20+00

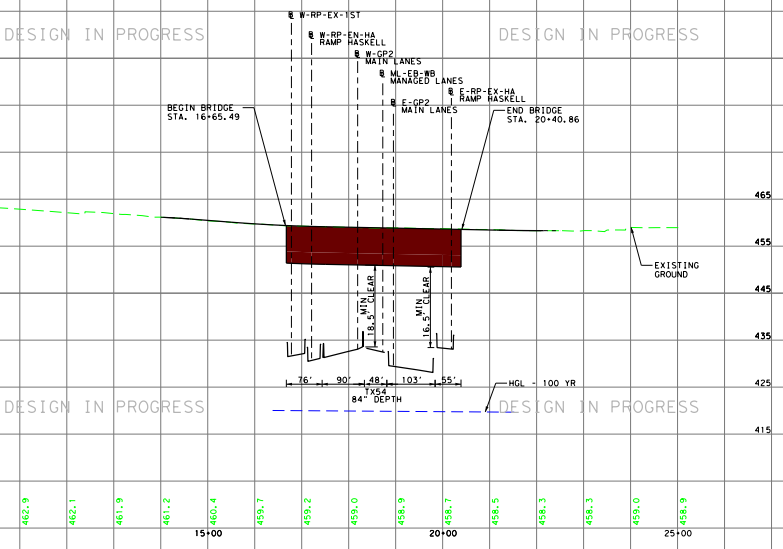
X-GUR PROPOSED
DESIGN SPEED (30 MPH)


℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
℄ W-RP-EX-BA RAMP BARRY
EXISTING GROUND
BEGIN GURLEY CONSTRUCTION STA. 10+39.49 EL. = 468.92' MATCH EXISTING PAVEMENT
PROPOSED PGL
END BRIDGE STA. 17+20.56
END GURLEY CONSTRUCTION STA. 18+09.42 EL. = 476.16' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 12+92.23
96" DEPTH
PROP
EXIST
10+00
15+00
20+00

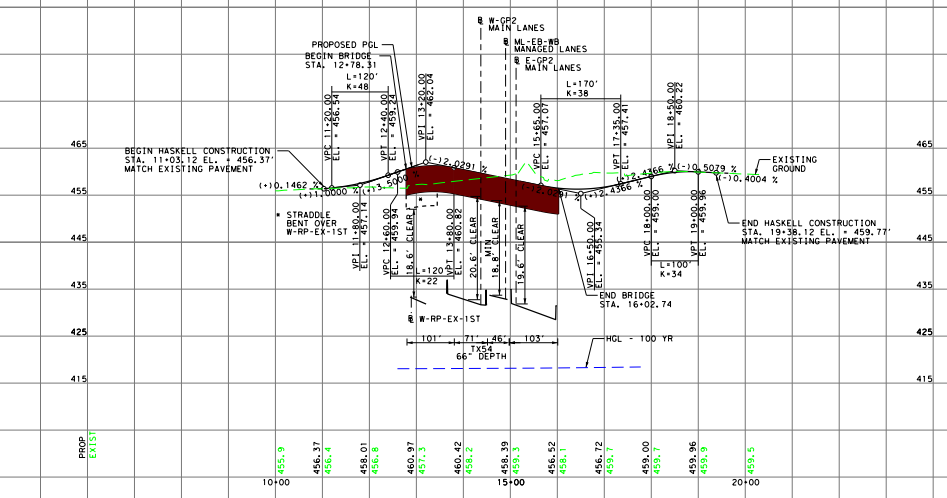
X-GD P
DESIGN


(+)0.5568 %
PROP
EXIST
10+00

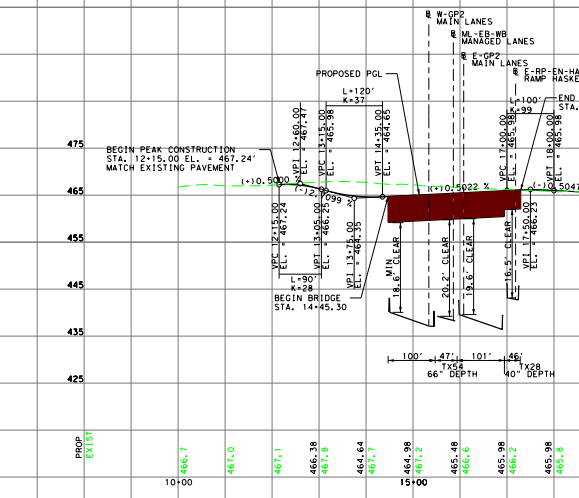
X-DART


DESIGN IN PROGRESS
DESIGN IN PROGRESS
DESIGN IN PROGRESS
DESIGN IN PROGRESS
℄ W-RP-EX-1ST
℄ W-RP-EN-HA RAMP HASKELL
℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-RP-EX-HA RAMP HASKELL
℄ E-GP2 MAIN LANES
BEGIN BRIDGE STA. 16+65.49
END BRIDGE STA. 20+40.86
EXISTING GROUND
MIN 18.5' CLEAR
MIN 16.5' CLEAR
76'
90'
48'
103'
55'
TX54 84" DEPTH
HGL - 100 YR
465
455
445
435
425
415
462.9
462.1
461.9
461.2
460.4
459.7
459.2
459.0
458.9
458.7
458.5
458.3
458.3
459.0
458.9
15+00
20+00
25+00

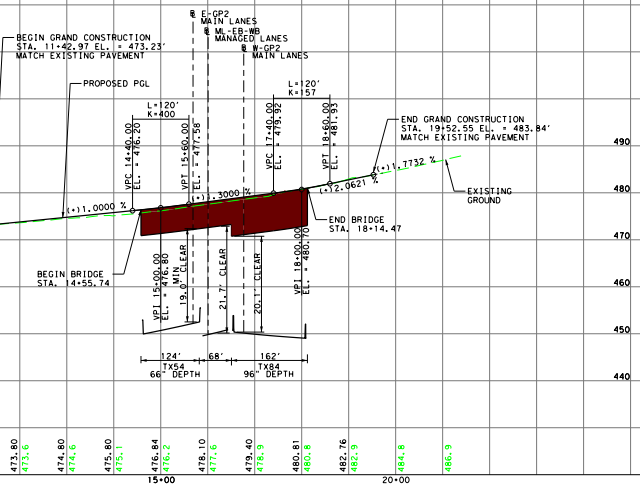
X-HA PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
PROPOSED PGL
BEGIN BRIDGE STA. 12+78.31
L=120' K=48
VPC 11+20.00 EL. = 456.54
VPT 12+40.00 EL. = 459.24
VPI 13+20.00 EL. = 462.04
L=170' K=38
VPC 15+65.00 EL. = 457.07
VPT 17+35.00 EL. = 457.41
VPI 18+50.00 EL. = 460.22
BEGIN HASKELL CONSTRUCTION STA. 11+03.12 EL. = 456.37' MATCH EXISTING PAVEMENT
(+)0.1462 %
(+)1.0000 %
(+)3.5000 %
(-)2.0291 %
(-)2.0291 %
(+)2.4366 %
(+)2.4366 %
(-)0.5079 %
(-)0.4004 %
EXISTING GROUND
* STRADDLE BENT OVER W-RP-EX-1ST
VPI 11+80.00 EL. = 457.14
VPC 12+60.00 EL. = 459.94
18.6' CLEAR
L=120' K=22
VPT 13+80.00 EL. = 460.82
20.6' CLEAR
MIN 18.8' CLEAR
19.6' CLEAR
VPI 16+50.00 EL. = 455.34
END BRIDGE STA. 16+02.74
VPC 18+00.00 EL. = 459.00
VPT 19+00.00 EL. = 459.96
L=100' K=34
END HASKELL CONSTRUCTION STA. 19+38.12 EL. = 459.77' MATCH EXISTING PAVEMENT
℄ W-RP-EX-1ST
101'
71'
46'
103'
TX54 66" DEPTH
HGL - 100 YR
465
455
445
435
425
415
PROP
EXIST
455.9
456.37
456.4
458.01
456.8
460.97
457.3
460.42
458.2
458.39
459.3
456.52
458.1
456.72
459.7
459.00
459.7
459.96
459.9
459.5
10+00
15+00
20+00

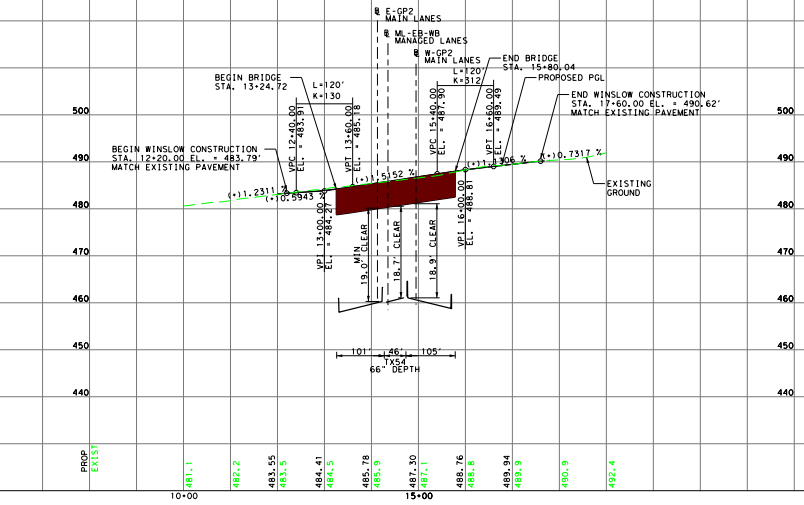
X-PK PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ E-RP-EN-HA RAMP HASKE
PROPOSED PGL
L=120' K=37
L=100' K=99
END STA.
BEGIN PEAK CONSTRUCTION STA. 12+15.00 EL. = 467.24' MATCH EXISTING PAVEMENT
VPI 12+60.00 EL. = 467.47
VPC 13+15.00 EL. = 465.98
VPT 14+35.00 EL. = 464.65
VPC 17+00.00 EL. = 465.98
VPT 18+00.00 EL. = 465.98
(+)0.5000
(-)2.7099 %
(+)0.5022 %
(-)0.5047
VPC 12+15.00 EL. = 467.24
VPT 13+05.00 EL. = 466.25
L=90' K=28
VPI 13+75.00 EL. = 464.35
BEGIN BRIDGE STA. 14+45.30
MIN 18.6' CLEAR
20.2' CLEAR
19.6' CLEAR
16.5' CLEAR
VPI 17+50.00 EL. = 466.23
100'
47'
101'
46'
TX54 66" DEPTH
TX28 40" DEPTH
465
455
445
435
425
415
475
465
455
445
435
425
PROP
EXIST
466.7
467.0
467.1
466.38
467.8
464.64
467.7
464.98
467.2
465.48
466.6
465.98
466.2
465.98
465.8
10+00
15+00

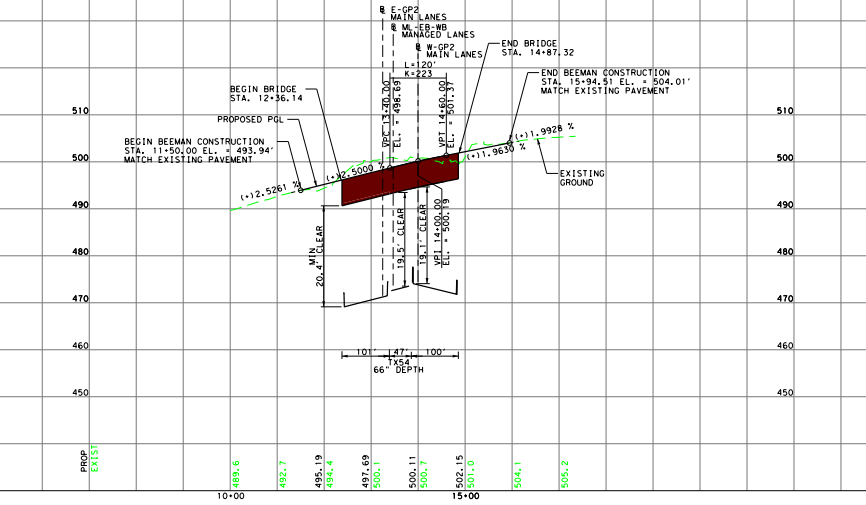
ROPOSED
SPEED (30 MPH)

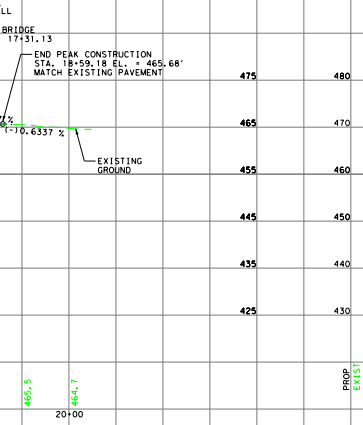

℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
BEGIN GRAND CONSTRUCTION STA. 11+42.97 EL. = 473.23' MATCH EXISTING PAVEMENT
PROPOSED PGL
L=120' K=400
VPC 14+40.00 EL. = 476.20
VPT 15+60.00 EL. = 477.58
L=120' K=157
VPC 17+40.00 EL. = 479.92
VPT 18+60.00 EL. = 481.93
END GRAND CONSTRUCTION STA. 19+52.55 EL. = 483.84' MATCH EXISTING PAVEMENT
(+)1.0000 %
(+)1.3000 %
(+)2.0621 %
(+)1.7732 %
EXISTING GROUND
END BRIDGE STA. 18+14.47
BEGIN BRIDGE STA. 14+55.74
VPI 15+00.00 EL. = 476.80
MIN 19.0' CLEAR
21.7' CLEAR
20.1' CLEAR
VPI 18+00.00 EL. = 480.70
124'
68'
162'
TX54 66" DEPTH
TX84 96" DEPTH
490
480
470
460
450
440
473.80
473.6
474.80
474.6
475.80
475.1
476.84
476.2
478.10
477.6
479.40
478.9
480.81
480.8
482.76
482.9
484.8
486.9
15+00
20+00

X-WS PROPOSED
DESIGN SPEED (30 MPH)

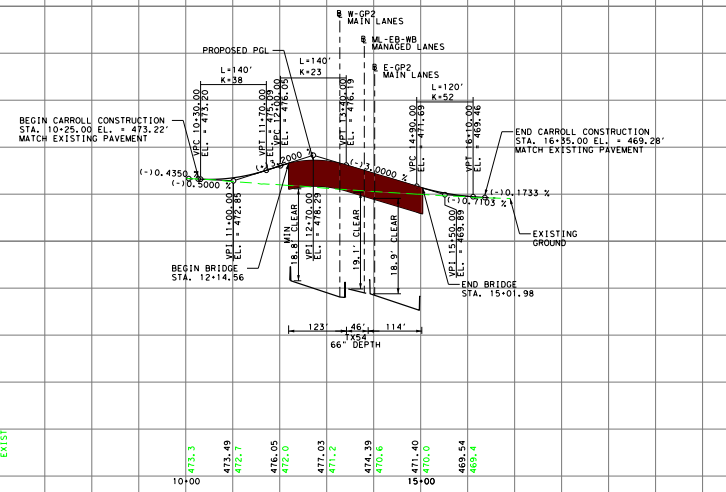

℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
END BRIDGE STA. 15+80.04
BEGIN BRIDGE STA. 13+24.72
L=120' K=130
L=120' K=312
PROPOSED PGL
END WINSLOW CONSTRUCTION STA. 17+60.00 EL. = 490.62' MATCH EXISTING PAVEMENT
BEGIN WINSLOW CONSTRUCTION STA. 12+20.00 EL. = 483.79' MATCH EXISTING PAVEMENT
VPC 12+40.00 EL. = 483.91
VPT 13+60.00 EL. = 485.18
VPC 15+40.00 EL. = 487.90
VPT 16+60.00 EL. = 489.49
(+)1.2311 %
(+)0.5943 %
(+)1.5152 %
(+)1.1306 %
(+)0.7317 %
EXISTING GROUND
VPI 13+00.00 EL. = 484.27
MIN 19.0' CLEAR
18.7' CLEAR
18.9' CLEAR
VPI 16+00.00 EL. = 488.81
101'
46'
105'
TX54 66" DEPTH
500
490
480
470
460
450
440
PROP
EXIST
481.1
482.2
483.55
483.5
484.41
484.5
485.78
485.9
487.30
487.1
488.76
488.8
489.94
489.9
490.9
492.4
10+00
15+00

X-BM PROPOSED
DESIGN SPEED (30 MPH)

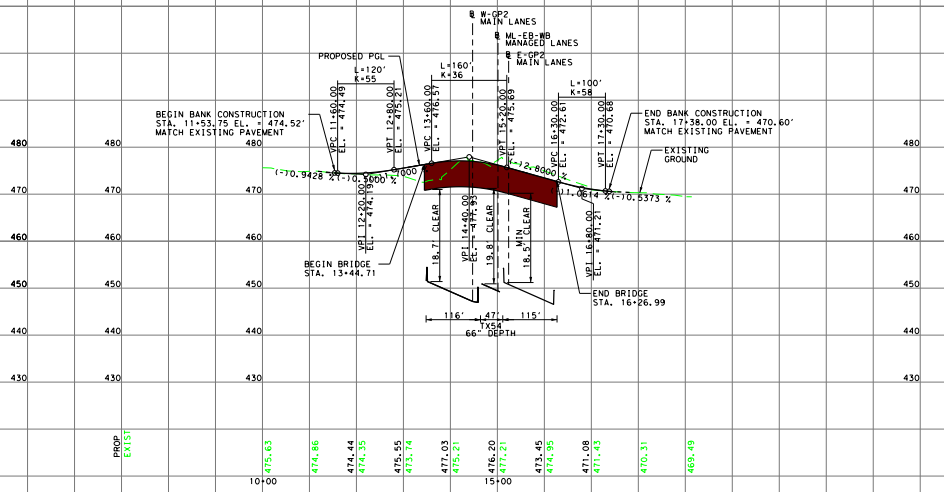

500
490
480
470
460
450
440
℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
END BRIDGE STA. 14+87.32
L=120' K=223
END BEEMAN CONSTRUCTION STA. 15+94.51 EL. = 504.01' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 12+36.14
PROPOSED PGL
BEGIN BEEMAN CONSTRUCTION STA. 11+50.00 EL. = 493.94' MATCH EXISTING PAVEMENT
VPC 13+40.00 EL. = 498.69
VPT 14+60.00 EL. = 501.37
(+)2.5261 %
(+)2.5000 %
(+)1.9630 %
(+)1.9928 %
EXISTING GROUND
MIN 20.4' CLEAR
19.5' CLEAR
19.1' CLEAR
VPI 14+00.00 EL. = 500.19
101'
47'
100'
TX54 66" DEPTH
510
500
490
480
470
460
450
PROP
EXIST
489.6
492.7
495.19
494.4
497.69
500.1
500.11
500.7
502.15
501.0
504.1
505.2
10+00
15+00


LL
BRIDGE
17+31.13
END PEAK CONSTRUCTION
STA. 18+59.18 EL. = 465.68'
MATCH EXISTING PAVEMENT
(-)0.6337 %
EXISTING
GROUND
475
465
455
445
435
425
465.5
464.7
20+00

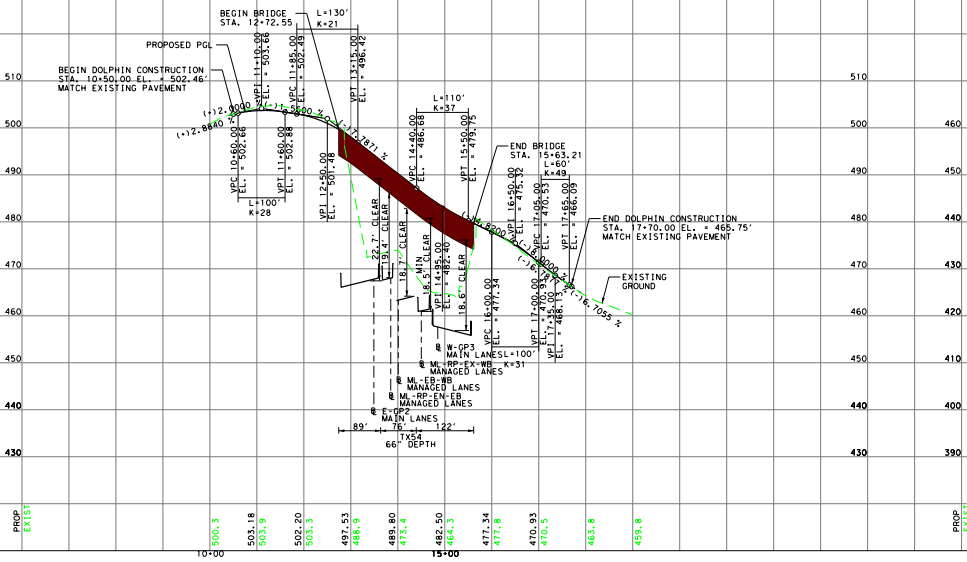
X-CA PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
PROPOSED PGL
L=140'
K=38
L=140'
K=23
L=120'
K=52
VPC 10+30.00
EL. = 473.20
VPT 11+70.00
EL. = 475.09
VPC 12+00.00
EL. = 476.05
VPT 13+40.00
EL. = 476.19
VPC 14+90.00
EL. = 471.69
VPT 16+10.00
EL. = 469.46
BEGIN CARROLL CONSTRUCTION
STA. 10+25.00 EL. = 473.22'
MATCH EXISTING PAVEMENT
END CARROLL CONSTRUCTION
STA. 16+35.00 EL. = 469.28'
MATCH EXISTING PAVEMENT
(-)0.4350 %
(-)0.5000 %
(+)3.2000 %
(-)3.0000 %
(-)0.7103 %
(-)0.1733 %
VPI 11+00.00
EL. = 472.85
VPI 12+70.00
EL. = 478.29
VPI 15+50.00
EL. = 469.89
MIN
18.8' CLEAR
19.1' CLEAR
18.9' CLEAR
BEGIN BRIDGE
STA. 12+14.56
END BRIDGE
STA. 15+01.98
EXISTING
GROUND
123'
46'
114'
TX54
66" DEPTH
480
470
460
450
440
430
PROP
EXIST
473.3
473.49
472.7
476.05
472.0
477.03
471.2
474.39
470.6
471.40
470.0
469.54
469.4
10+00
15+00

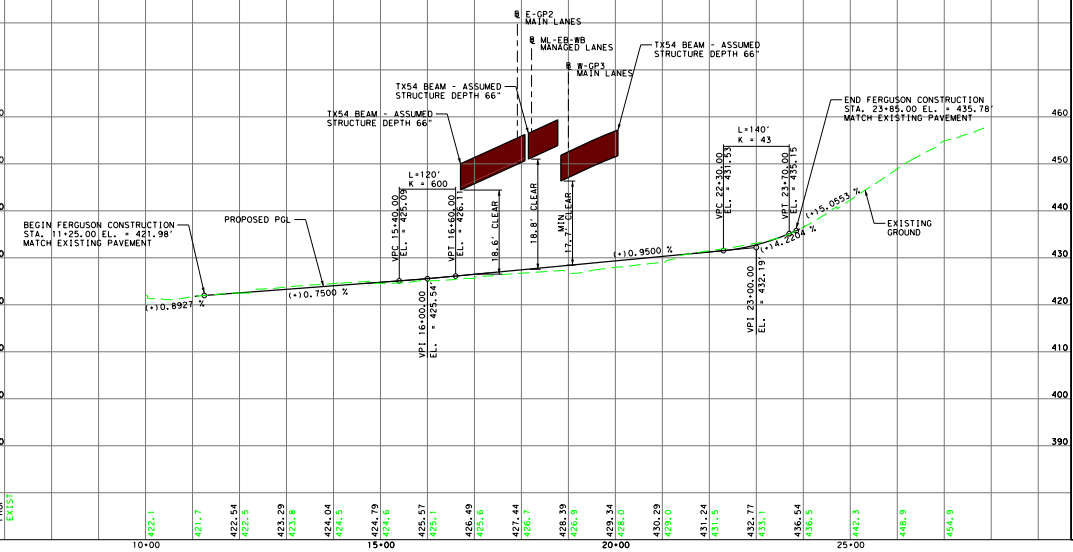
X-BNK PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
PROPOSED PGL
L=120'
K=55
L=160'
K=36
L=100'
K=58
VPC 11+60.00
EL. = 474.49
VPT 12+80.00
EL. = 475.21
VPC 13+60.00
EL. = 476.57
VPT 15+20.00
EL. = 475.69
VPC 16+30.00
EL. = 472.61
VPT 17+30.00
EL. = 470.68
BEGIN BANK CONSTRUCTION
STA. 11+53.75 EL. = 474.52'
MATCH EXISTING PAVEMENT
END BANK CONSTRUCTION
STA. 17+38.00 EL. = 470.60'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
(-)0.9428 %
(-)0.5000 %
(+)1.7000 %
(-)2.8000 %
(-)1.0614 %
(-)0.5373 %
VPI 12+20.00
EL. = 474.19
VPI 14+40.00
EL. = 477.93
VPI 16+80.00
EL. = 471.21
18.7' CLEAR
19.8' CLEAR
MIN
18.5' CLEAR
BEGIN BRIDGE
STA. 13+44.71
END BRIDGE
STA. 16+26.99
116'
47'
115'
TX54
66" DEPTH
480
470
460
450
440
430
PROP
EXIST
475.63
474.86
474.44
474.35
476.55
473.74
477.03
473.21
476.20
473.27
473.45
474.95
471.08
471.43
470.31
469.49
10+00
15+00

X-DO PROPOSED
DESIGN SPEED (30 MPH)


BEGIN BRIDGE
STA. 12+72.55
L=130'
K=21
PROPOSED PGL
BEGIN DOLPHIN CONSTRUCTION
STA. 10+50.00 EL. = 502.46'
MATCH EXISTING PAVEMENT
VPI 11+10.00
EL. = 503.66
VPC 11+85.00
EL. = 502.49
VPT 13+15.00
EL. = 496.42
(+)2.0000 %
(+)2.8840 %
(-)1.5500 %
(-)17.7871 %
VPC 10+60.00
EL. = 502.66
VPT 11+60.00
EL. = 502.88
L=100'
K=28
VPI 12+50.00
EL. = 501.48
L=110'
K=37
VPC 14+40.00
EL. = 486.68
VPT 15+50.00
EL. = 479.75
END BRIDGE
STA. 15+63.21
L=60'
K=49
VPI 16+50.00
EL. = 475.32
VPC 17+05.00
EL. = 470.53
VPT 17+65.00
EL. = 466.09
END DOLPHIN CONSTRUCTION
STA. 17+70.00 EL. = 465.75'
MATCH EXISTING PAVEMENT
(-)4.8200 %
(-)6.7871 %
(-)8.0000 %
(-)6.7055 %
EXISTING
GROUND
22.7' CLEAR
19.4' CLEAR
18.7' CLEAR
MIN
18.5' CLEAR
VPI 14+95.00
EL. = 482.40
18.6' CLEAR
VPC 16+00.00
EL. = 477.34
VPT 17+00.00
EL. = 470.93
VPI 17+35.00
EL. = 468.13
℄ W-GP3
MAIN LANES
L=100'
K=31
℄ ML-RP-EX-WB
MANAGED LANES
℄ ML-EB-WB
MANAGED LANES
℄ ML-RP-EN-EB
MANAGED LANES
℄ E-GP2
MAIN LANES
89'
76'
122'
TX54
66" DEPTH
510
500
490
480
470
460
450
440
430
PROP
EXIST
500.3
503.18
503.9
502.20
503.3
497.53
488.9
489.80
473.4
482.50
464.3
477.34
477.8
470.93
470.5
463.8
459.8
10+00
15+00

X-FG PROPOSED
DESIGN SPEED (30 MPH)


℄ E-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ W-GP3
MAIN LANES
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
END FERGUSON CONSTRUCTION
STA. 23+85.00 EL. = 435.78'
MATCH EXISTING PAVEMENT
L=140'
K = 43
VPC 22+30.00
EL. = 431.53
VPT 23+70.00
EL. = 435.15
L=120'
K = 600
VPC 15+40.00
EL. = 425.09
VPT 16+60.00
EL. = 426.11
18.6' CLEAR
18.8' CLEAR
MIN
17.7' CLEAR
BEGIN FERGUSON CONSTRUCTION
STA. 11+25.00 EL. = 421.98'
MATCH EXISTING PAVEMENT
PROPOSED PGL
(+)0.8927 %
(+)0.7500 %
(+)0.9500 %
(+)4.2204 %
(+)15.0553 %
EXISTING
GROUND
VPI 16+00.00
EL. = 425.54'
VPI 23+00.00
EL. = 432.19'
460
450
440
430
420
410
400
390
PROP
EXIST
422.1
421.7
422.54
422.5
423.29
423.8
424.04
424.5
424.79
424.6
425.57
426.1
426.49
426.6
427.44
426.7
428.39
426.9
429.34
428.0
430.29
429.0
431.24
431.5
432.77
432.1
436.54
436.5
442.3
448.9
454.9
10+00
15+00
20+00
25+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

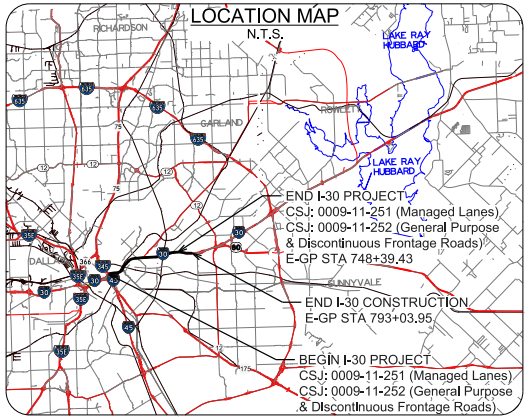
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

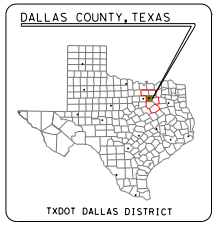
JULY 2023
ROLL 8 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
GARLAND
ROWLETT
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE
SUBMITTED:

DATE
APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

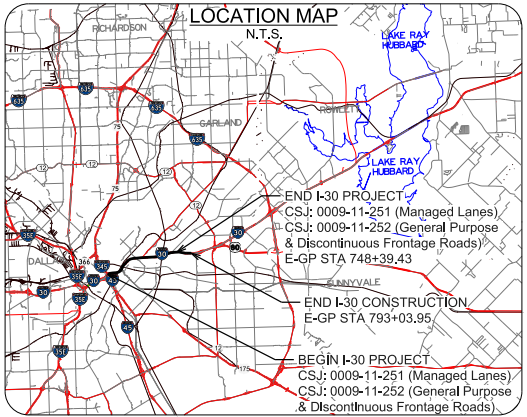
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

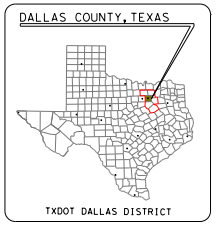
JULY 2023
ROLL 9 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

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JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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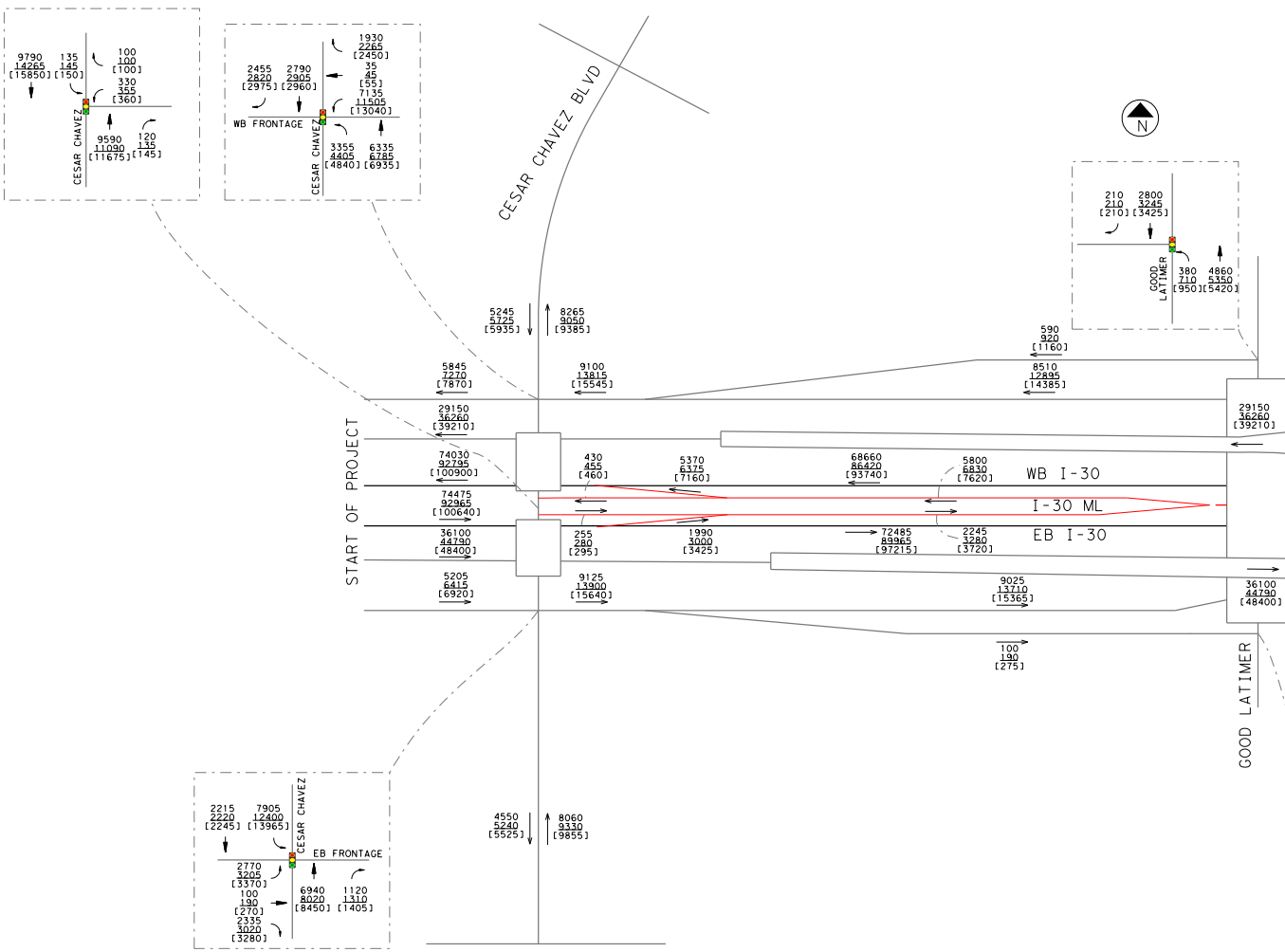
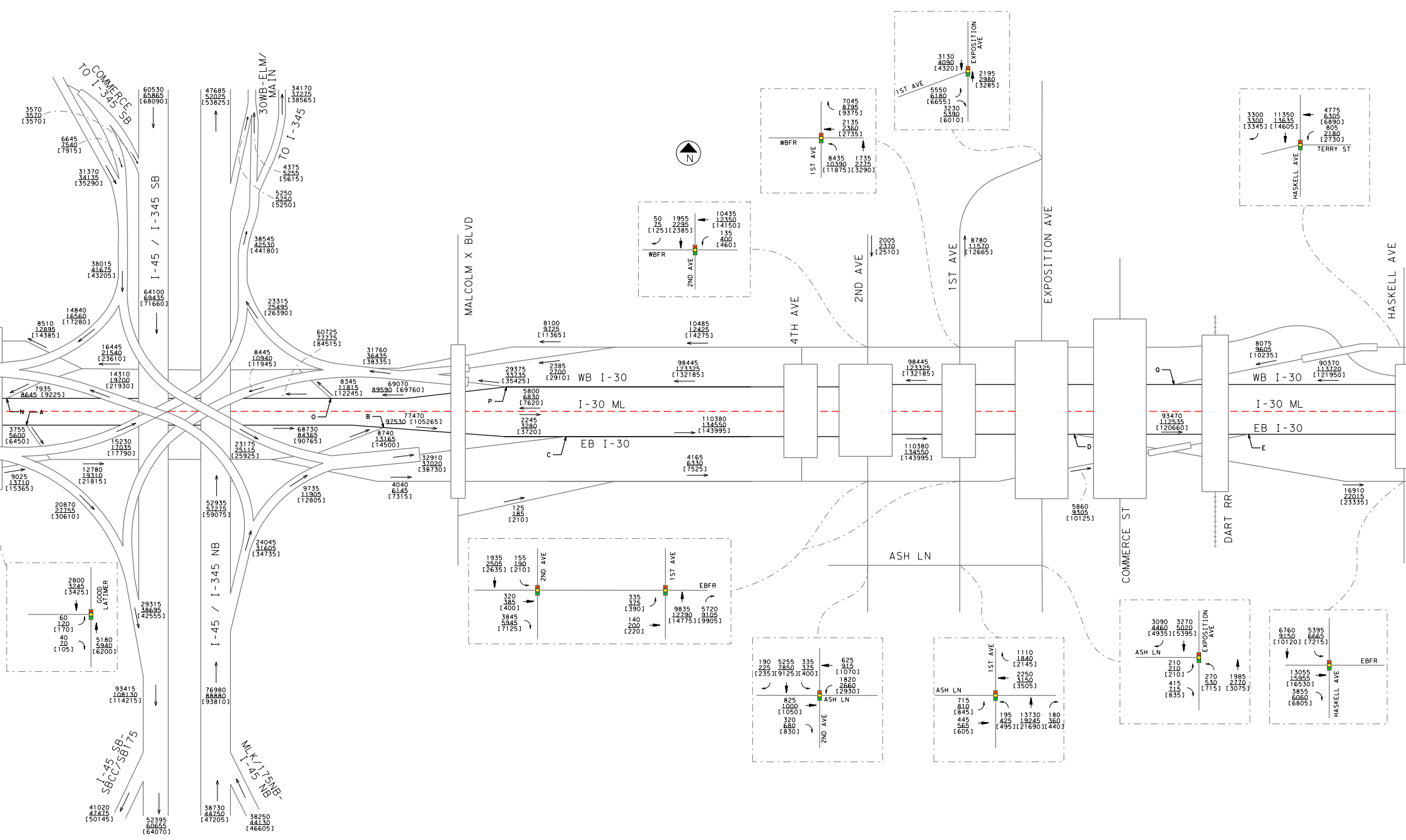
LEGEND

1000 = 2028 ADT
1000 = 2048 ADT
[1000] = 2058 ADT

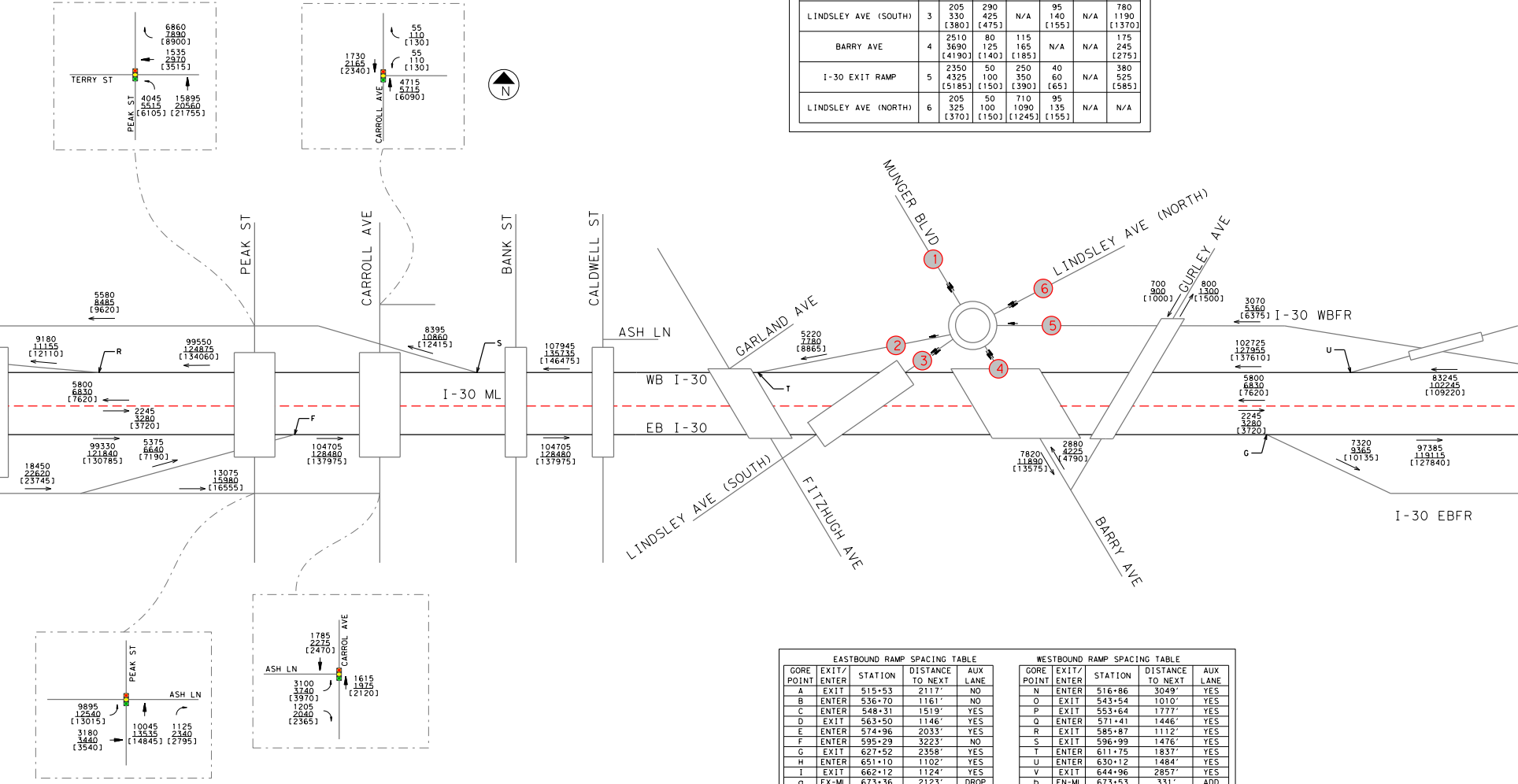
2028, 2048 AND 2058 ANTICIPATED DAILY TRAFFIC ALONG SPECIFIED POINTS OF I-30. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


9790 14265 [15850]
135 145 [150]
100 100 [100]
330 355 [360]
CESAR CHAVEZ
9590 11090 [11675]
120 135 [145]
2455 2820 [2975]
2790 2905 [2960]
1930 2265 [2450]
35 45 [55]
7135 11505 [13040]
WB FRONTAGE
CESAR CHAVEZ
3355 4405 [4840]
6335 6785 [6935]
CESAR CHAVEZ BLVD
N
210 210 [210]
2800 3245 [3425]
GOOD LATIMER
380 710 [950]
4860 5350 [5420]
5245 5725 [5935]
8265 9050 [9385]
590 920 [1160]
5845 7270 [7870]
9100 13815 [15545]
8510 12895 [14385]
29150 36260 [39210]
29150 36260 [39210]
START OF PROJECT
74030 92795 [100900]
430 455 [460]
5370 6375 [7160]
68660 86420 [93740]
5800 6830 [7620]
WB I-30
74475 92965 [100640]
I-30 ML
36100 44790 [48400]
255 280 [295]
1990 3000 [3425]
72485 89965 [97215]
2245 3280 [3720]
EB I-30
5205 6415 [6920]
9125 13900 [15640]
9025 13710 [15365]
36100 44790 [48400]
100 190 [275]
GOOD LATIMER
2215 2220 [2245]
7905 12400 [13965]
CESAR CHAVEZ
EB FRONTAGE
2770 3205 [3370]
100 190 [270]
2335 3020 [3280]
6940 8020 [8450]
1120 1310 [1405]
4550 5240 [5525]
8060 9330 [9855]


COMMERCE TO I-345 SB
3570 3570 [3570]
6645 7540 [7915]
31370 34135 [35290]
60530 65865 [68090]
47685 52025 [53825]
30WB-ELM/MAIN
TO I-345
34170 37275 [38565]
4375 5255 [5615]
5250 5250 [5250]
38545 42530 [44180]
38015 41675 [43205]
I-45 / I-345 SB
64100 69435 [71660]
14840 16560 [17280]
8510 12895 [14385]
16445 21540 [23610]
14310 19700 [21930]
23315 25495 [26390]
60725 77775 [84515]
8445 10940 [11945]
31760 36435 [38335]
8345 11815 [12245]
69070 89590 [69760]
7935 8645 [9225]
N
A
O
B
77470 97530 [105265]
3755 5600 [6450]
15230 17035 [17790]
68730 84365 [90765]
8740 13165 [14500]
23175 25115 [25925]
32910 37020 [38730]
9025 13710 [15365]
12780 19310 [21815]
9735 11905 [12805]
4040 6145 [7315]
20870 27755 [30610]
52935 57275 [59075]
I-45 / I-345 NB
24045 31605 [34735]
2800 3245 [3425]
GOOD LATIMER
60 120 [170]
40 70 [105]
5180 5940 [6200]
29315 38695 [42555]
93415 108130 [114215]
76980 88880 [93810]
I-45 SB-SBCC/SB175
41020 47475 [50145]
52395 60655 [64070]
38730 44750 [47205]
MLK/175NB-I-45 NB
38250 44130 [46605]
MALCOLM X BLVD
8100 9725 [11365]
10485 12425 [14275]
29375 33735 [35425]
2385 2700 [2910]
WB I-30
98445 123325 [132185]
P
5800 6830 [7620]
I-30 ML
2245 3280 [3720]
110380 134550 [143995]
C
EB I-30
4165 6330 [7525]
125 185 [210]
N
50 75 [125]
1955 2295 [2385]
10435 12350 [14150]
135 400 [460]
WBFR
2ND AVE
7045 8795 [9375]
2135 2360 [2735]
WBFR
1ST AVE
8435 10390 [11875]
1735 2775 [3290]
3130 4090 [4320]
EXPOSITION AVE
2195 2980 [3285]
1ST AVE
5550 6180 [6655]
3230 5390 [6010]
4TH AVE
2ND AVE
1ST AVE
EXPOSITION AVE
2005 2370 [2510]
8780 11570 [12665]
98445 123325 [132185]
110380 134550 [143995]
Q
8075 9605 [10235]
90370 113720 [121950]
WB I-30
I-30 ML
93470 112535 [120660]
EB I-30
D
E
5860 9305 [10125]
16910 22015 [23335]
COMMERCE ST
DART RR
HASKELL AVE
3300 3300 [3345]
11350 13635 [14605]
4775 6305 [6890]
805 2180 [2730]
TERRY ST
HASKELL AVE
ASH LN
1935 2505 [2635]
155 190 [210]
2ND AVE
320 385 [400]
3845 5945 [7125]
335 375 [390]
140 200 [220]
1ST AVE
EBFR
9835 12790 [14775]
5720 9105 [9905]
190 225 [235]
5255 7850 [9125]
335 375 [400]
625 915 [1070]
1820 2660 [2930]
ASH LN
825 1000 [1050]
320 680 [830]
2ND AVE
1ST AVE
1110 1840 [2145]
2250 3150 [3505]
ASH LN
715 810 [845]
445 565 [605]
195 425 [495]
13730 19245 [21690]
180 360 [440]
3090 4460 [4935]
3270 5020 [5395]
EXPOSITION AVE
ASH LN
210 210 [210]
415 715 [835]
270 530 [715]
1985 2770 [3075]
6760 9150 [10120]
5395 6665 [7215]
EBFR
13055 15955 [16530]
3855 6060 [6805]
HASKELL AVE

ROUNDABOUT DIAGRAM VOLUMES

ENTERING FROM		EXITING TO 1	2	3	4	5	6
MUNGER BLVD	1	N/A	4750 7030 [7950]	185 300 [345]	7590 11555 [13200]	N/A	1205 1900 [2180]
I-30 ENTRANCE RAMP	2	N/A	N/A	N/A	N/A	N/A	N/A
LINDSLEY AVE (SOUTH)	3	205 330 [380]	290 425 [475]	N/A	95 140 [155]	N/A	780 1190 [1370]
BARRY AVE	4	2510 3690 [4190]	80 125 [140]	115 165 [185]	N/A	N/A	175 245 [275]
I-30 EXIT RAMP	5	2350 4325 [5185]	50 100 [150]	250 350 [390]	40 60 [65]	N/A	380 525 [585]
LINDSLEY AVE (NORTH)	6	205 325 [370]	50 100 [150]	710 1090 [1245]	95 135 [155]	N/A	N/A

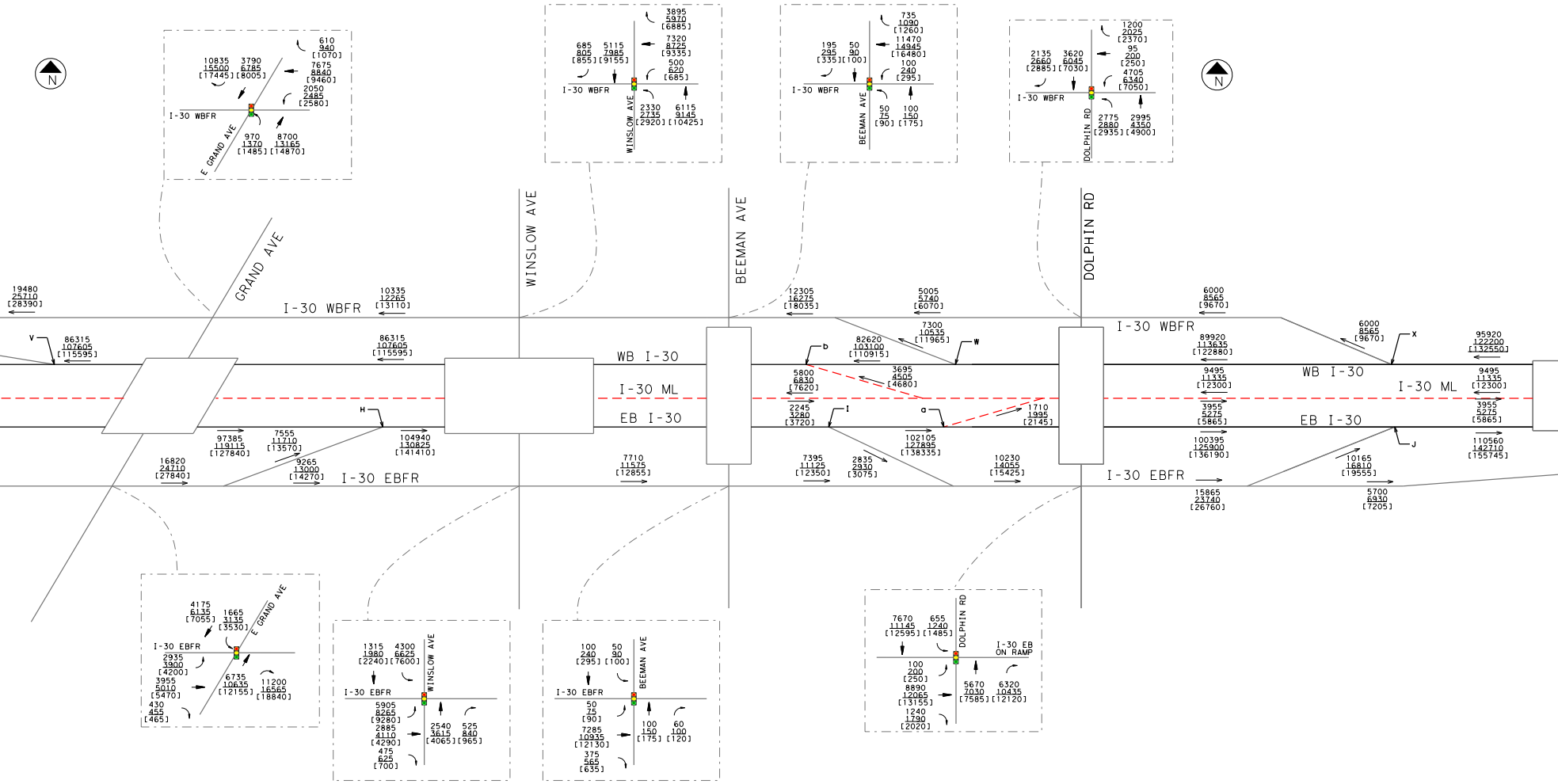

6860 7890 [8900]
1535 2970 [3515]
TERRY ST
PEAK ST
4045 5515 [6105]
15895 20560 [21755]
55 110 [130]
55 110 [130]
1730 2165 [2340]
CARROLL AVE
4715 5715 [6090]
N
PEAK ST
CARROLL AVE
BANK ST
CALDWELL ST
ASH LN
5580 8485 [9620]
9180 11155 [12110]
R
99550 124875 [134060]
8395 10860 [12415]
S
107945 135735 [146475]
5800 6830 [7620]
2245 3280 [3720]
I-30 ML
WB I-30
EB I-30
F
99330 121840 [130785]
5375 6640 [7190]
104705 128480 [137975]
104705 128480 [137975]
18450 22620 [23745]
13075 15980 [16555]
MUNGER BLVD
GARLAND AVE
5220 7780 [8865]
T
1
2
3
4
5
6
LINDSLEY AVE (NORTH)
GURLEY AVE
700 900 [1000]
800 1300 [1500]
3070 5360 [6375]
I-30 WBFR
102725 127955 [137610]
U
83245 102245 [109220]
5800 6830 [7620]
2245 3280 [3720]
G
7320 9365 [10135]
97385 119115 [127840]
I-30 EBFR
2880 4225 [4790]
7820 11890 [13575]
LINDSLEY AVE (SOUTH)
FITZHUGH AVE
BARRY AVE
PEAK ST
ASH LN
9895 12540 [13015]
3180 3440 [3540]
10045 13535 [14845]
1125 2340 [2795]
1785 2275 [2470]
CARROL AVE
ASH LN
3100 3740 [3970]
1205 2040 [2365]
1615 1975 [2120]

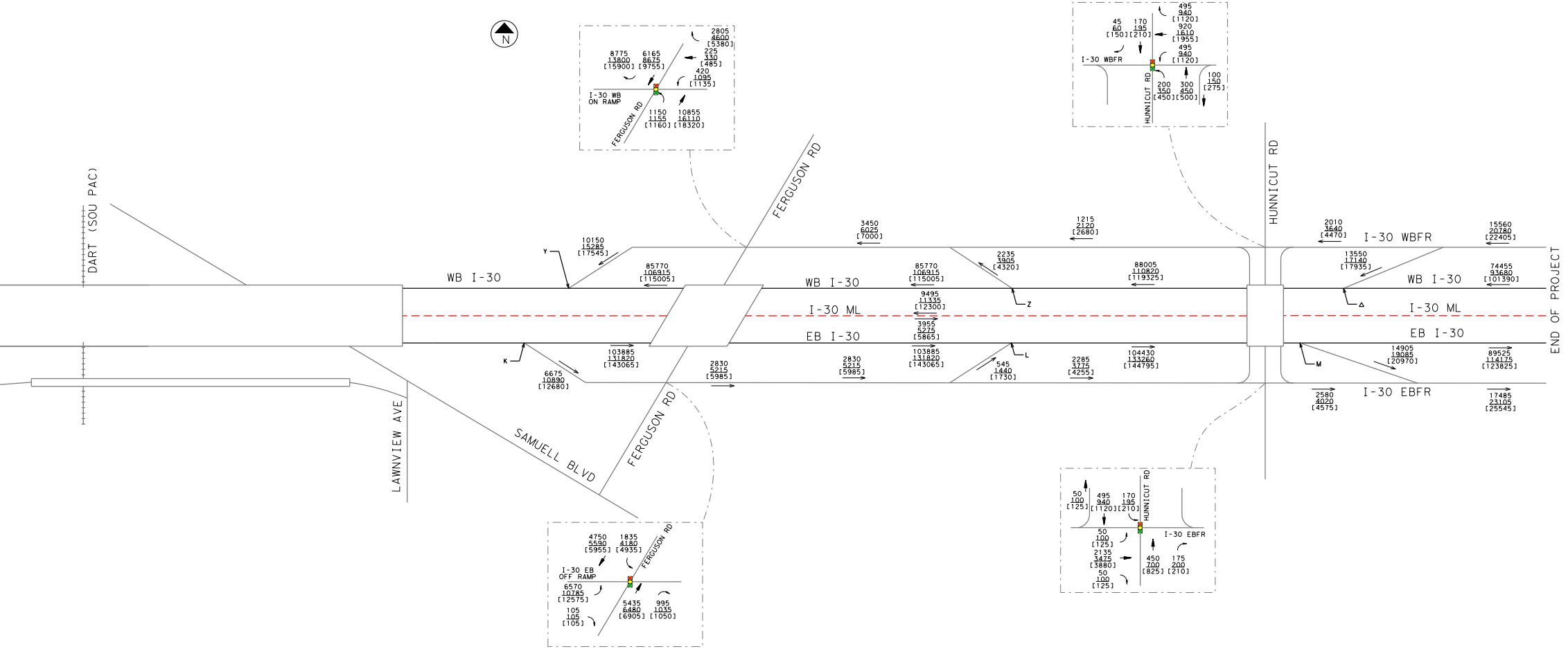
EASTBOUND RAMP SPACING TABLE

GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
A	EXIT	515+53	2117′	NO
B	ENTER	536+70	1161′	NO
C	ENTER	548+31	1519′	YES
D	EXIT	563+50	1146′	YES
E	ENTER	574+96	2033′	YES
F	ENTER	595+29	3223′	NO
G	EXIT	627+52	2358′	YES
H	ENTER	651+10	1102′	YES
I	EXIT	662+12	1124′	YES
a	EX-ML	673+36	2123′	DROP
J	ENTER	694+59	1945′	YES
K	EXIT	714+04	3271′	YES
L	ENTER	746+75	4201′	NO
M	EXIT	788+76	1217′	YES

WESTBOUND RAMP SPACING TABLE

GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
N	ENTER	516+86	3049′	YES
O	EXIT	543+54	1010′	YES
P	EXIT	553+64	1777′	YES
Q	ENTER	571+41	1446′	YES
R	EXIT	585+87	1112′	YES
S	EXIT	596+99	1476′	YES
T	ENTER	611+75	1837′	YES
U	ENTER	630+12	1484′	YES
V	EXIT	644+96	2857′	YES
b	EN-ML	673+53	331′	ADD
W	EXIT	676+84	1723′	No
X	EXIT	694+07	2252′	YES
Y	ENTER	716+59	3684′	YES
Z	EXIT	753+43	2972′	NO
△	ENTER	783+15	2199′	NO


N
N
GRAND AVE
E GRAND AVE
WINSLOW AVE
BEEMAN AVE
DOLPHIN RD
I-30 WBFR
WB I-30
I-30 ML
EB I-30
I-30 EBFR
I-30 EB ON RAMP
V
W
X
H
I
J
a
b
610 940 [1070]
10835 15500 [17445]
3790 6785 [8005]
7675 8840 [9460]
2050 2485 [2580]
970 1370 [1485]
8700 13165 [14870]
3895 5970 [6885]
685 805 [855]
5115 7985 [9155]
7320 8725 [9335]
500 620 [685]
2330 2735 [2920]
6115 9145 [10425]
735 1090 [1260]
195 295 [335]
50 90 [100]
11470 14945 [16480]
100 240 [295]
50 75 [90]
100 150 [175]
1200 2025 [2370]
2135 2660 [2885]
3620 6045 [7030]
95 200 [250]
4705 6340 [7050]
2775 2880 [2935]
2995 4350 [4900]
19480 25710 [28390]
10335 12265 [13110]
86315 107605 [115595]
86315 107605 [115595]
12305 16275 [18035]
5005 5740 [6070]
7300 10535 [11965]
82620 103100 [110915]
5800 6830 [7620]
3695 4505 [4680]
2245 3280 [3720]
1710 1995 [2145]
6000 8565 [9670]
6000 8565 [9670]
89920 113635 [122880]
9495 11335 [12300]
3955 5275 [5865]
95920 122200 [132550]
9495 11335 [12300]
3955 5275 [5865]
97385 119115 [127840]
7555 11710 [13570]
104940 130825 [141410]
16820 24710 [27840]
9265 13000 [14270]
7710 11575 [12855]
7395 11125 [12350]
2835 2930 [3075]
102105 127895 [138335]
10230 14055 [15425]
100395 125900 [136190]
10165 16810 [19555]
110560 142710 [155745]
15865 23740 [26760]
5700 6930 [7205]
4175 6135 [7055]
1665 3135 [3530]
2935 3900 [4200]
3955 5010 [5470]
430 455 [465]
6735 10635 [12155]
11200 16565 [18840]
1315 1980 [2240]
4300 6625 [7600]
5905 8265 [9280]
2885 4110 [4290]
475 625 [700]
2540 3615 [4065]
525 840 [965]
100 240 [295]
50 90 [100]
50 75 [90]
7285 10935 [12130]
375 565 [635]
100 150 [175]
60 100 [120]
7670 11145 [12595]
655 1240 [1485]
100 200 [250]
8890 12065 [13155]
1240 1790 [2020]
5670 7030 [7585]
6320 10435 [12120]


DART (SOU PAC)
WB I-30
LAWNVIEW AVE
SAMUELL BLVD
FERGUSON RD
FERGUSON RD
HUNNICUT RD
END OF PROJECT
8775
13800
[15900]
6165
8675
[9755]
2805
4600
[5380]
225
330
[485]
420
1095
[1135]
I-30 WB
ON RAMP
FERGUSON RD
1150
1155
[1160]
10855
16110
[18320]
495
940
[1120]
45
60
[150]
170
195
[210]
920
1610
[1955]
495
940
[1120]
I-30 WBFR
HUNNICUT RD
200
350
[450]
300
450
[500]
100
150
[275]
Y
10150
15285
[17545]
85770
106915
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3450
6025
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2120
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WB I-30
85770
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2235
3905
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88005
110820
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Z
I-30 ML
9495
11335
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3955
5275
[5865]
EB I-30
K
103885
131820
[143065]
6675
10890
[12680]
2830
5215
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2830
5215
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103885
131820
[143065]
545
1440
[1730]
L
2285
3775
[4255]
104430
133260
[144795]
2010
3640
[4470]
I-30 WBFR
15560
20780
[22405]
13550
17140
[17935]
WB I-30
74455
93680
[101390]
Δ
I-30 ML
EB I-30
M
14905
19085
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89525
114175
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I-30 EBFR
2580
4020
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17485
23105
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5590
[5955]
1835
4180
[4935]
FERGUSON RD
I-30 EB
OFF RAMP
6570
10785
[12575]
105
105
[105]
5435
6480
[6905]
995
1035
[1050]
50
100
[125]
495
940
[1120]
170
195
[210]
HUNNICUT RD
50
100
[125]
I-30 EBFR
2135
3475
[3880]
450
700
[825]
175
200
[210]
50
100
[125]

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

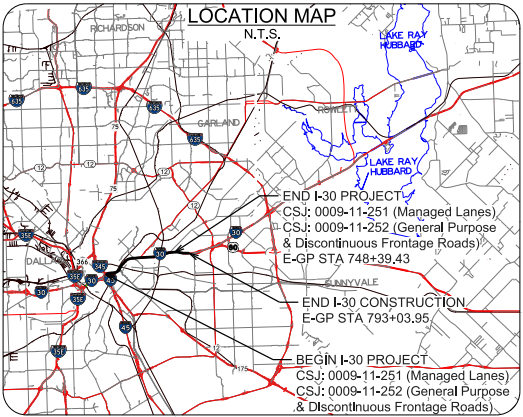
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

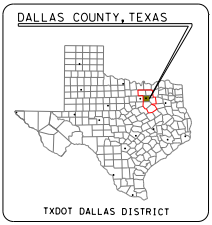
JULY 2023
ROLL 9 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JULY, 2023
JOSIAH F. BELVEAL	122828	JULY, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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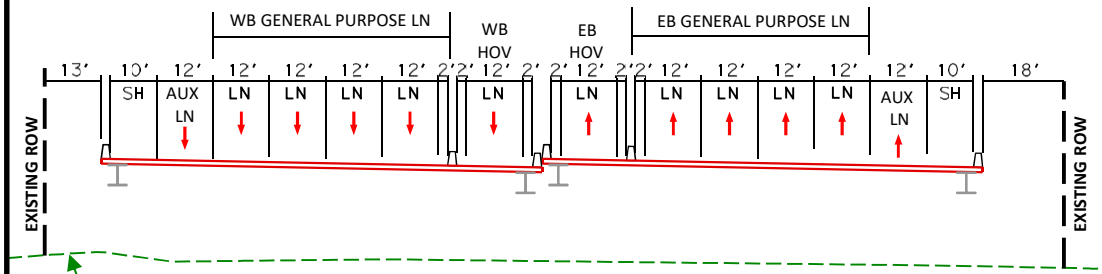
APPENDIX D

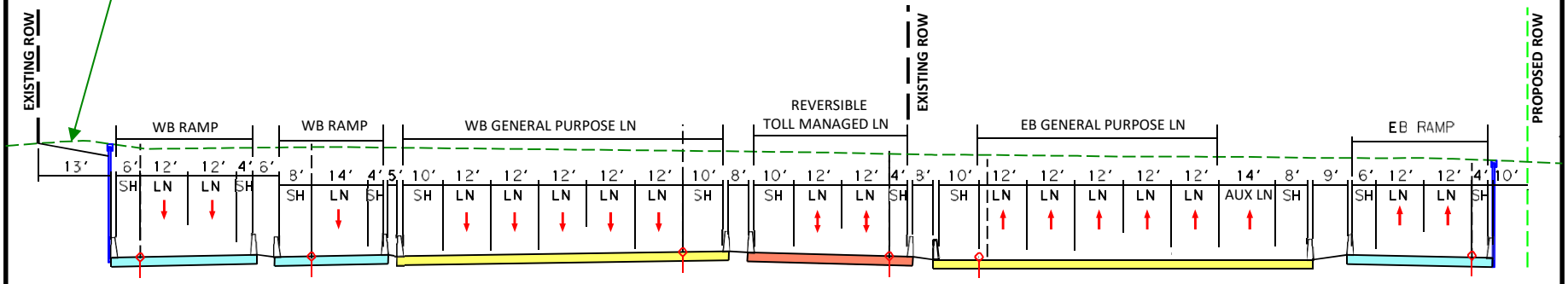
TYPICAL SECTIONS



REPRESENTATIVE EXISTING FACILITY: I-30 ON BRIDGE FROM I-45 TO HASKELL AVE

NOTE: ALL GRAPHICS ARE NOT TO SCALE

EXISTING GROUND LEVEL



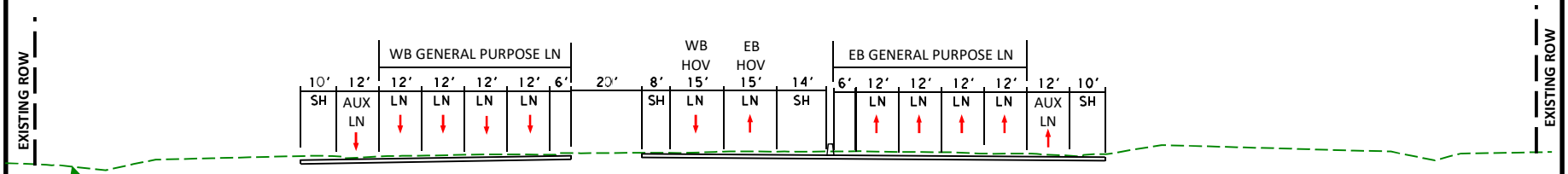
REPRESENTATIVE PROPOSED FACILITY: I-30 DEPRESSED LANES FROM I-45 TO HASKELL AVE

Texas Department of Transportation

Representative Typical Sections

Page 1 of 3

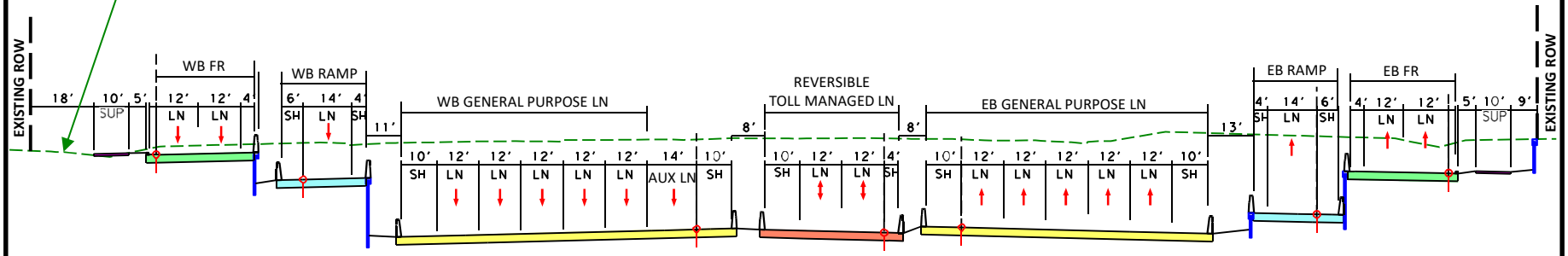
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas



REPRESENTATIVE EXISTING FACILITY: I-30 AT GRADE FROM HASKELL AVE TO DOLPHIN RD

EXISTING GROUND LEVEL

NOTE: ALL GRAPHICS ARE NOT TO SCALE



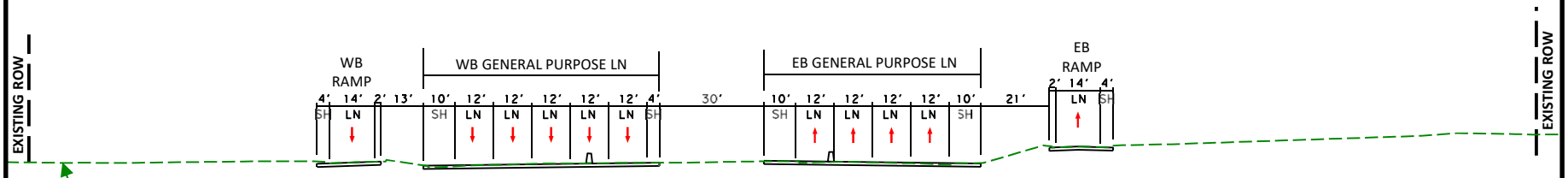
REPRESENTATIVE PROPOSED FACILITY: I-30 DEPRESSED LANES FROM HASKELL AVE TO DOLPHIN RD

Texas Department of Transportation

Representative Typical Sections

Page 2 of 3

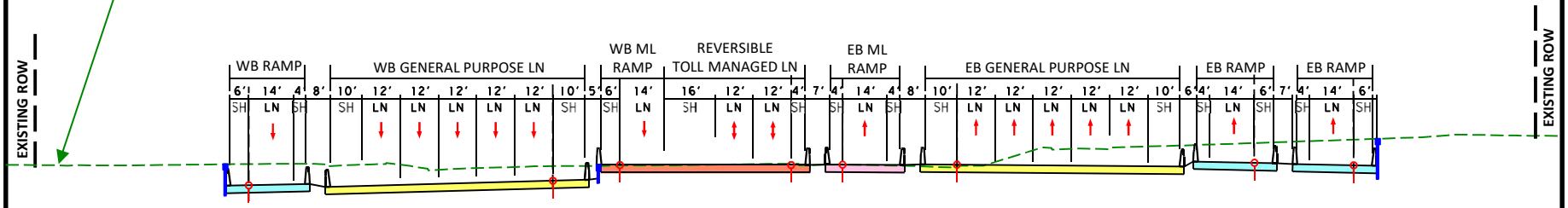
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas



REPRESENTATIVE EXISTING FACILITY: I-30 AT GRADE EAST OF DOLPHIN RD

EXISTING GROUND LEVEL

NOTE: ALL GRAPHICS ARE NOT TO SCALE



REPRESENTATIVE PROPOSED FACILITY: I-30 AT GRADE EAST OF DOLPHIN RD

Texas Department of Transportation

Representative Typical Sections

Page 3 of 3

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas

APPENDIX E

RESOURCE-SPECIFIC MAPS/DATA

EA SEC.	DESCRIPTION	# PAGES
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-1: Prior Surveys	12
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-2: Surveyed Resources	12
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-3: Historic Districts	7
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-4: District Effects	4
5.1.1	Proposed Right-of-Way Map	3
5.1.1	TxDOT Potential Surplus Right-of-Way (ROW) Map	1
5.1.2	Displacements Map	4
5.6	CIA Study Area Map	1
5.6.1	Summary of Meetings with Potentially Displaced Residence Owners	31
5.7	I-30 Potential Decking Locations Map	2
5.10 5.11	Natural Resources Map	5
5.10 5.11	Water Feature Impacts Map	4
5.12.4	NCTCOG I-30 CMP Form and Corridor Fact Sheet	5
5.13	Hazardous Materials Site Map	8
5.14	Traffic Noise Impacts Map and Table of Traffic Noise Levels and Impacts	15
5.15	Project Area of Influence (AOI) Map	2

Previously Identified Historic Resources & Previously Designated Parcels/Historic Districts

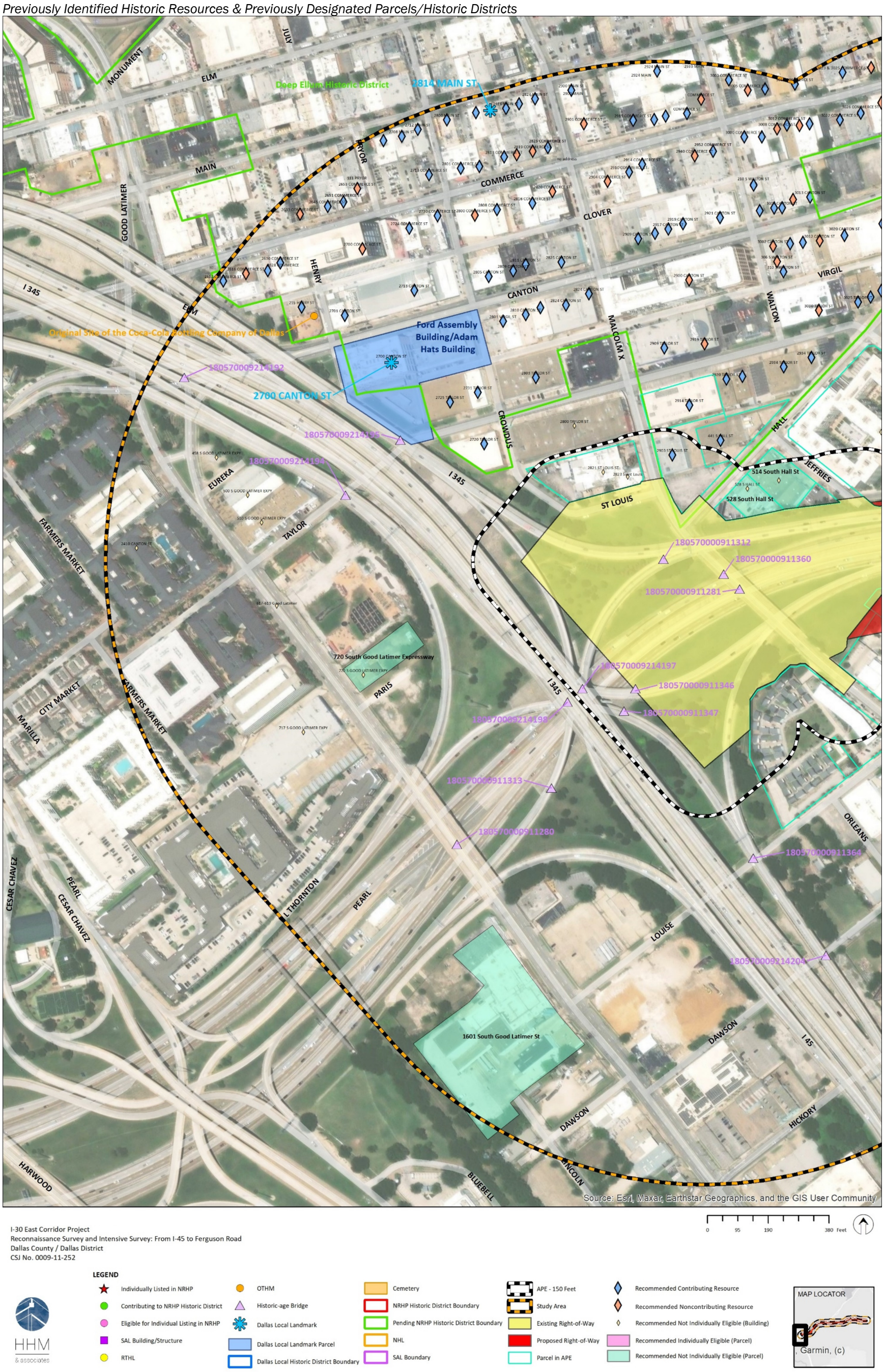


Figure 3. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

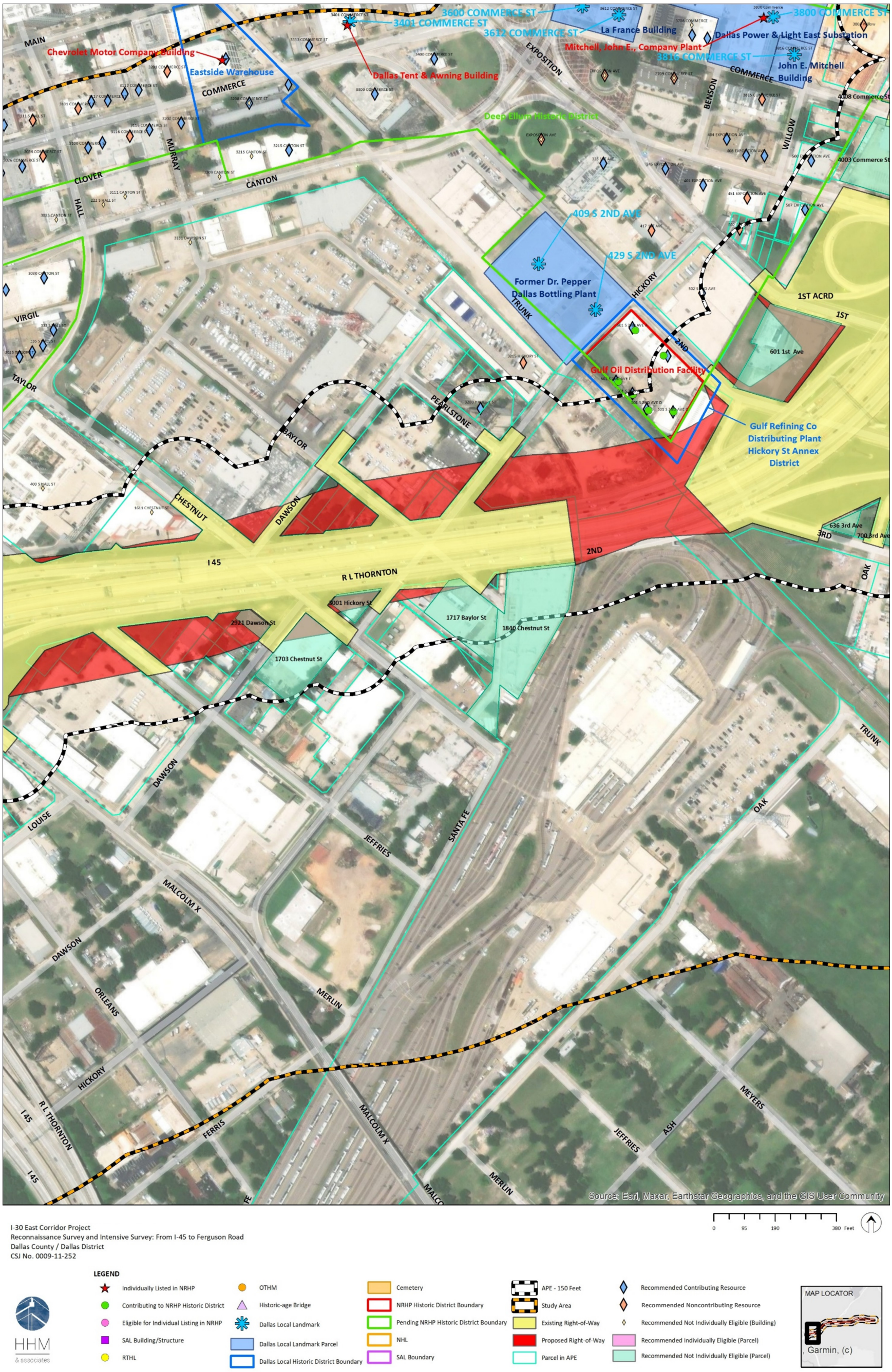


Figure 4. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

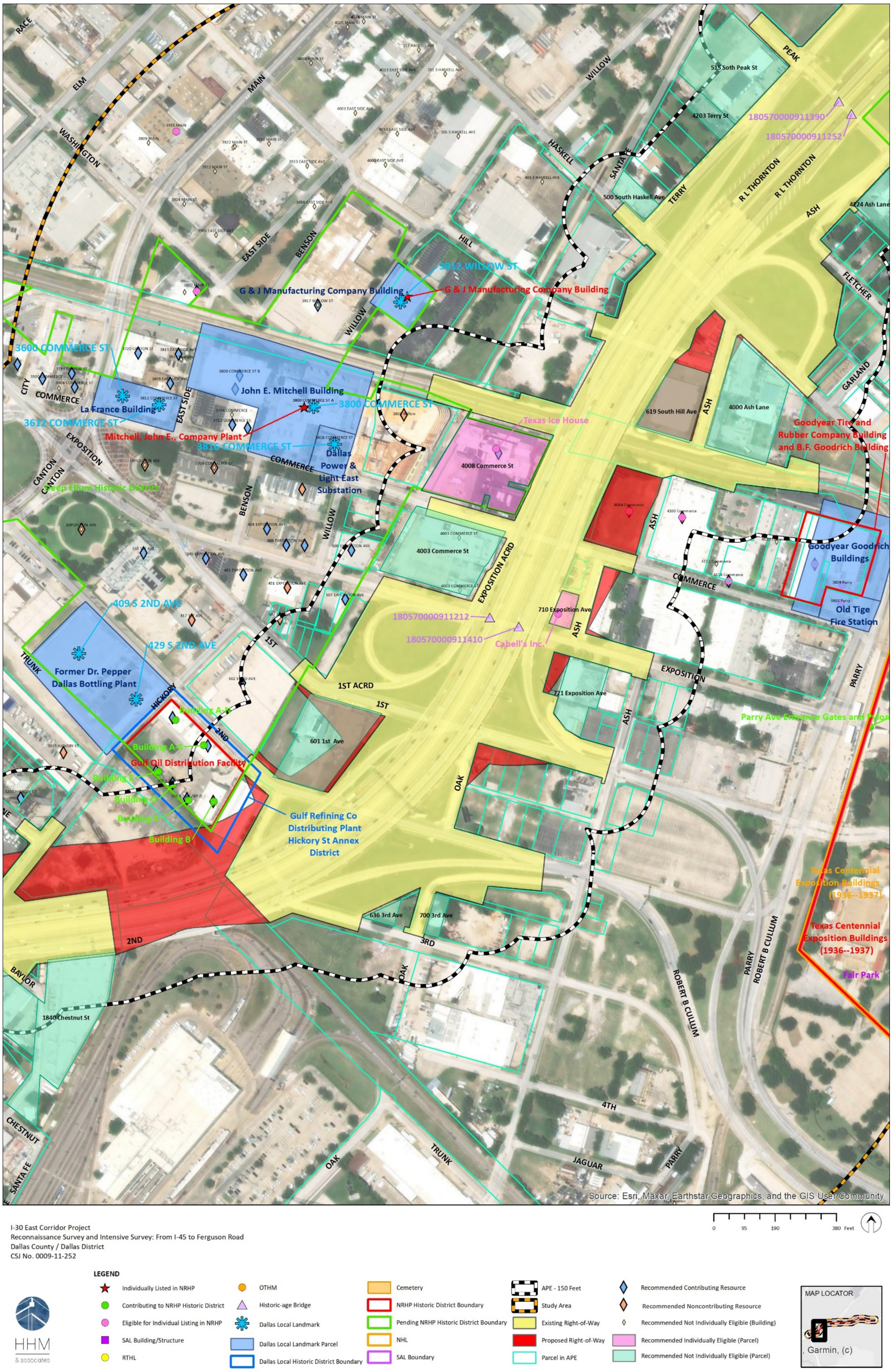


Figure 5. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Base map from ESRI, overlay by HHM.

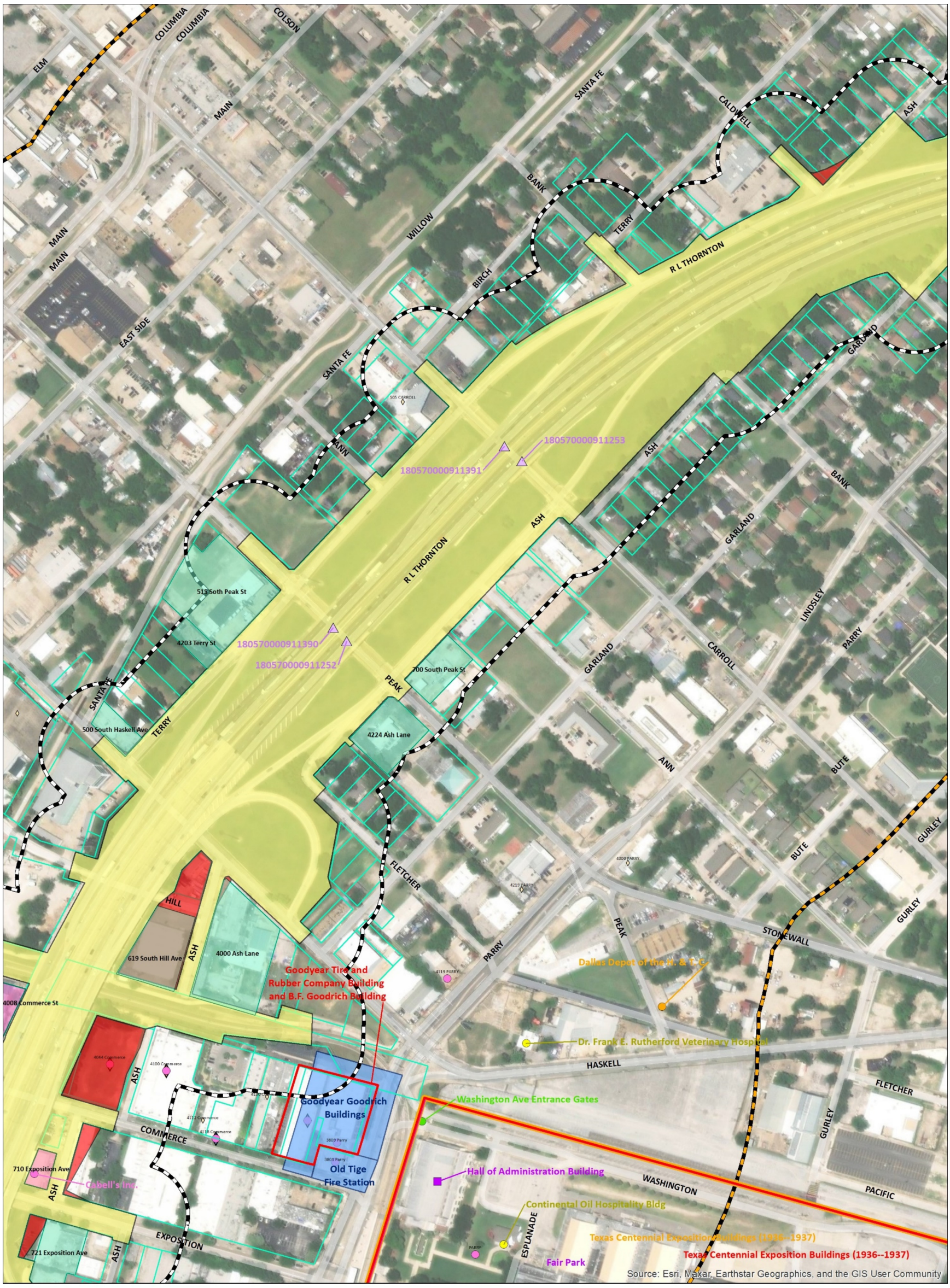


Figure 6. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Base map from ESRI, overlay by HHM.

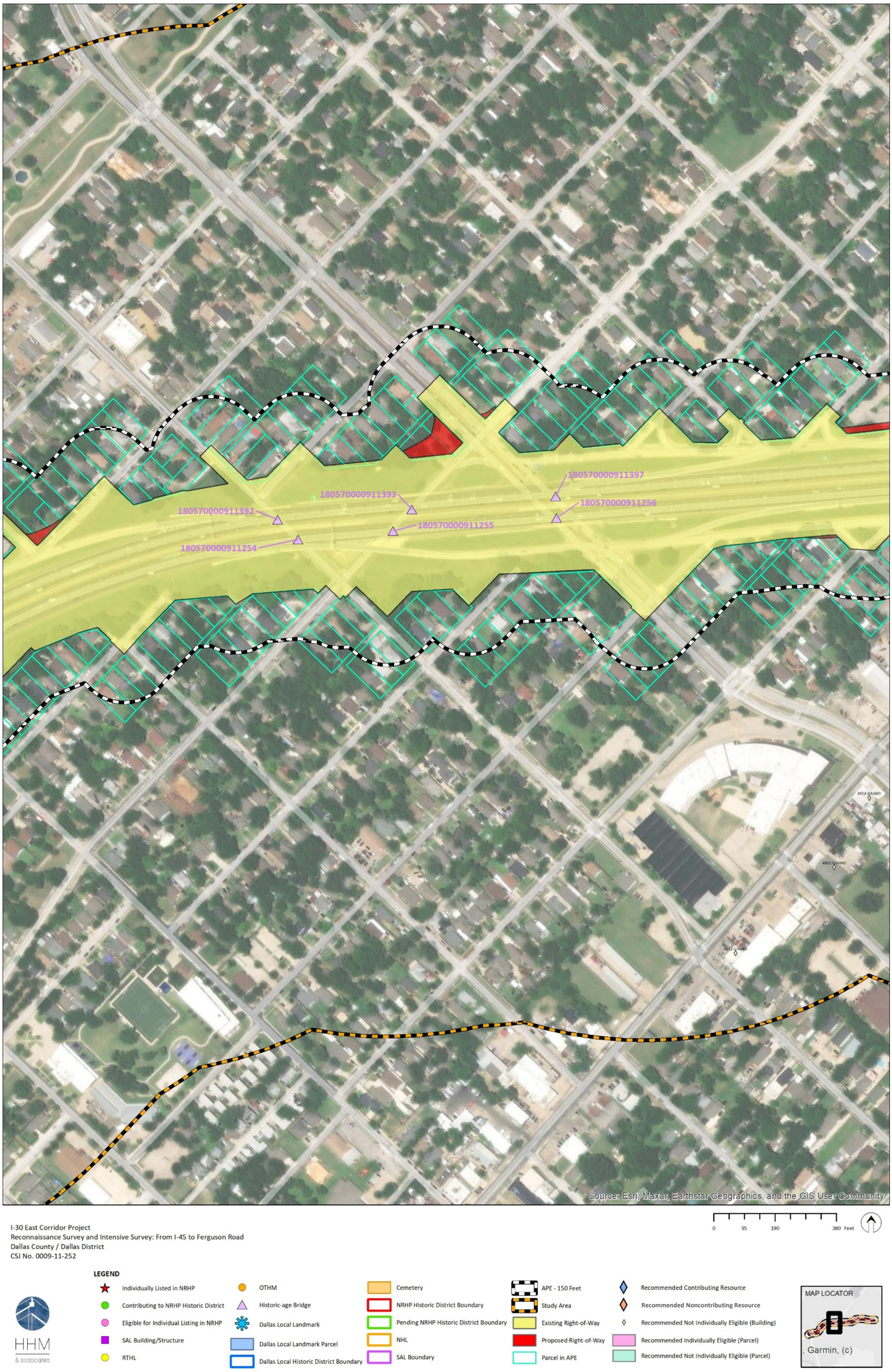


Figure 7. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

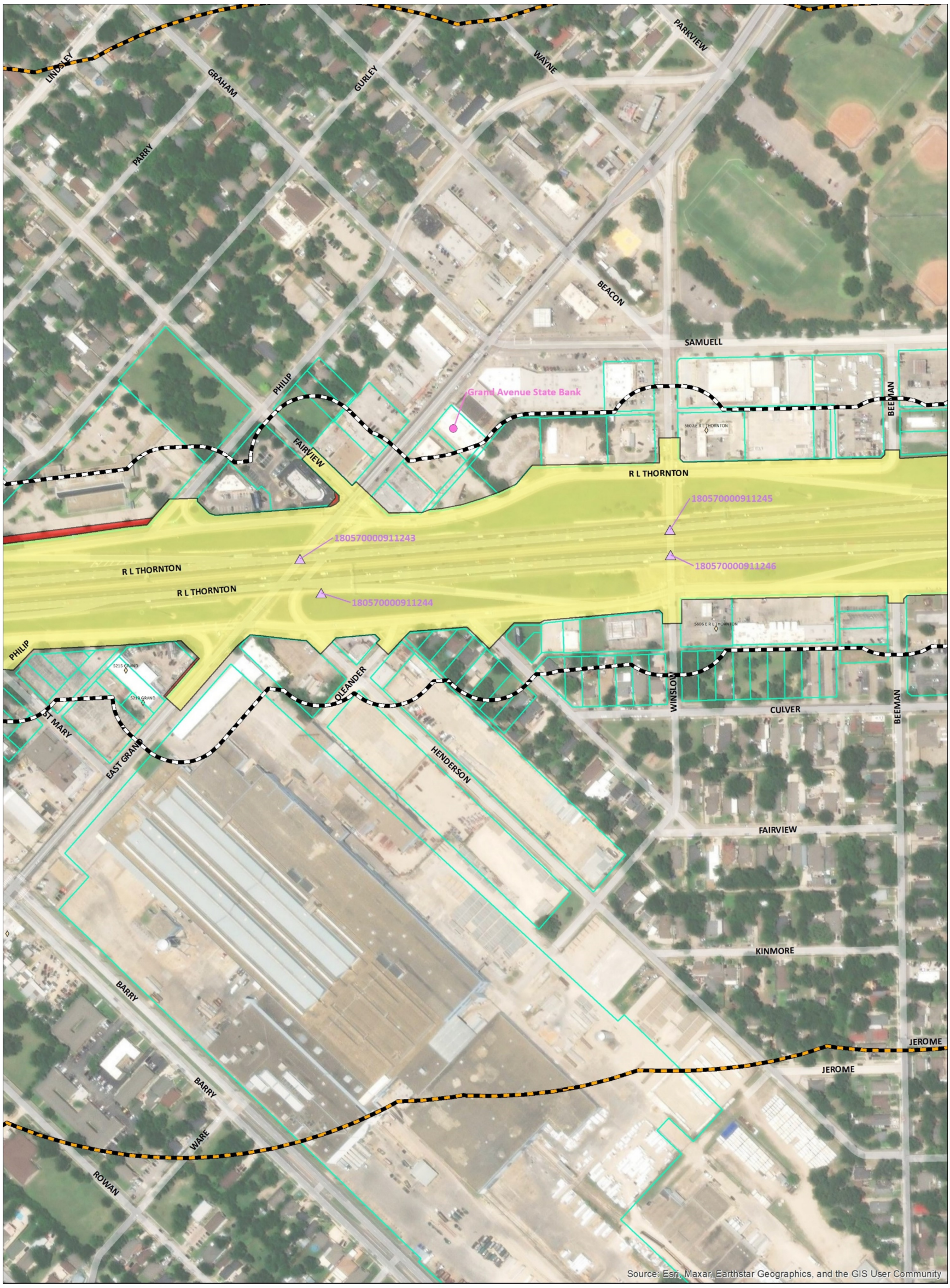


Figure 8. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

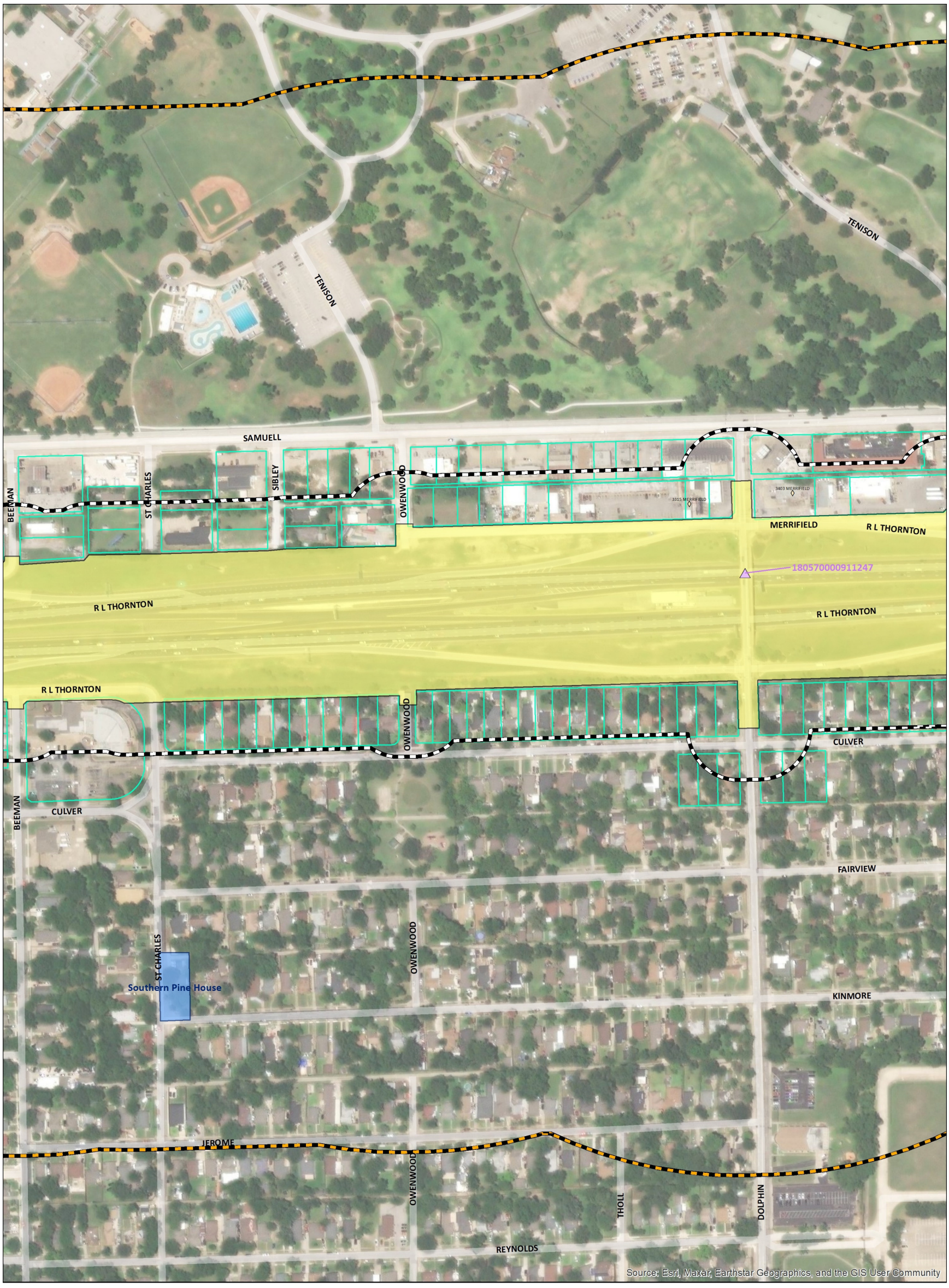


Figure 9. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.



Figure 10. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

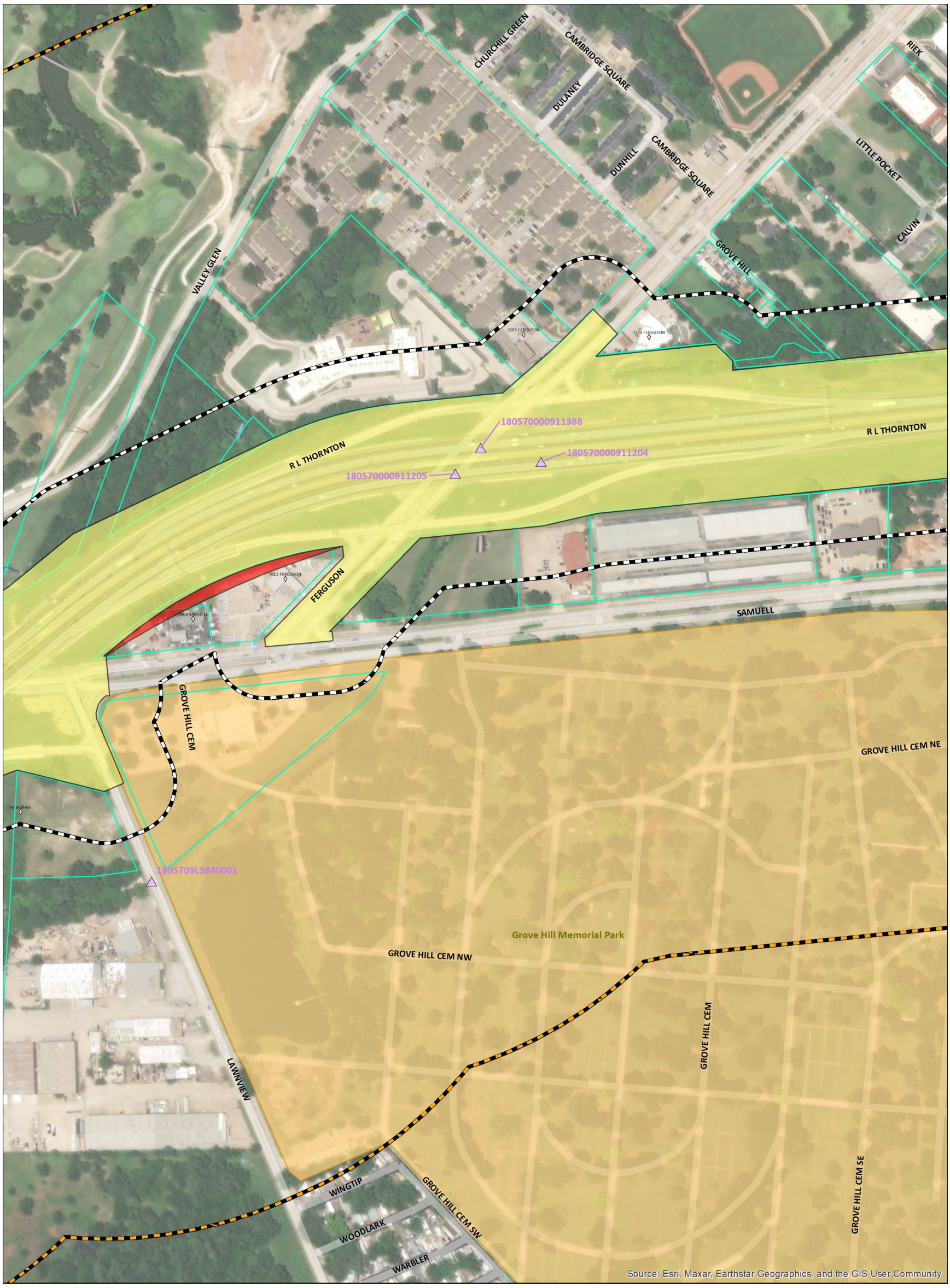


Figure 11. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.



Figure 12. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.



Figure 13. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

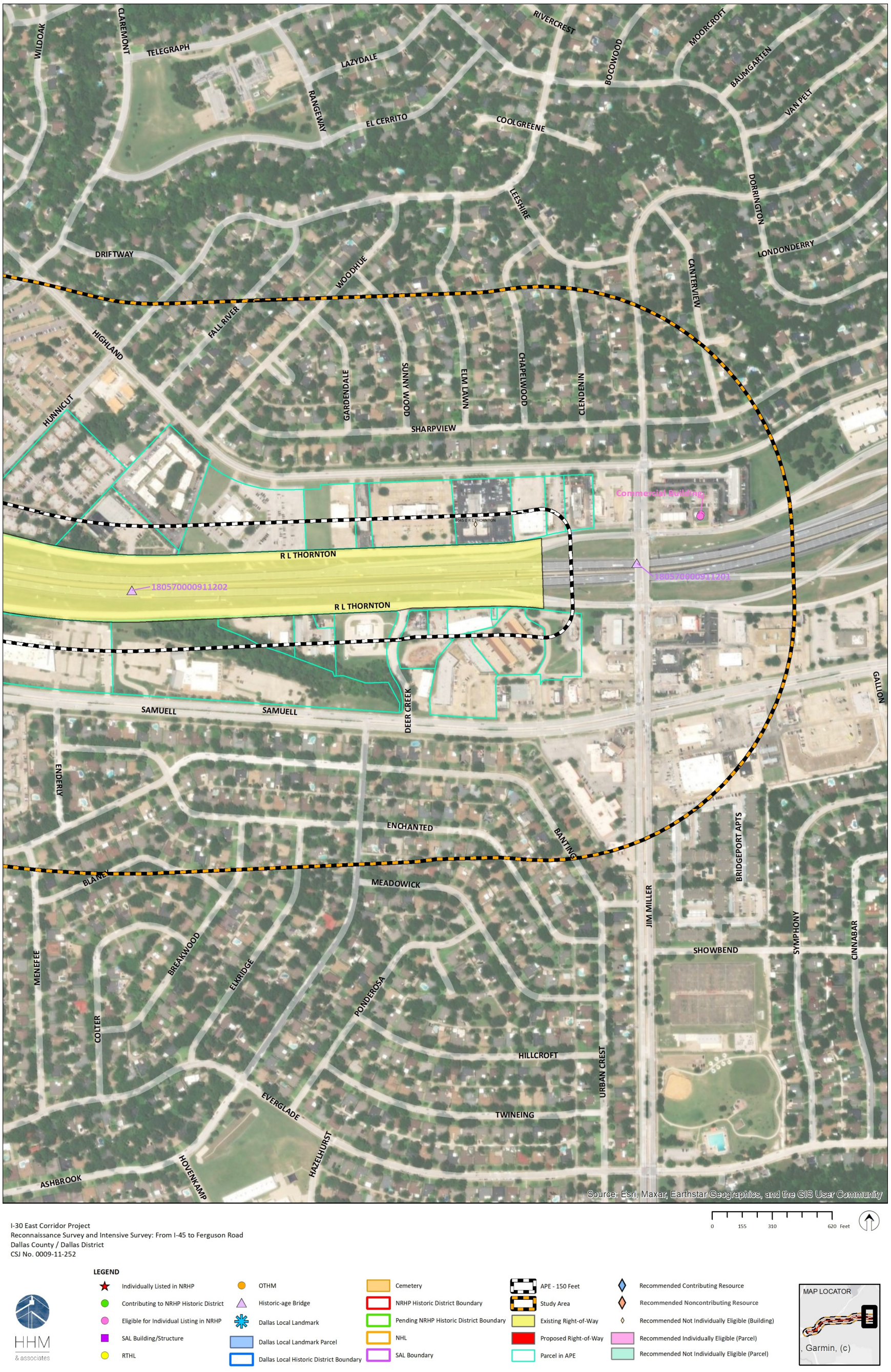


Figure 14. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

Surveyed Historic Resources



Figure 15. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 1 of 12)

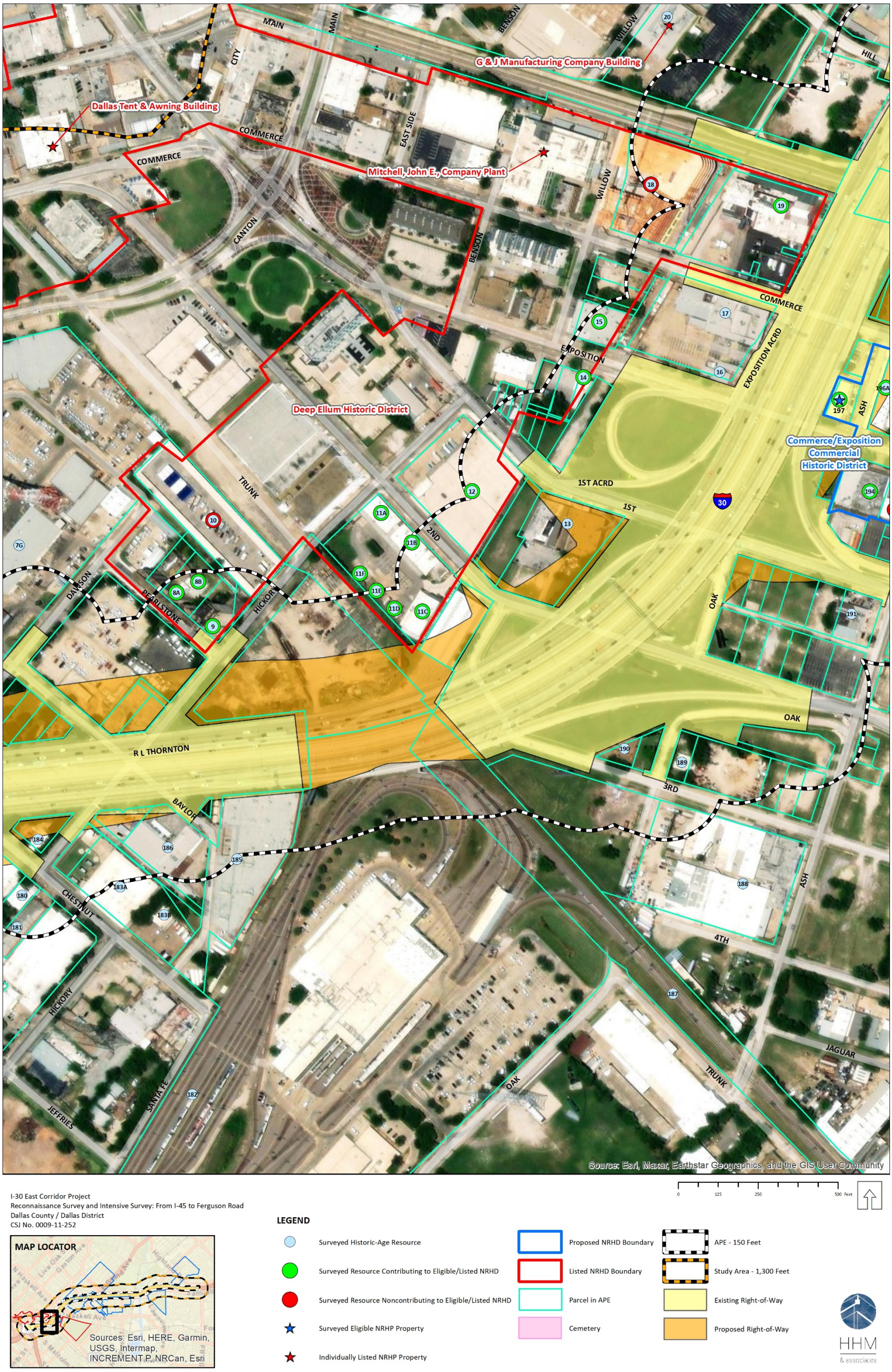


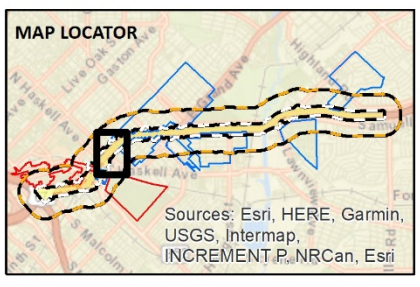
Figure 16. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 2 of 12)



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

MAP LOCATOR



LEGEND

- Surveyed Historic-Age Resource
- Surveyed Resource Contributing to Eligible/Listed NRHD
- Surveyed Resource Noncontributing to Eligible/Listed NRHP
- Surveyed Eligible NRHP Property
- Individually Listed NRHP Property
- Proposed NRHD Boundary
- Listed NRHD Boundary
- Parcel in APE
- Cemetery
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 125 250 500 Feet

HHM & associates

Figure 17. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

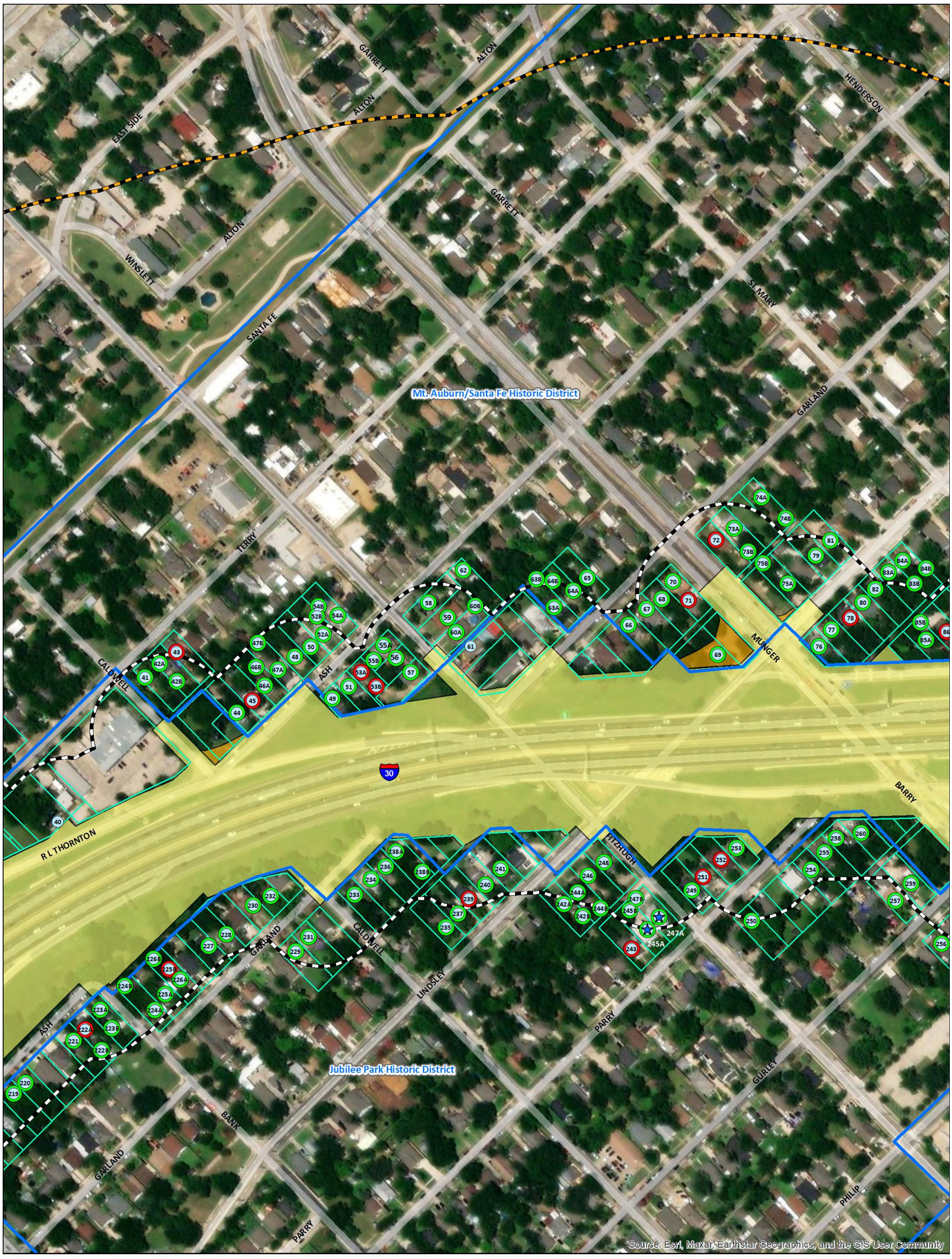


Figure 18. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.



Figure 19. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 5 of 12)

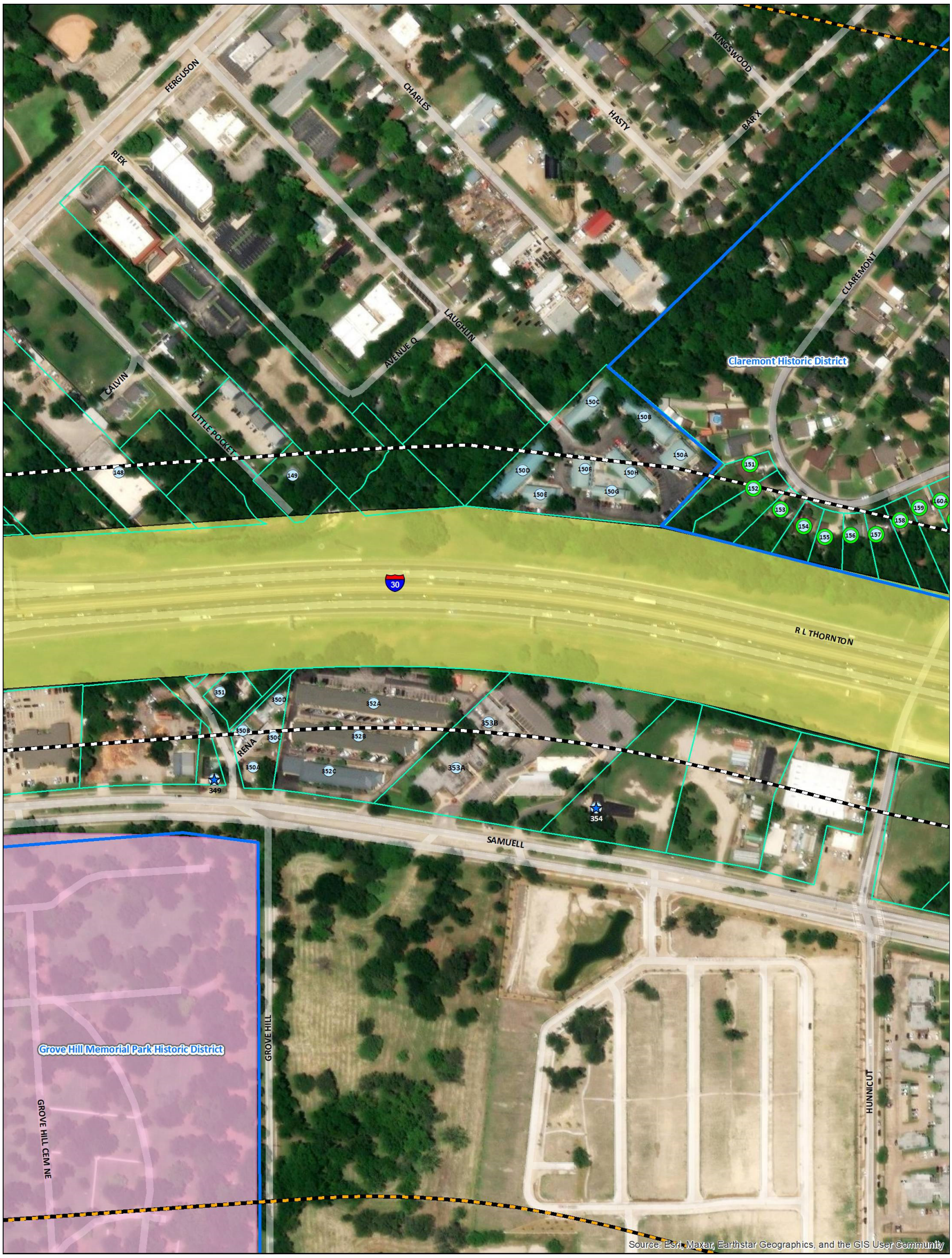


Figure 20. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.



Figure 21. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

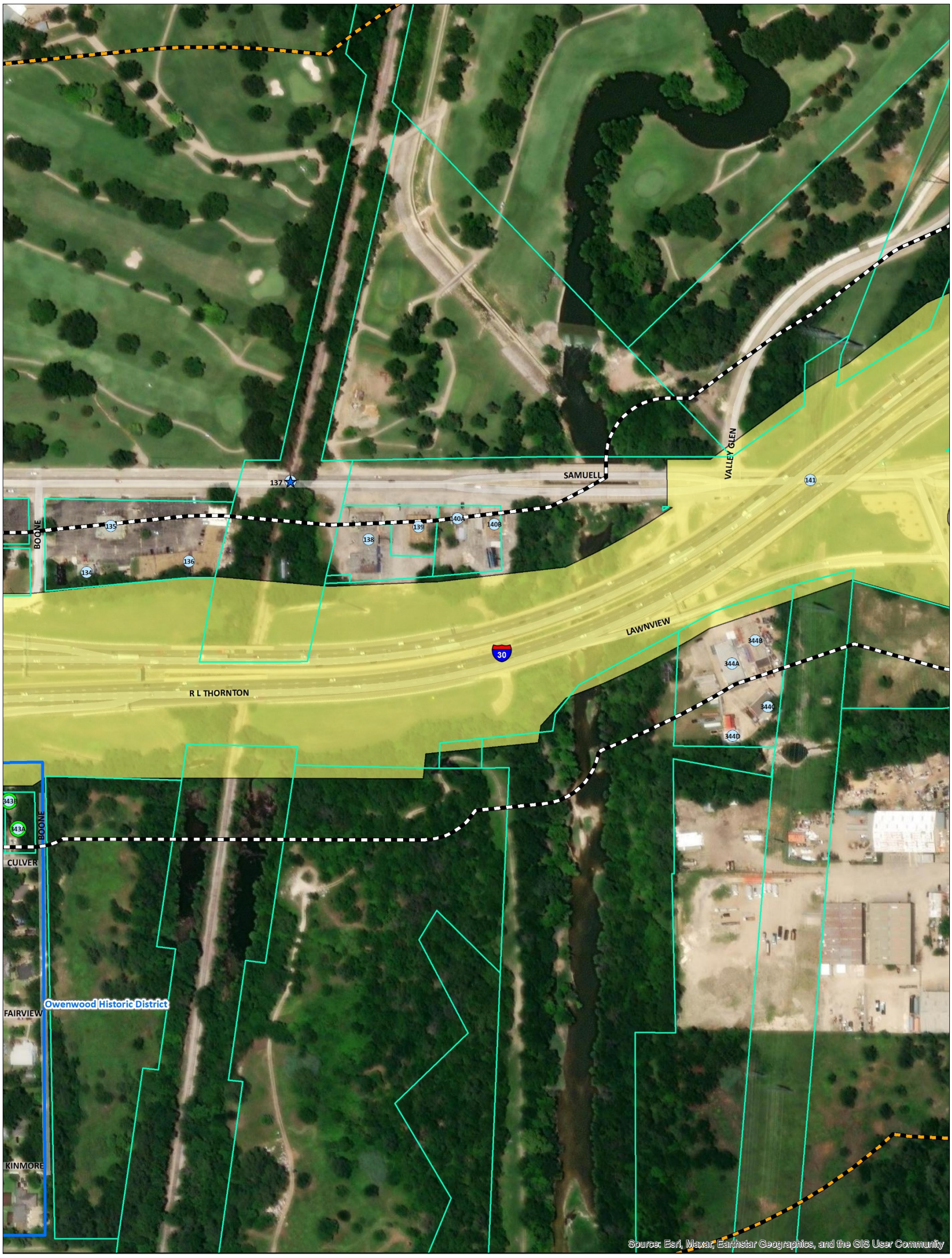


Figure 22. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 8 of 12)

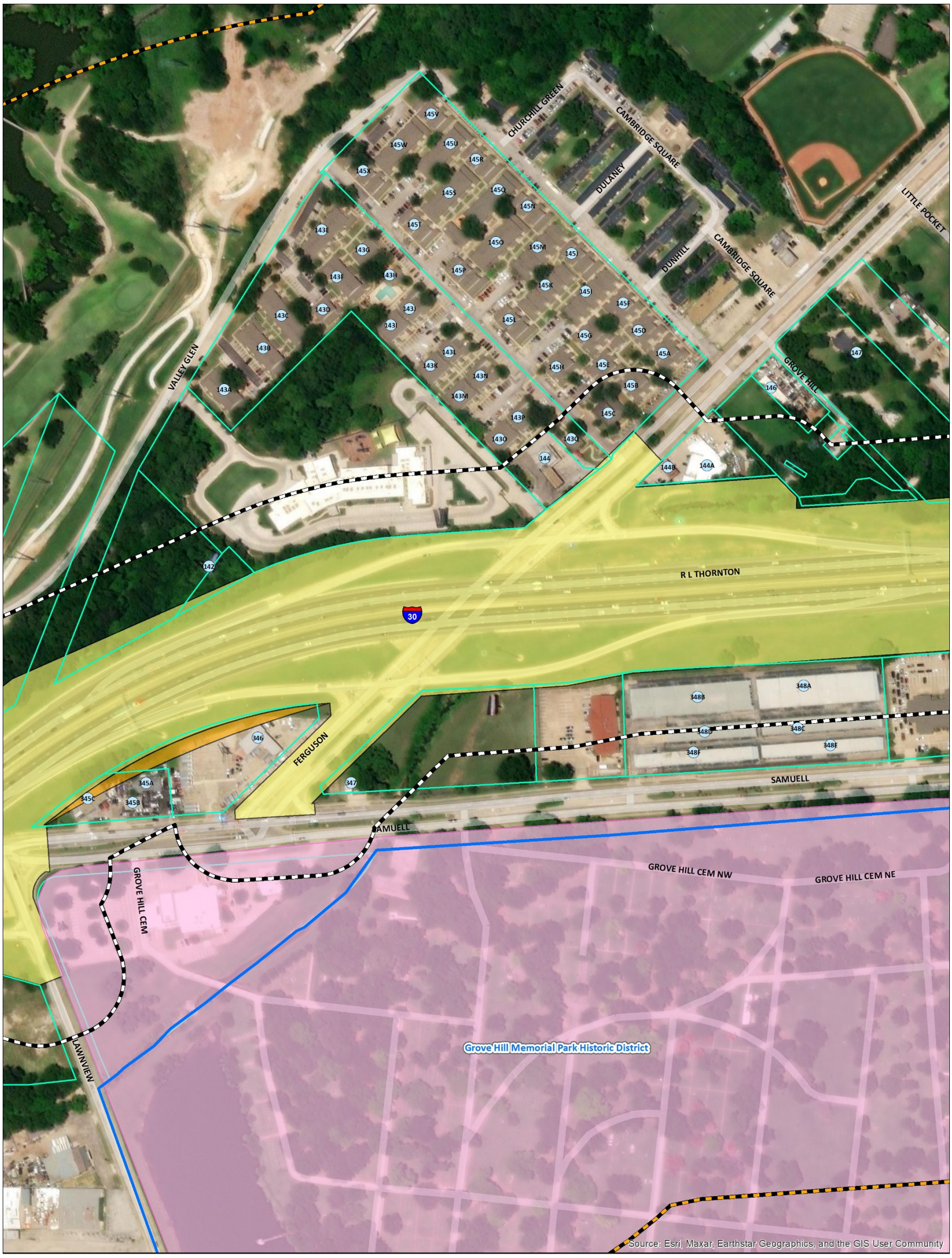


Figure 23. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 9 of 12)

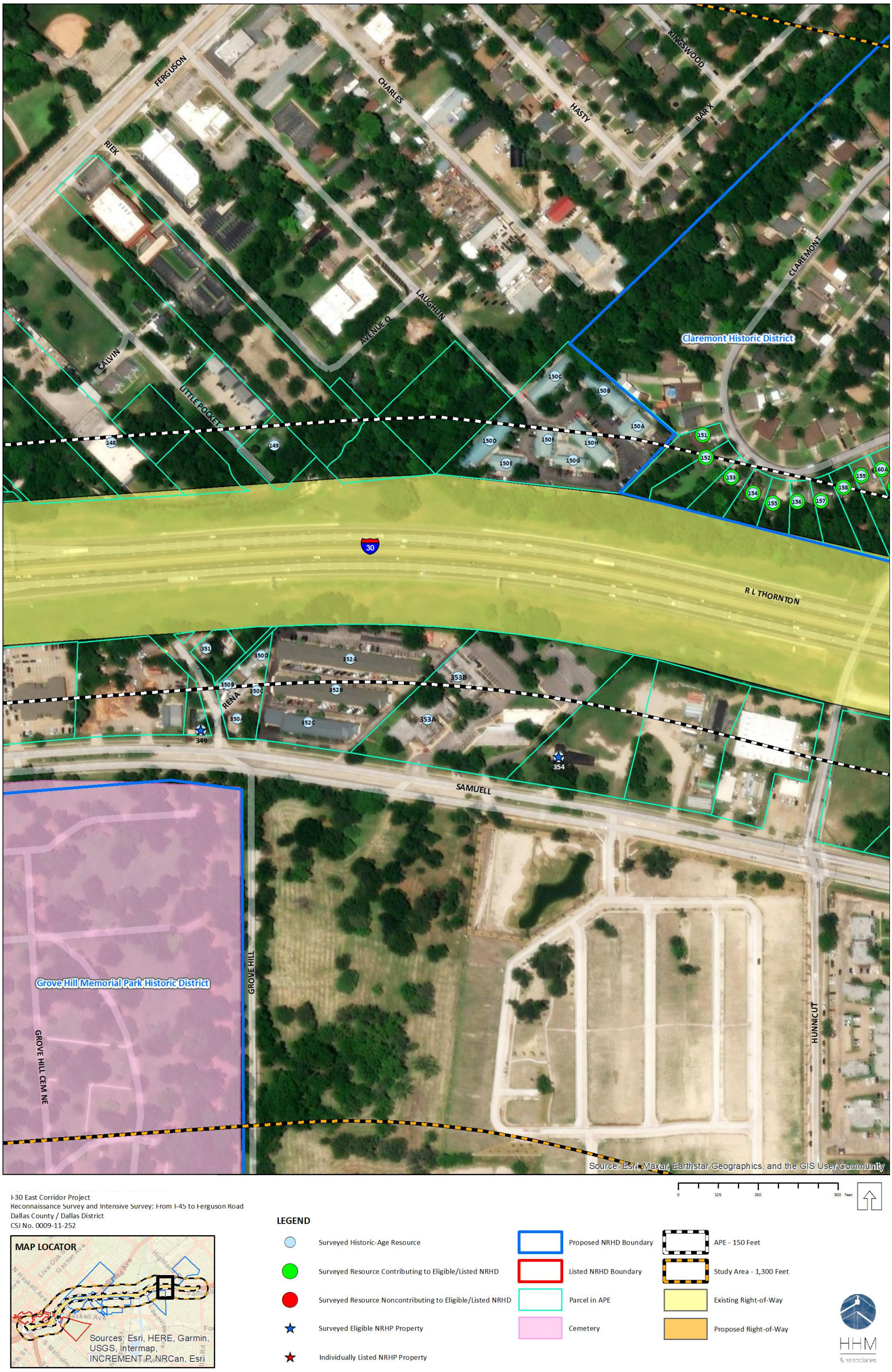


Figure 24. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

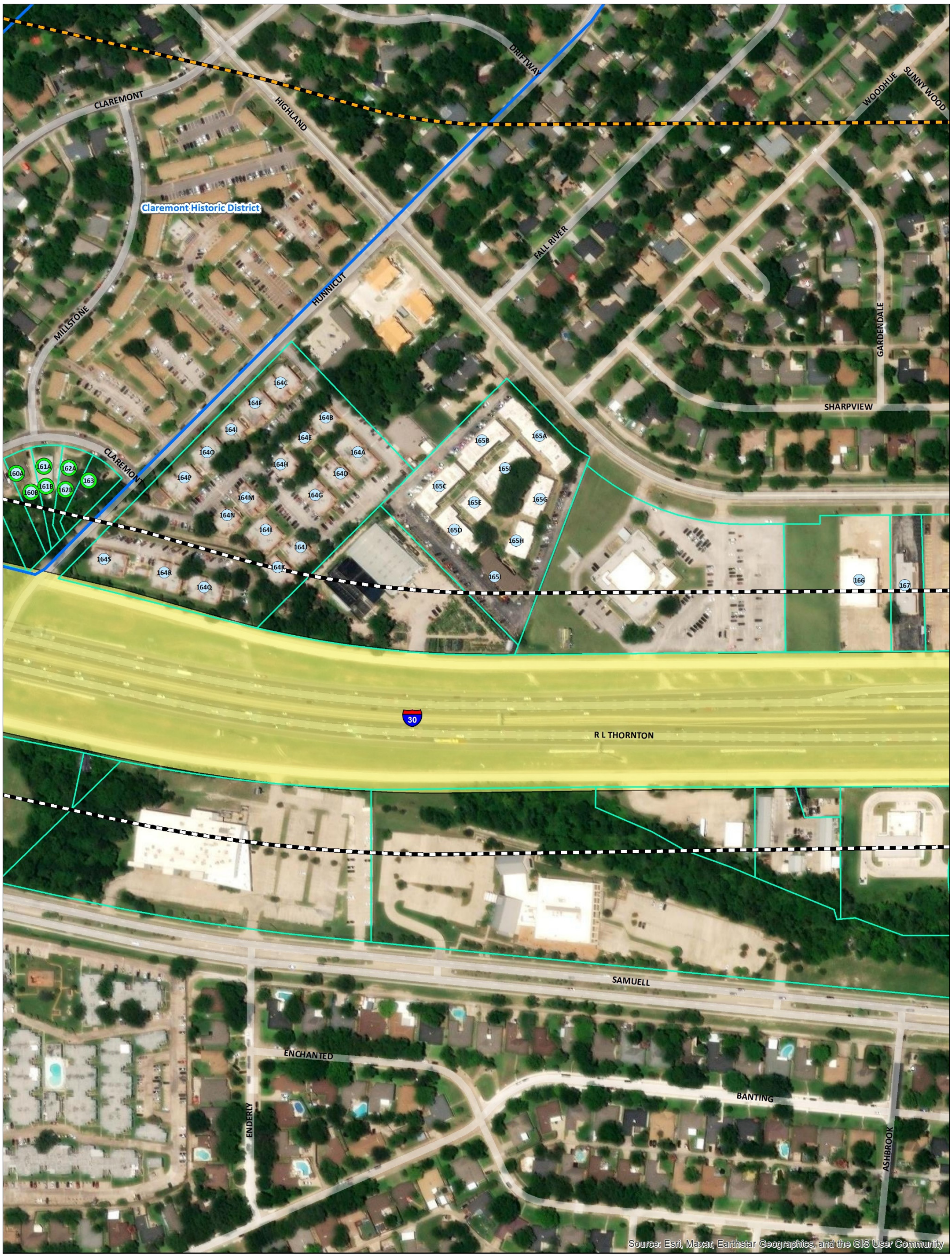


Figure 25. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 11 of 12)

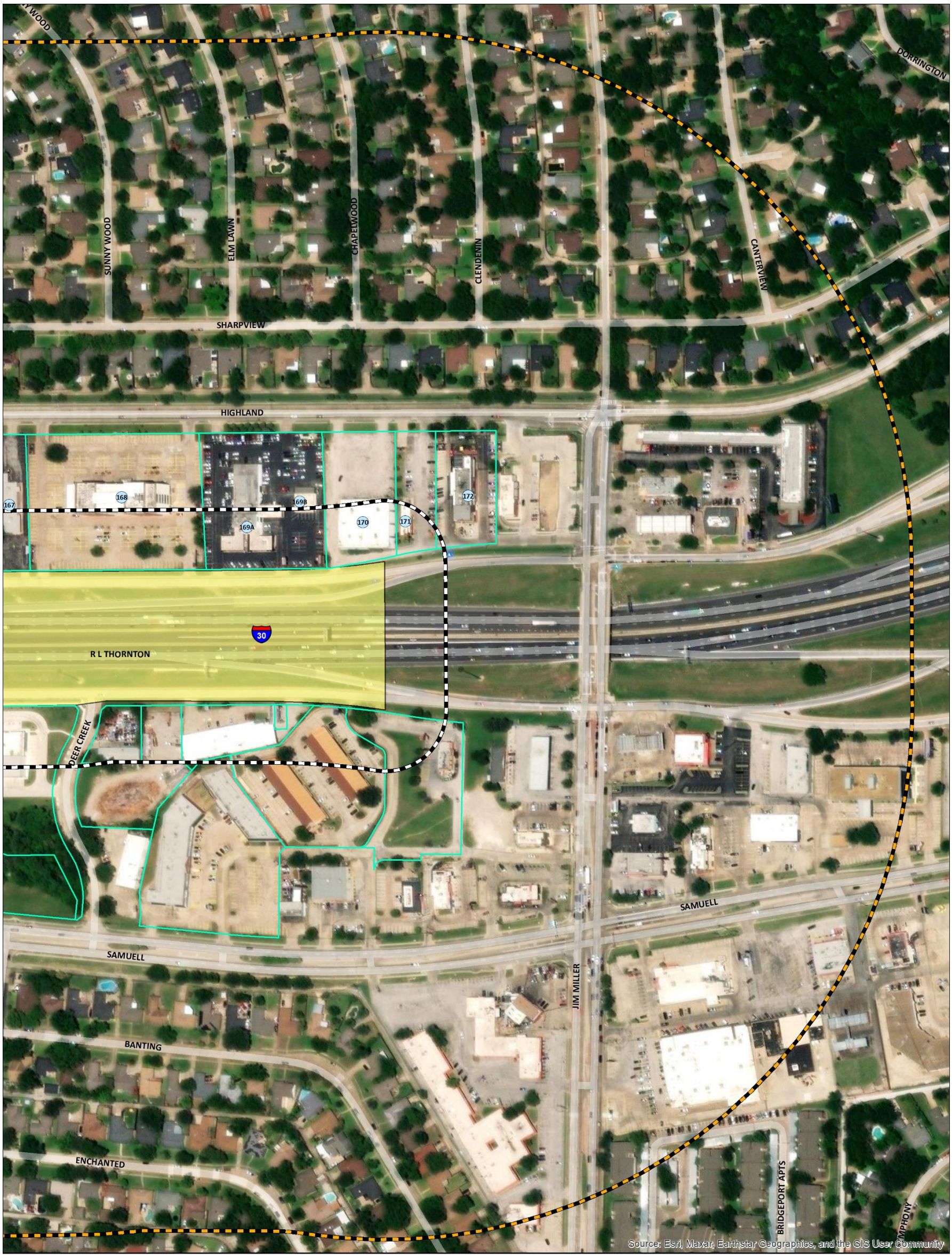
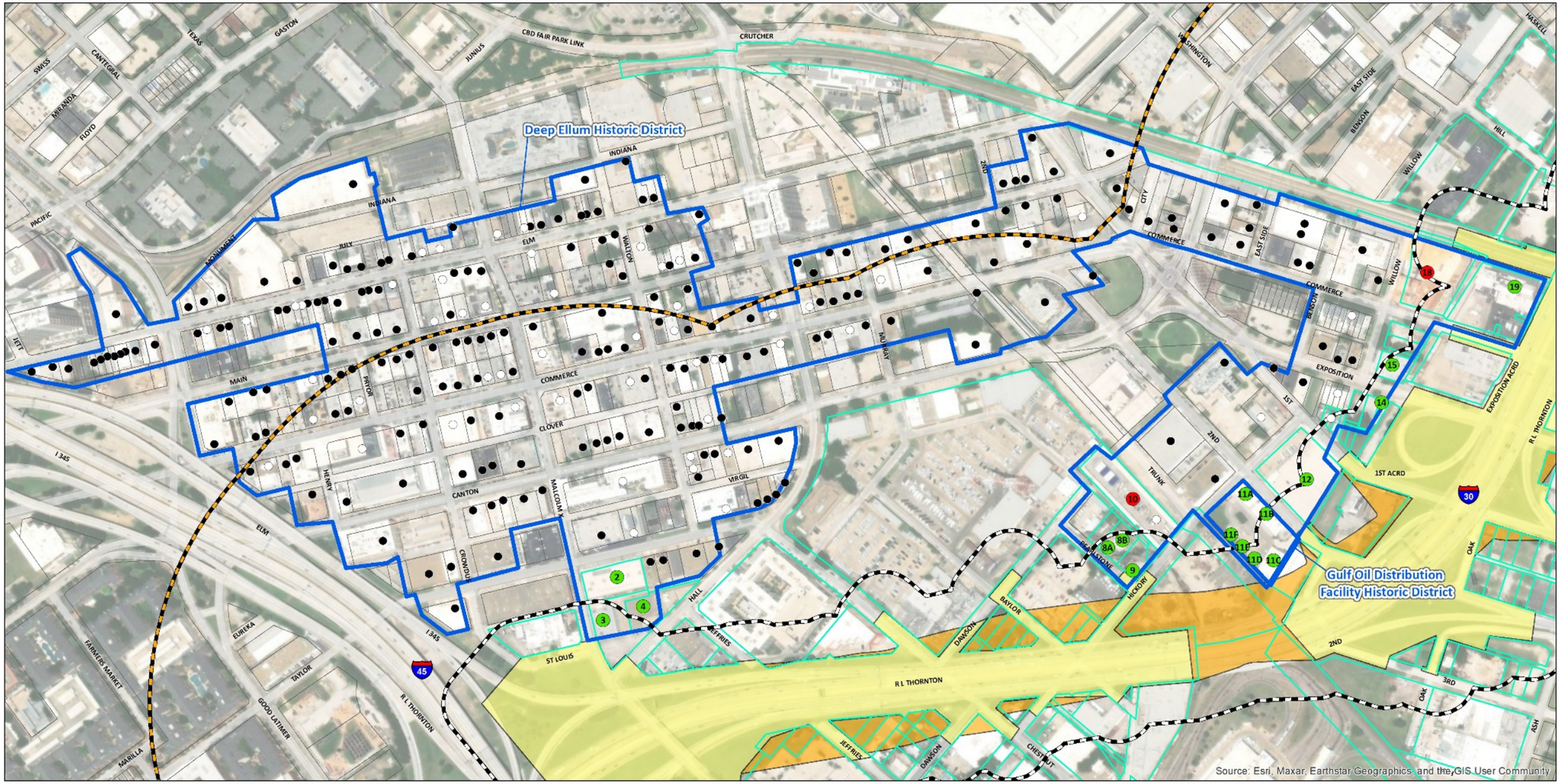


Figure 26. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 12 of 12)

Details of Recommended Historic Districts



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
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CSJ No. 0009-11-252

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Contributing Resource outside Project APE
- Noncontributing Resource outside Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Listed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE

0 0.75 1.5 3 Miles

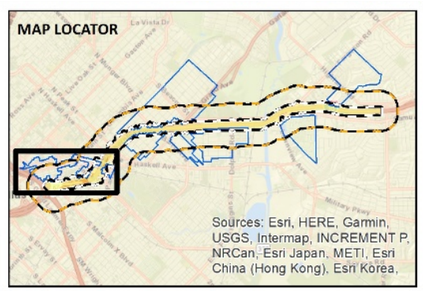
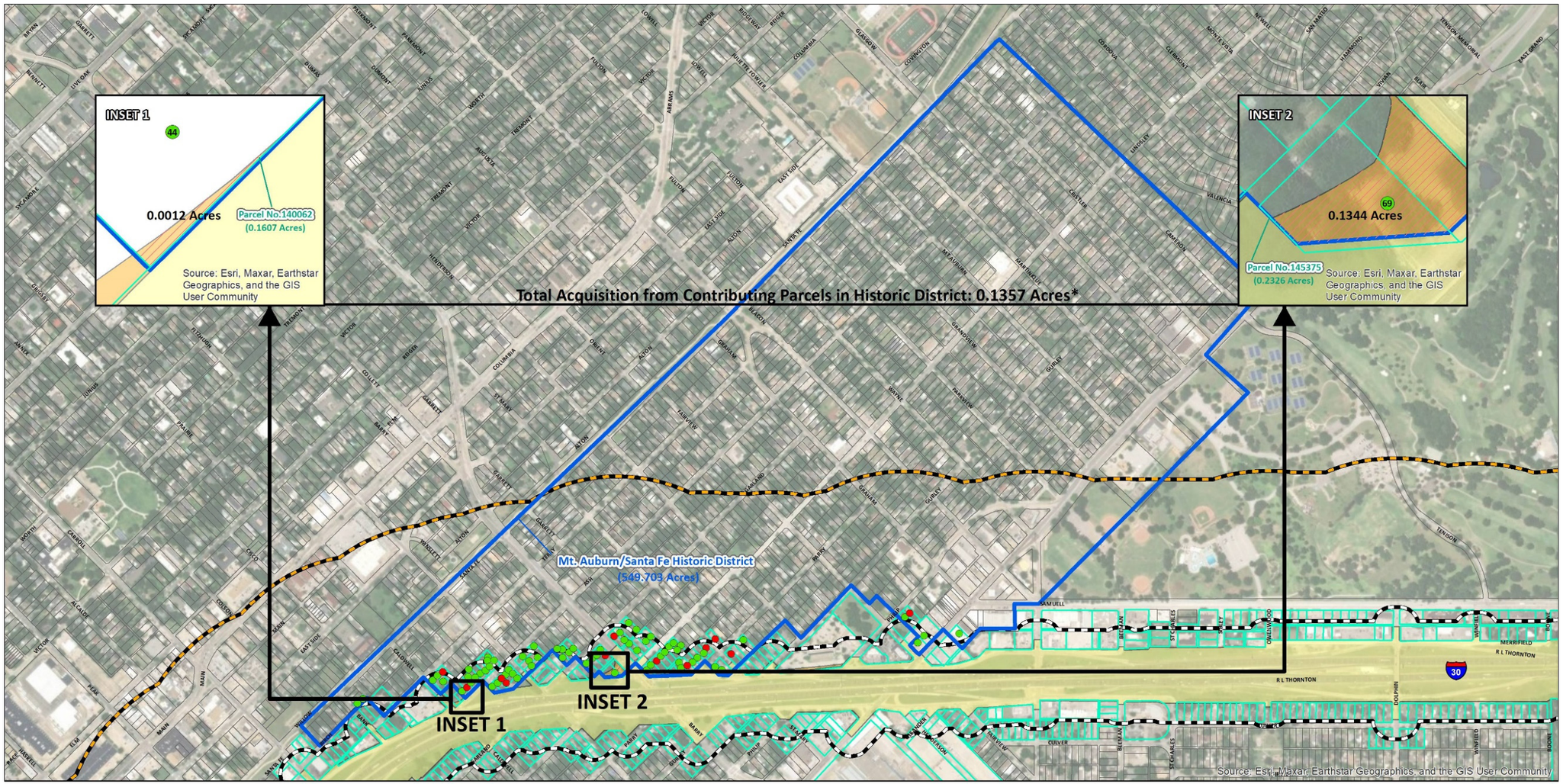


Figure 27. Detailed map showing the boundaries of the pending Deep Ellum Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
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HHM & ASSOCIATES

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Acquisition

*Total Acquisition from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles

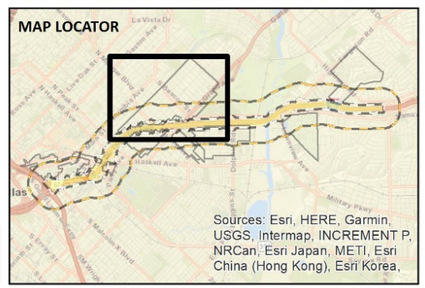

Figure 28. Detailed map showing the boundaries of the recommended Mt. Auburn/Santa Fe Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



Figure 29. Detailed map showing the boundaries of the recommended Claremont Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
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CSJ No. 0009-11-252

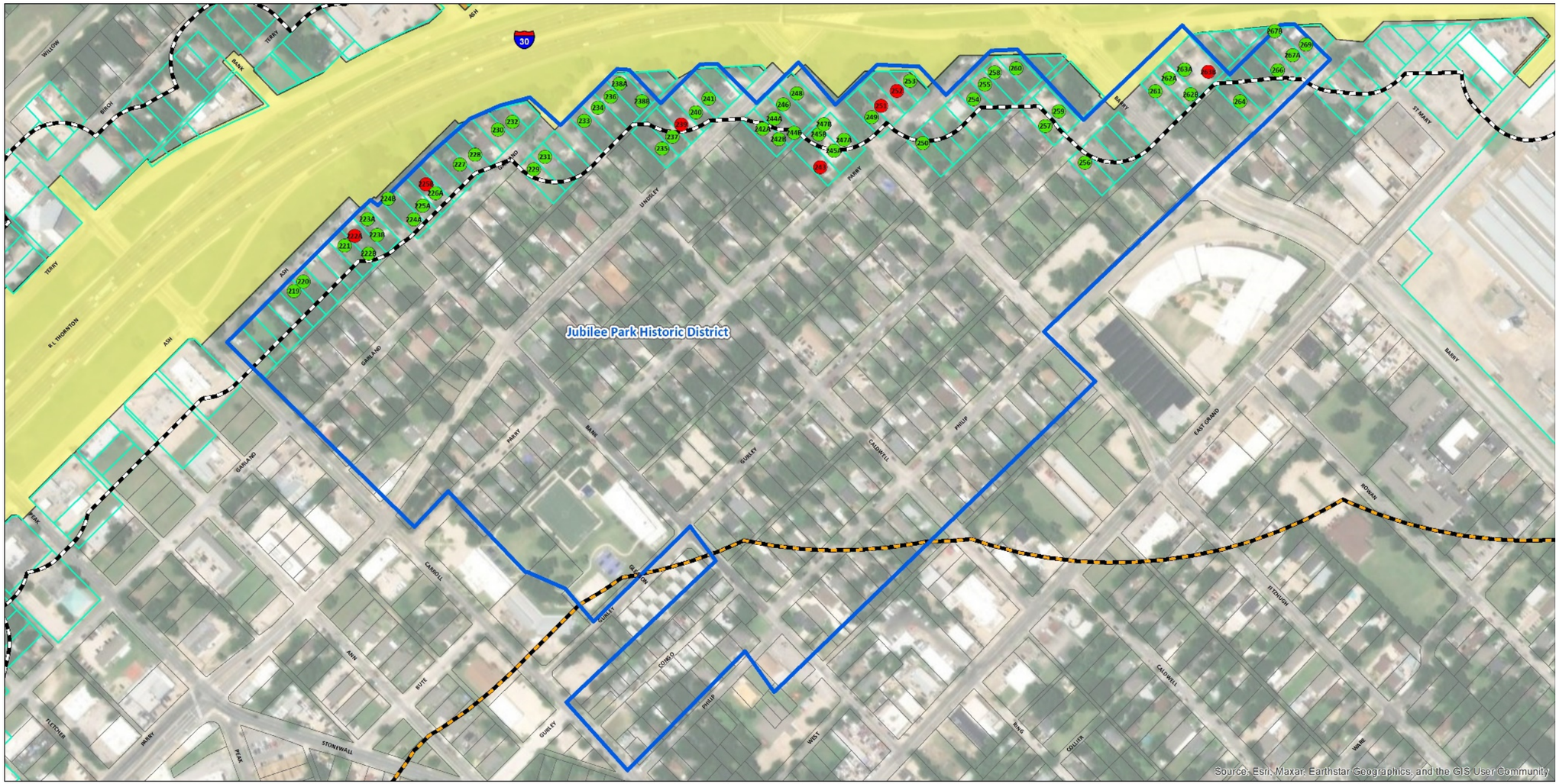
LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Acquisition

0 0.75 1.5 3 Miles



Figure 30. Detailed map showing the boundaries of the recommended Commerce/Exposition Commercial Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



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HHM
& Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

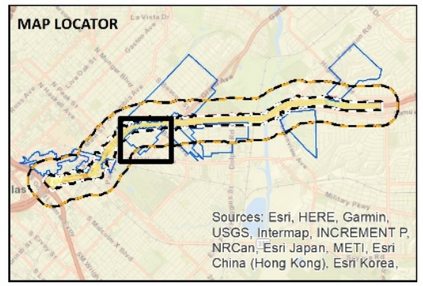

Figure 31. Detailed map showing the boundaries of the recommended Jubilee Park Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

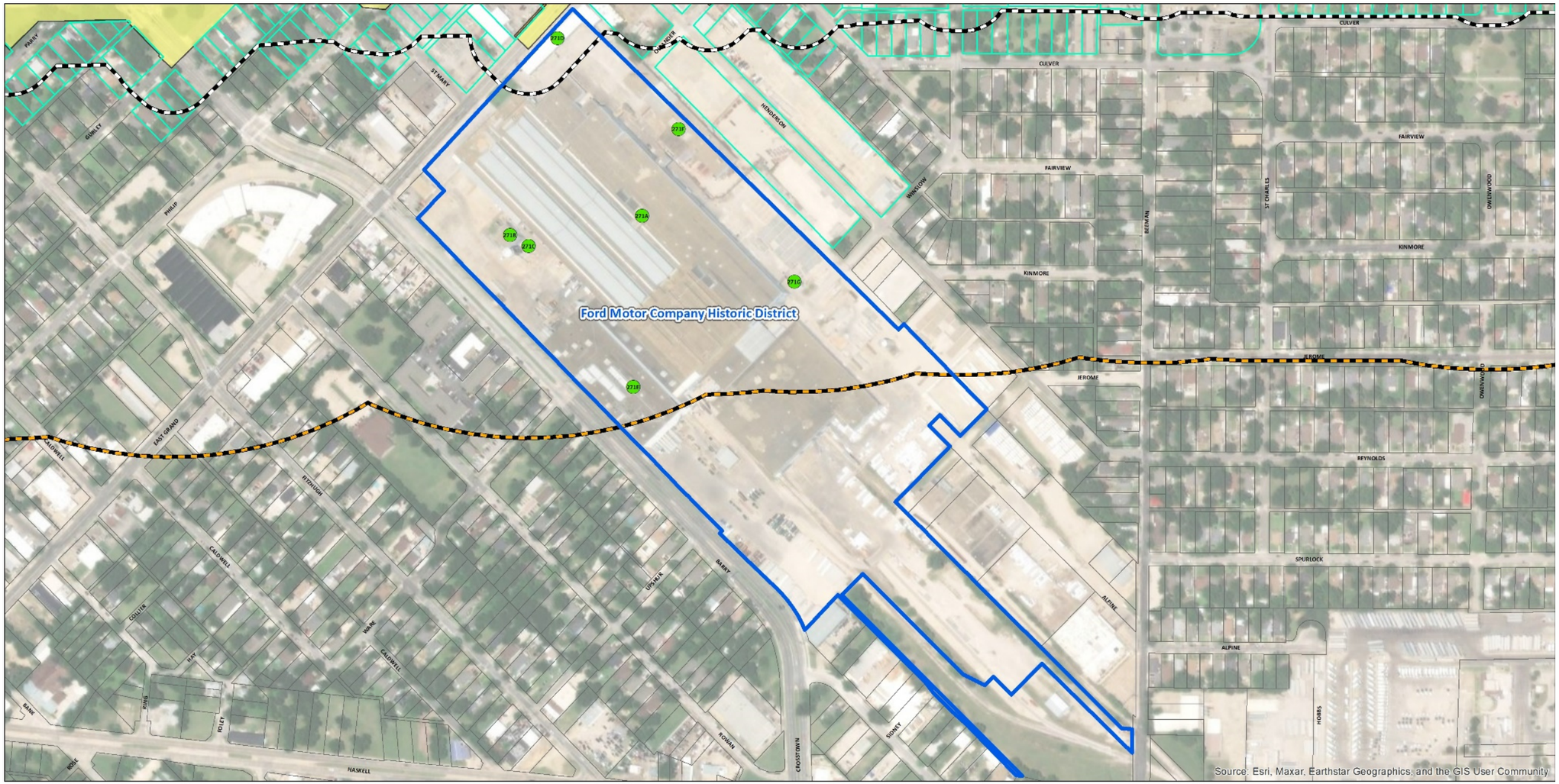

Figure 32. Detailed map showing the boundaries of the recommended Ford Motor Company Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

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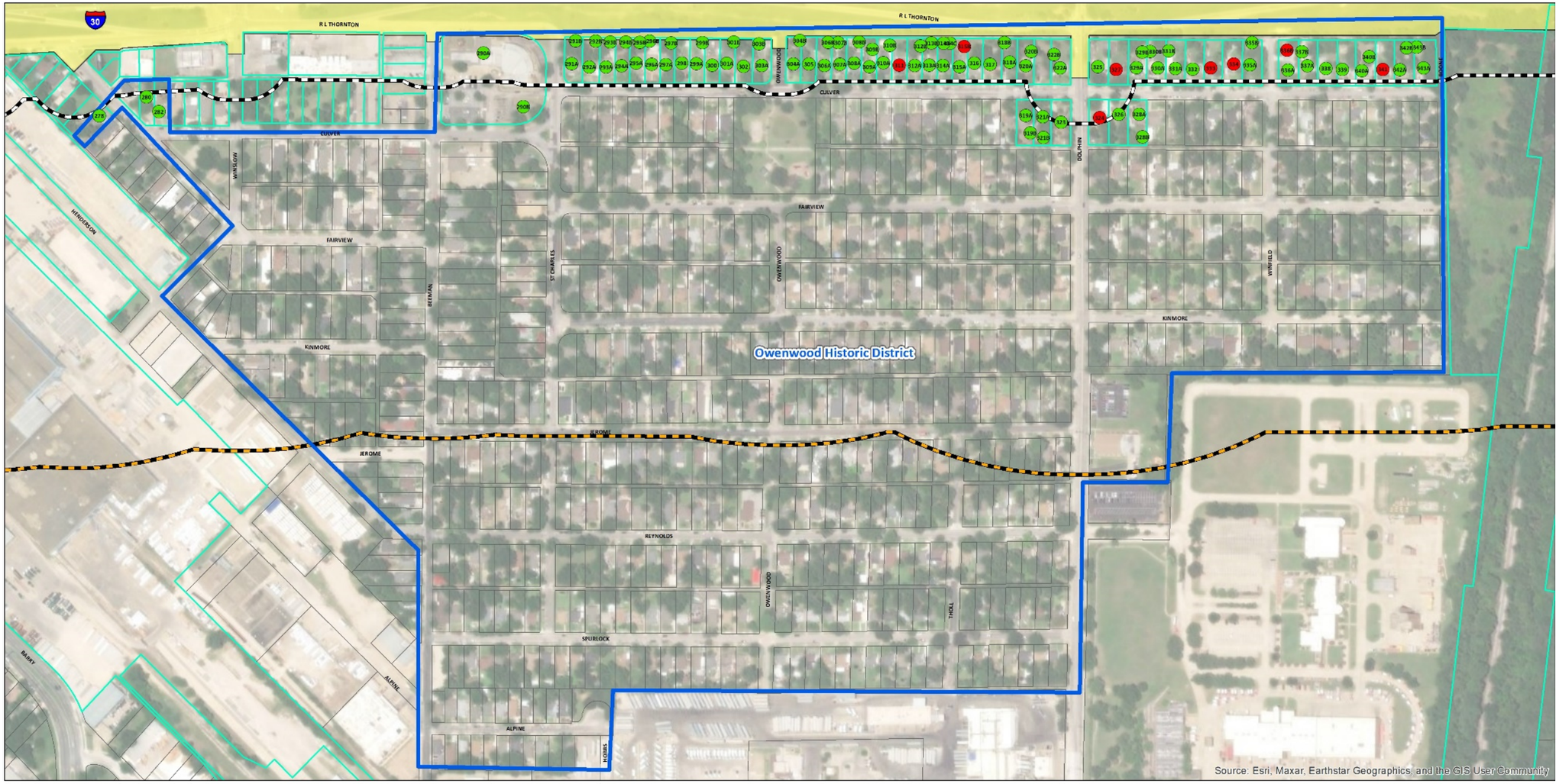
LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

MAP LOCATOR

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
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& Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

MAP LOCATOR

Figure 33. Detailed map showing the boundaries of the recommended Owenwood Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

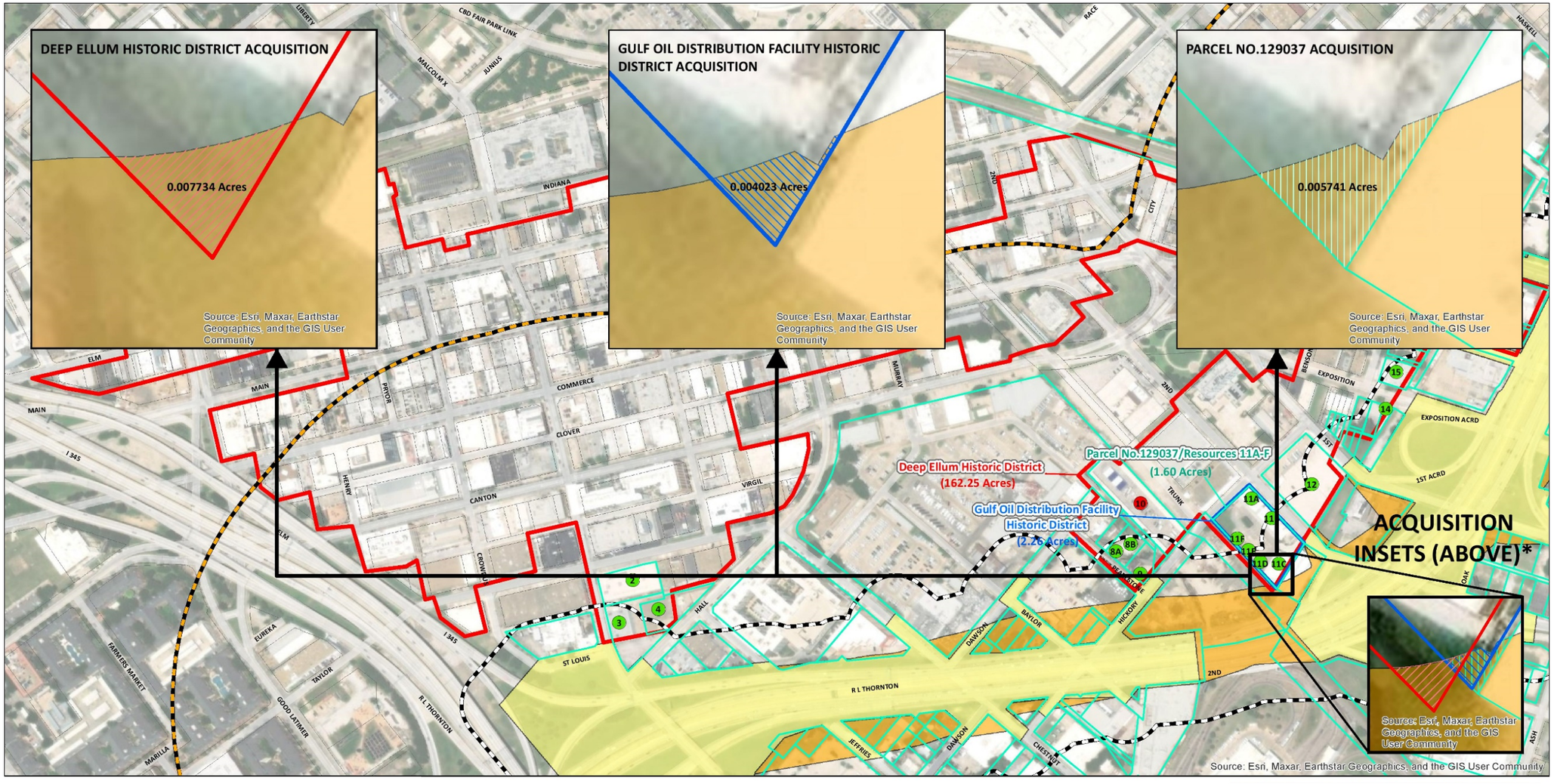

Figure 34. Map showing the proposed project's effects on the pending Deep Ellum Historic District, with an inset detail showing effects on the separately NRHP-listed Gulf Oil complex at 501 S. 2nd Street. Source: Base map from ESRI, overlay by HHM.

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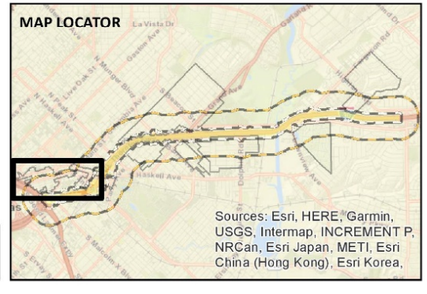
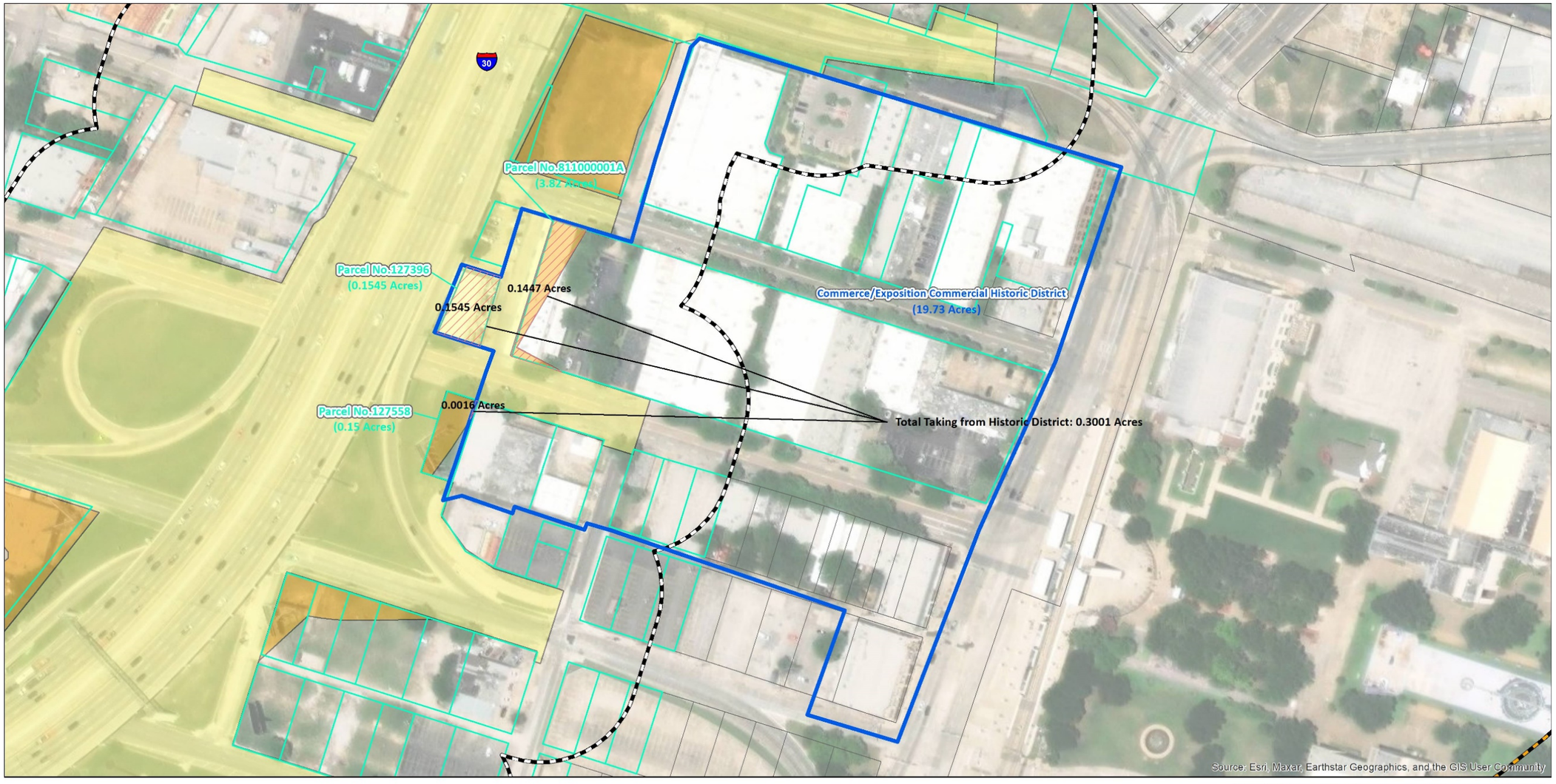
*There will be acquisition from Deep Ellum Historic District, Gulf Oil Distribution Facilities Historic District, and Parcel No. 129037. These three entities have overlapping boundaries around Resources 11A-F that do not align exactly. The insets at the top of the map depict each acquisition.

LEGEND

- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Gulf Oil Distribution Facility NRHD Boundary
- Deep Ellum NRHD Boundary
- Parcel in APE
- Gulf Oil Distribution Facility NRHD Acquisition
- Deep Ellum NRHD Acquisition
- Parcel No.129037 Acquisition
- Contributing Resource within Project APE
- Noncontributing Resource within Project APE

0 0.75 1.5 3 Miles





Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
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LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Taking

0 0.75 1.5 3 Miles

MAP LOCATOR

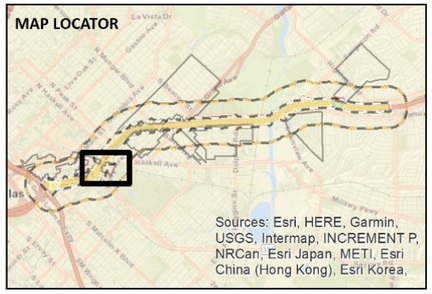

Figure 35. Map showing the proposed project's effects on the recommended Commerce/Exposition Historic District, showing effects for 710 Exposition Avenue and parcel encompassing 820 Exposition Avenue. Source: Base map from ESRI, overlay by HHM.

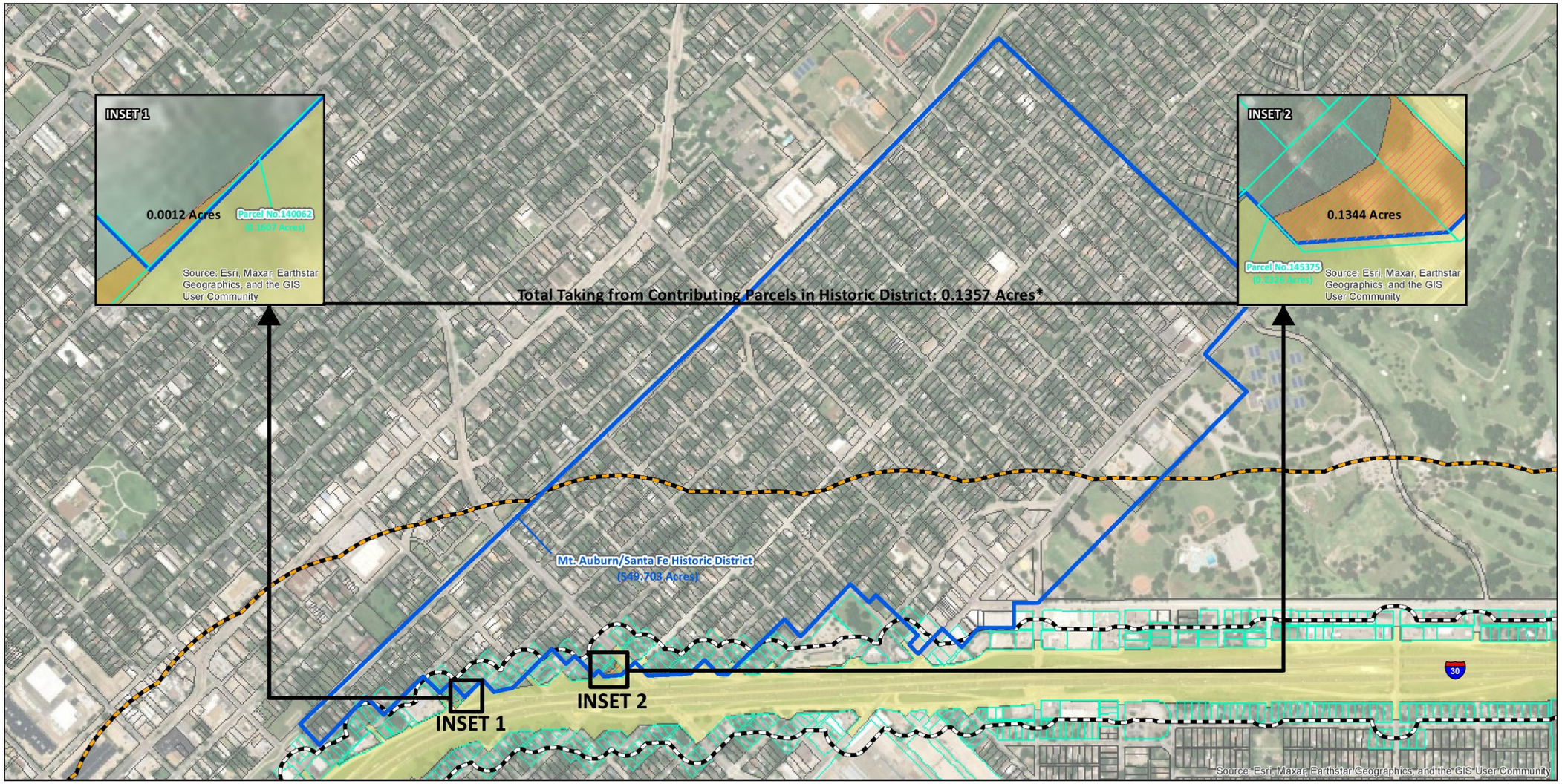

Figure 36. Map showing the proposed project's effects on the recommended Mt. Auburn/Santa Fe Historic District, with inset details showing effects for 4937 Lindsley Avenue and 4809 Ash Lane. Source: Base map from ESRI, overlay by HHM.

Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
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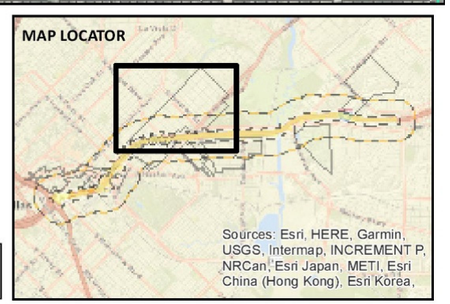
LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Taking

*Total Taking from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles



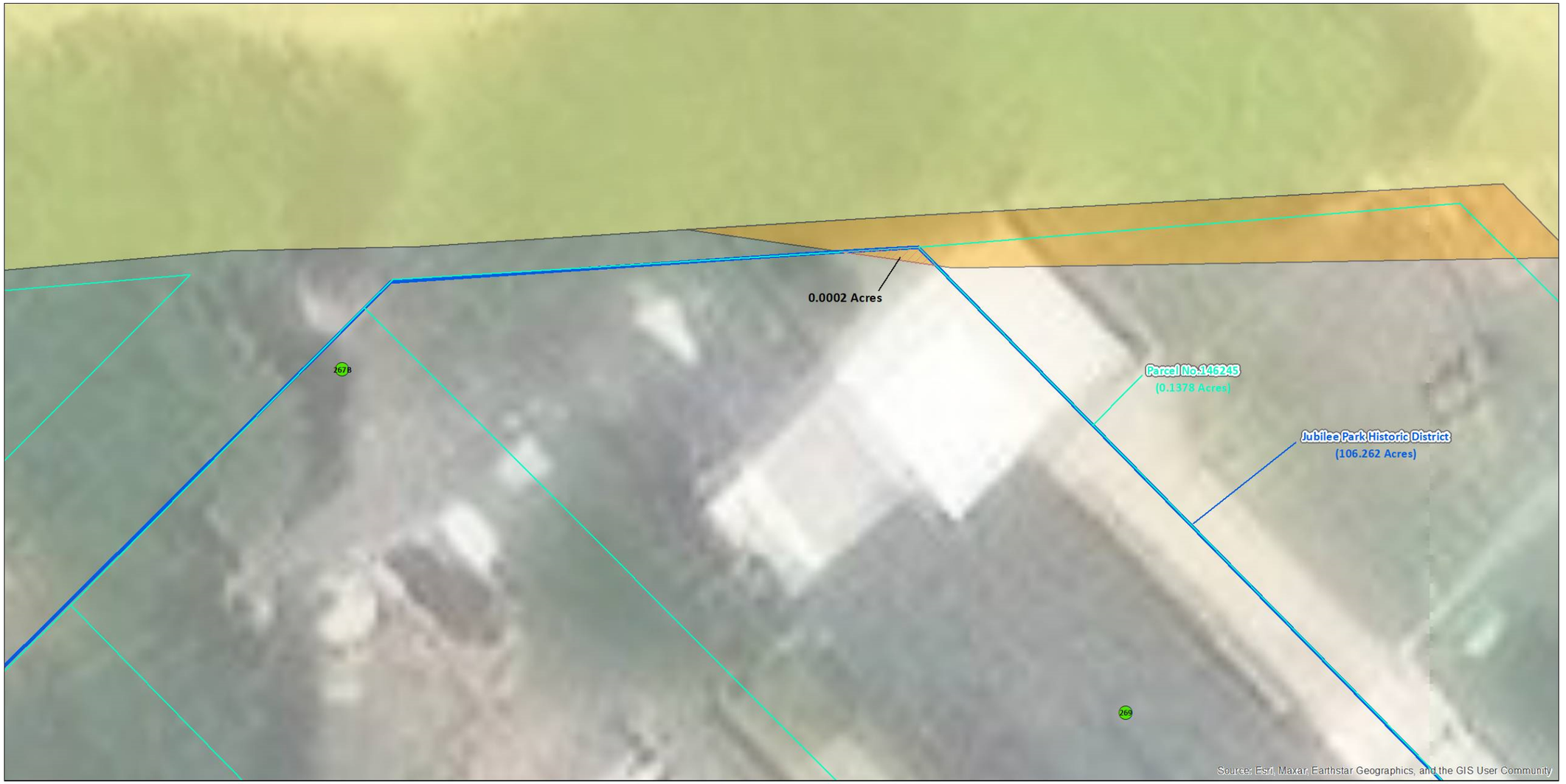


Figure 37. Map showing the proposed project's effects on the recommended Jubilee Park Historic District, showing effects for 5115 Philip Avenue. Source: Base map from ESRI, overlay by HHM.

Proposed ROW Areas Shown on this Page: 1 - 24

Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

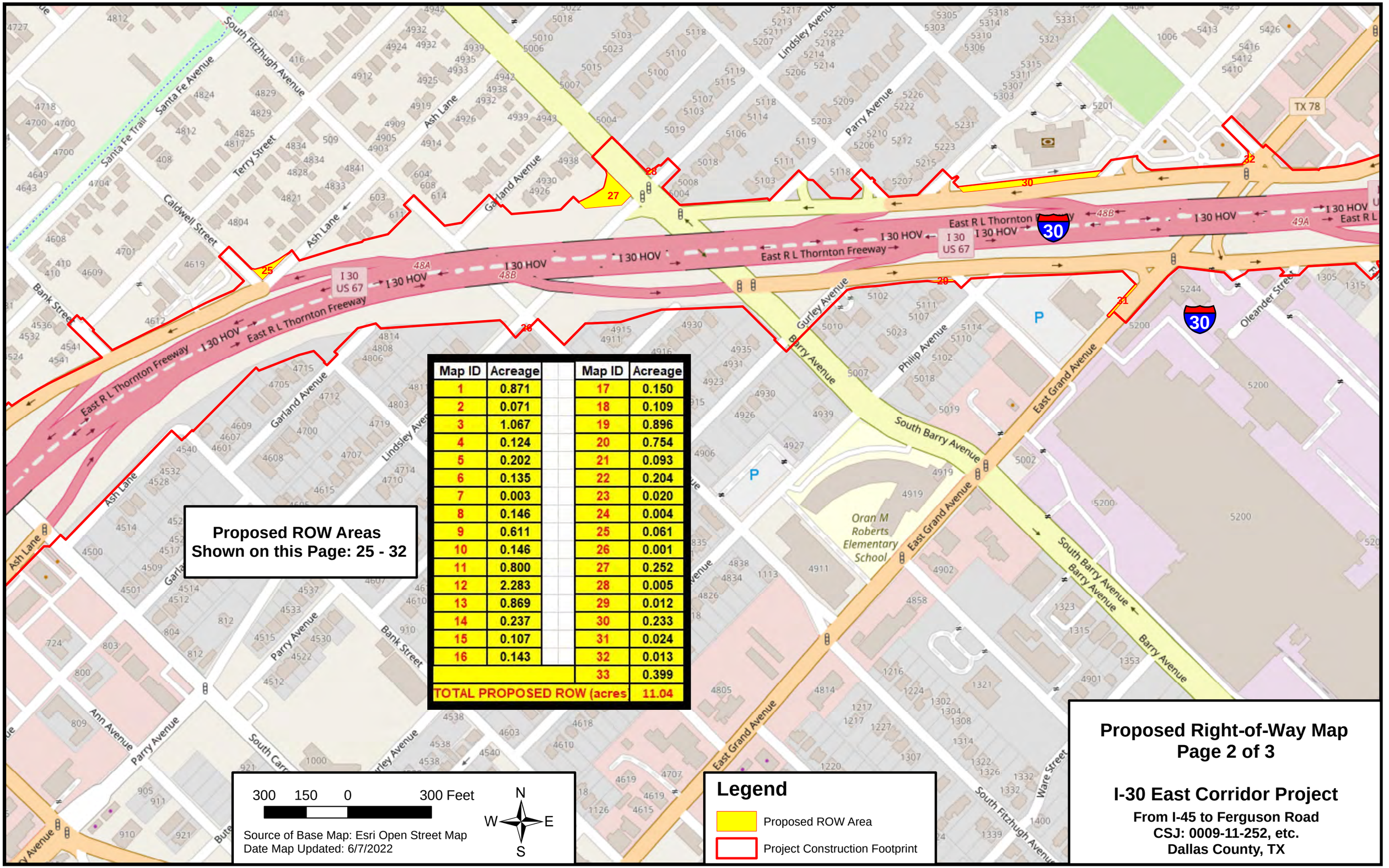
Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 1 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX



Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

Proposed ROW Areas Shown on this Page: 25 - 32

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 2 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX

Proposed ROW Area Shown on this Page: 33

Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

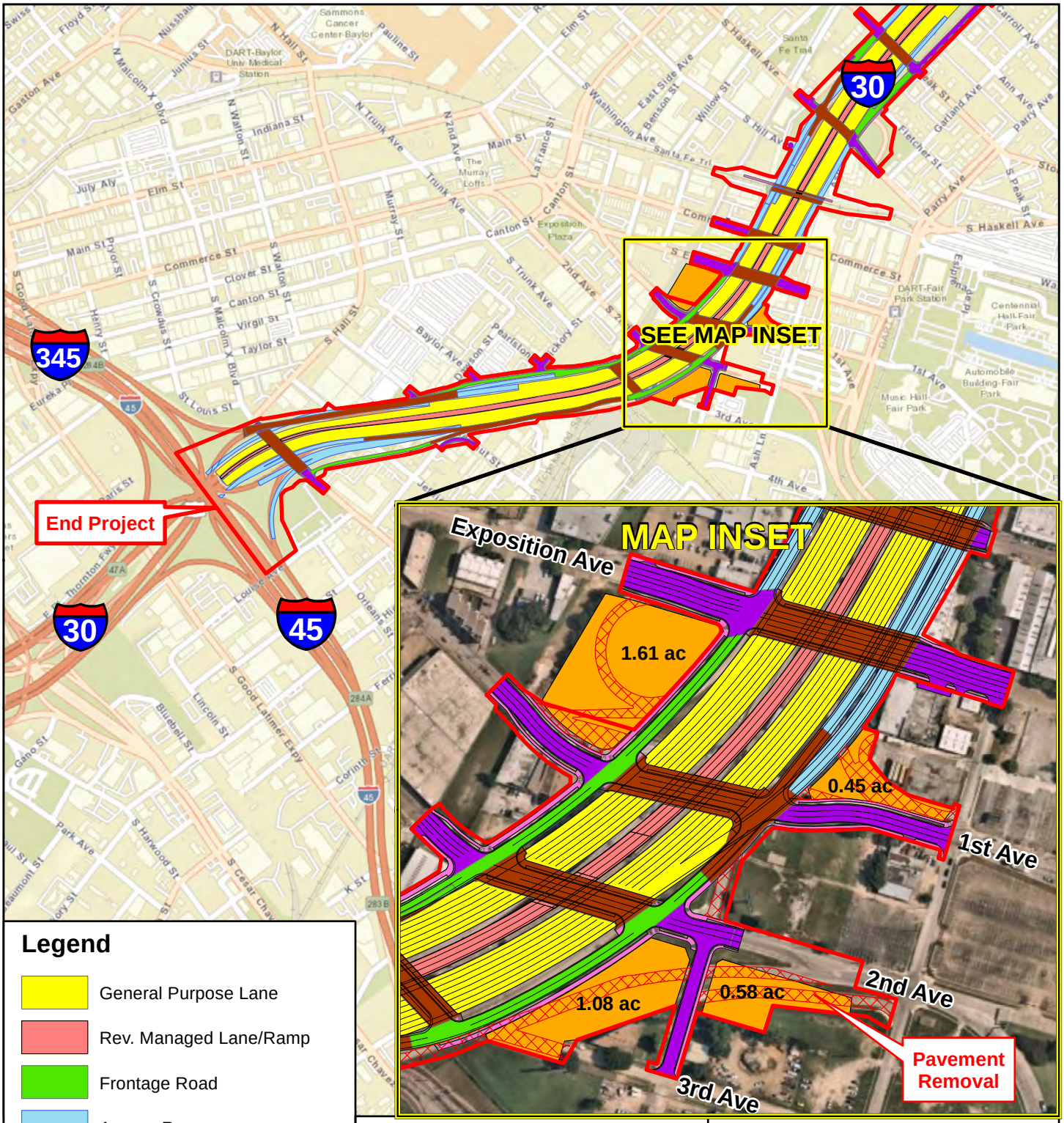
Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 3 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX



Legend

- General Purpose Lane
- Rev. Managed Lane/Ramp
- Frontage Road
- Access Ramp
- Bridge
- Shared Use Path/Sidewalk
- Cross Street
- Potential Surplus ROW
- Project Construction Footprint (i.e., existing and proposed ROW)

0 1,000 2,000

Feet

N W E S

Texas Department of Transportation

Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

TxDOT Potential Surplus Right-of-Way (ROW) Map

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

Dallas County, Texas

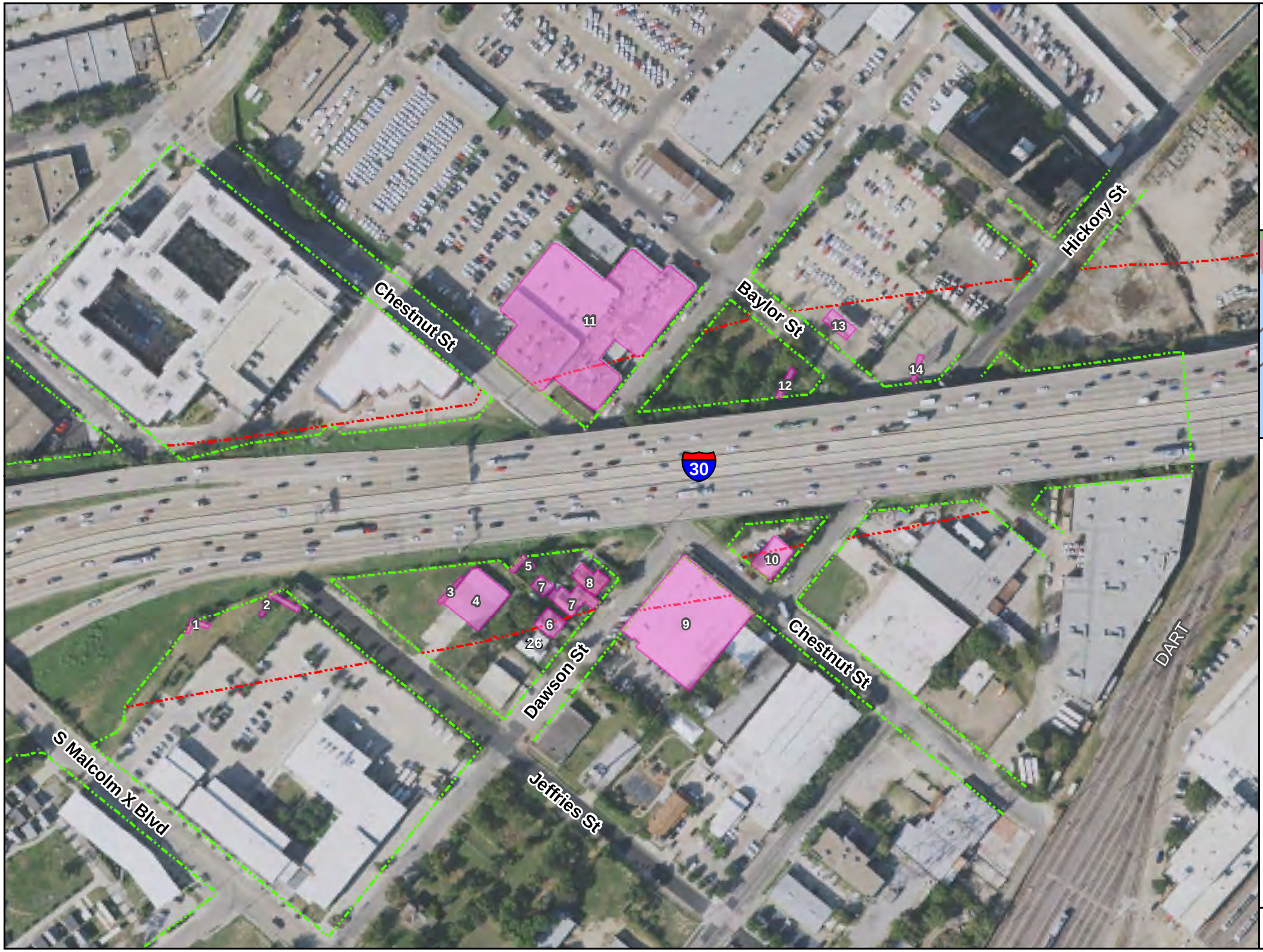
Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
W E
S

0 75 150 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

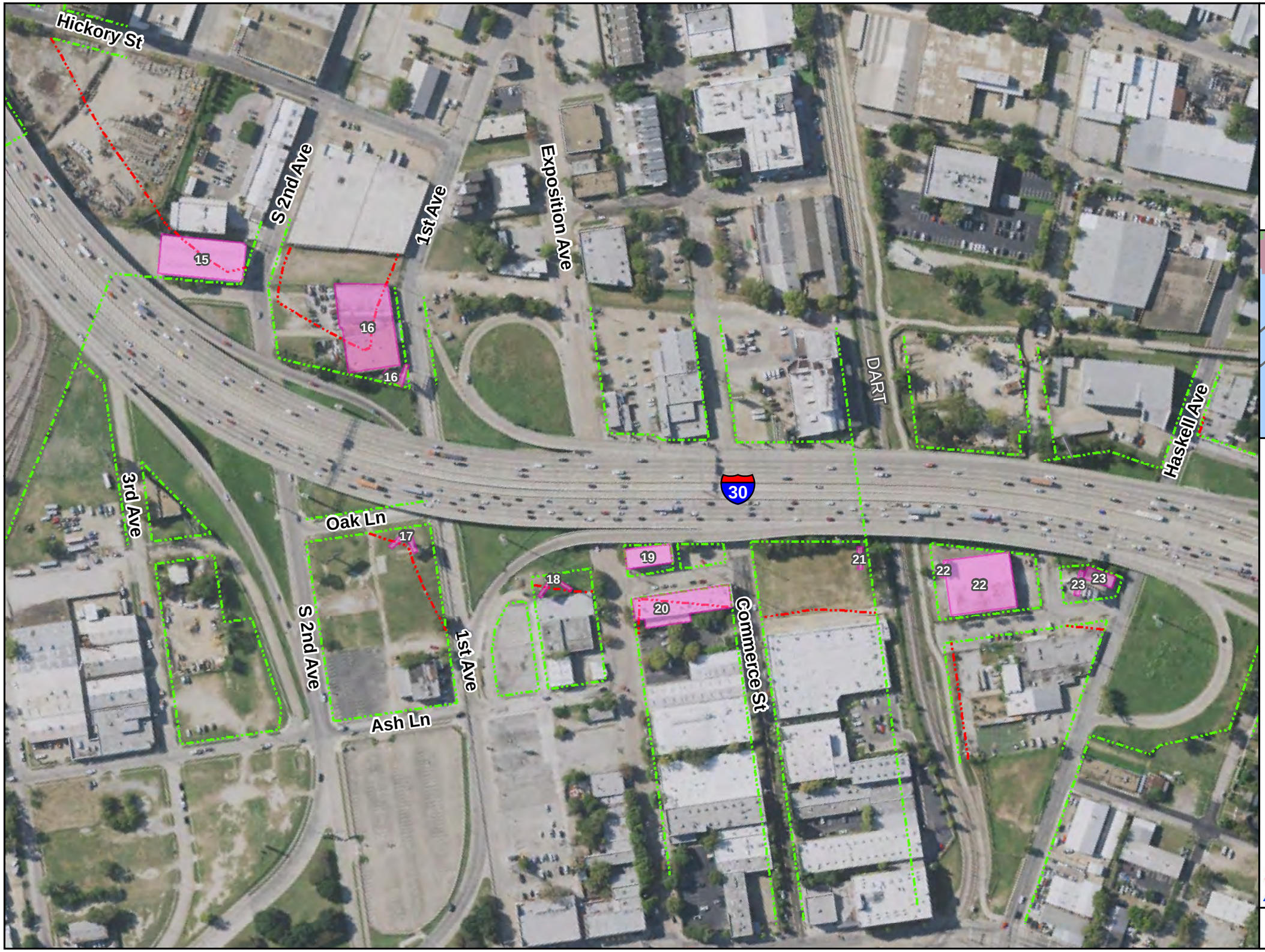
Base Map Source: TNRIS (2020)

Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N W E S

0 100 200 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Displacements Map

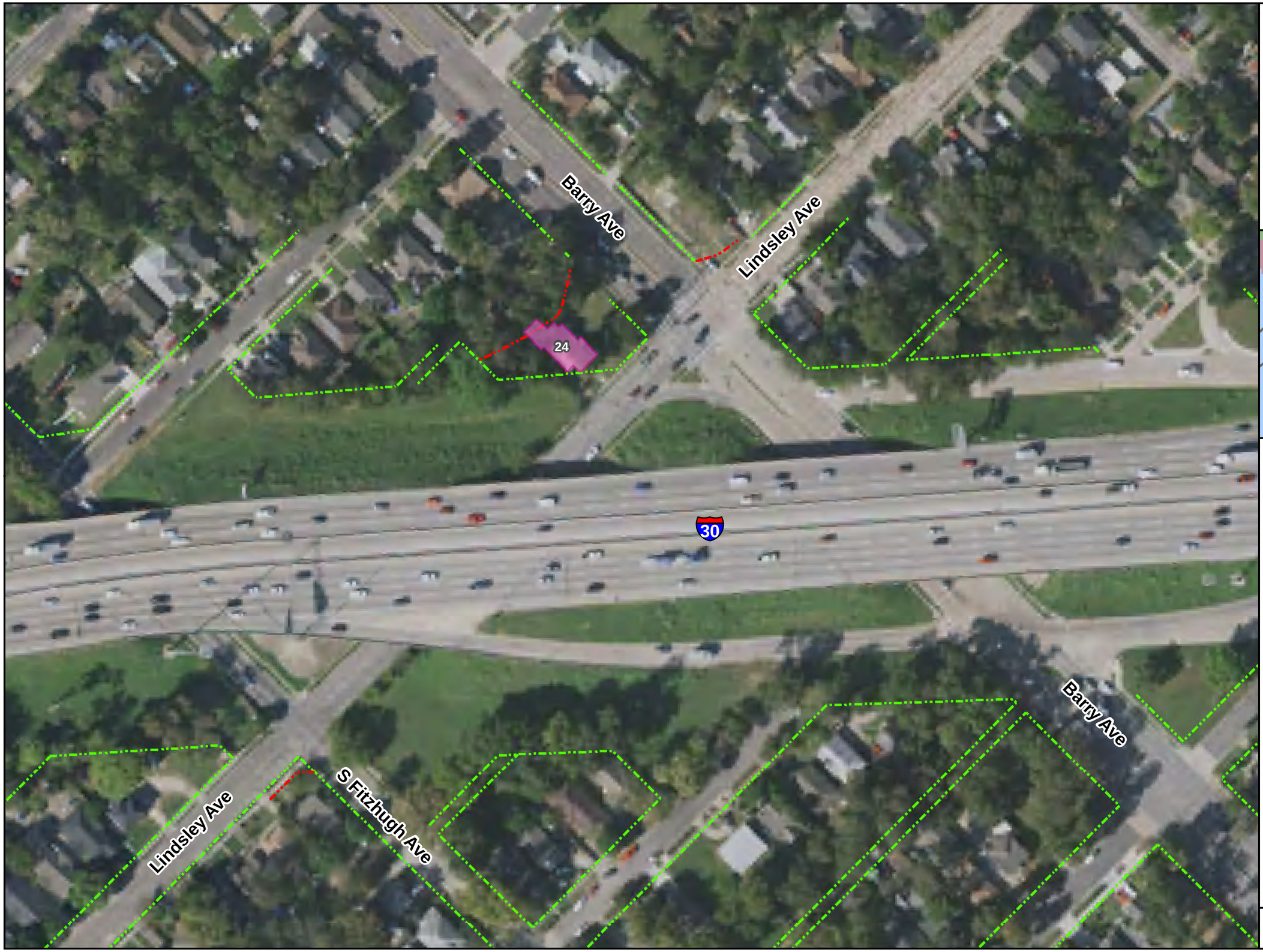
I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 3 of 4





N
W E
S

0 50 100 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 4 of 4





N
W E
S

0 50 100 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

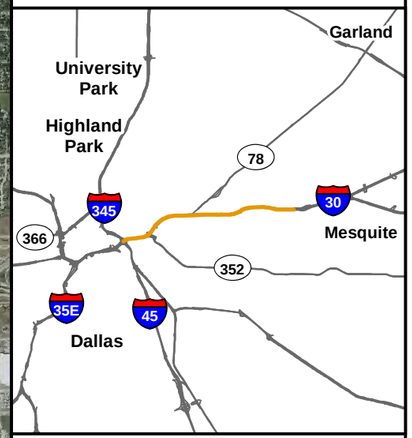
Base Map Source: TNRIS (2020)

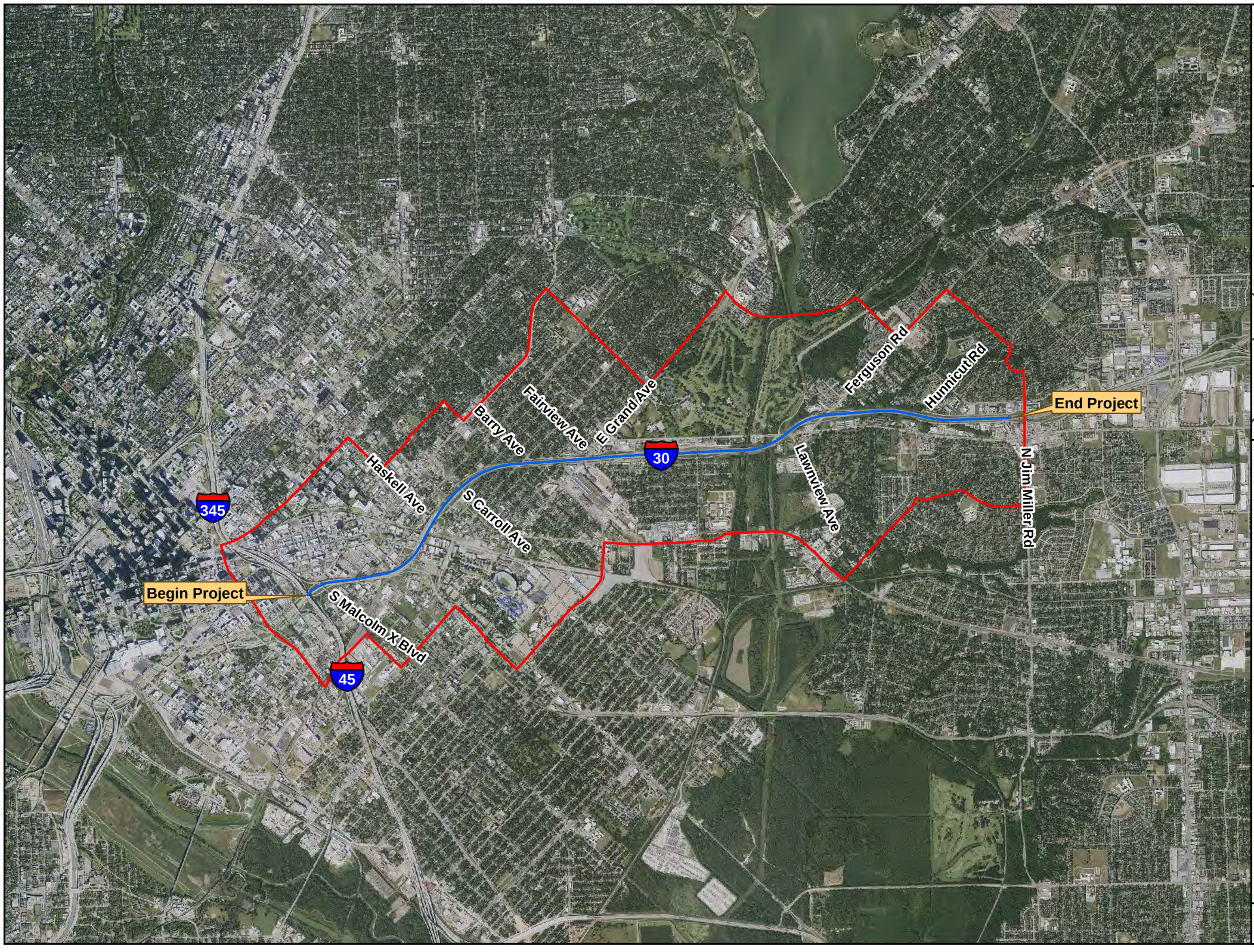
CIA Study Area Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
W E
S

0 0.5 1 Miles

Legend

- Project Limits
- Community Study Area

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Summary of Meetings with Potentially Displaced Residence Owners

I-30 East Corridor, Dallas District

Project limits: From I-45 to Ferguson Road

CSJ Numbers: 0009-11-252 and 0009-11-251

Dallas County, Texas

April 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

SUMMARY OF MEETINGS
WITH
POTENTIALLY DISPLACED RESIDENCE OWNERS

I-30 East Corridor Project from I-45 to Ferguson Road
CSJs: 0009-11-252 and 0009-11-251

The proposed reconstruction of the I-30 East Corridor has been designed to minimize impacts to adjacent property owners. However, proposed right of way (ROW) and minor realignment of the highway to meet the project's purpose and need would potentially affect all four residences comprising the residential community on Dawson Street. Based on available demographic data, it is presumed that this is a small environmental justice community that would be disproportionately affected by the proposed project.

As none of the property owners responded to invitations to attend the public meeting in June 2021 and none had provided comments or contacted the TxDOT Dallas District, efforts began in February 2023 to reach out to all Dawson Street residential property owners. The purpose of making contact was to advise each property owner of the status of planning for the reconstruction of the I-30 East Corridor, potential displacement of the residences, the timeline for completing the schematic phase of the project and the ROW acquisition process.

After notifying each of the property owners for the four properties, Dallas District personnel were able to hold conversations with each of the Dawson Street property owners affected by the proposed project. The property owners and affected properties are noted in the table below. In each instance, the property owners were provided with project information and their questions about the project were answered. In addition, the ROW acquisition process was explained, and each property owner was advised of the types of compensation and relocation entitlements that would apply. In all cases, each property owner's questions were addressed, and all indicated their appreciation for the opportunity to meet and the information provided. Details of the notification materials and other details of meetings with Dawson Street property owners are contained in the three attachments to this summary report.

Attachment Number	Address	Property Owner of Record (i.e., as shown on Dallas County Central Appraisal District Website)
1	2911 Dawson Street	Lobo Distribution, LLC
2	2913 Dawson Street	Augustine M. Moreno
3	2917 Dawson Street	Jamaica 2018 Management Trust (Note: Trust owners confirmed to be Robert & Eva Jamaica)
	2921 Dawson Street	Robert & Eva Jamaica

ATTACHMENT 1

PROPERTY: 2911 DAWSON STREET

ATTACHMENT 1: 2911 DAWSON STREET

Nathan Petter's Notes of Phone Conversation (3/7/2023 at 4:07 PM): Spoke with this property owner just now. I explained to him the overall ROW acquisition process and offered to setup a meeting if he'd like once he had a chance to review. He said he'd likely wait until the ROW acquisition process begins and we have an appraiser on board.

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Tuesday, March 7, 2023 4:43 PM
To: Perry Wolfe [redacted]
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: RE: I-30 East Corridor Project

Mr. Wolfe,

It was nice speaking with you earlier on the phone. Please let me know if you'd like me to schedule a meeting or anything further to explain the project and/or the ROW acquisition process. In our discussion on the phone it sounded like you may wait to schedule a meeting until the ROW acquisition process begins and the independent appraisers begin their appraisal work but please let me know if I understood that wrong or if I can provide anything further at this time.

Nathan Petter

Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

From: Nathan Petter
Sent: Tuesday, March 7, 2023 3:51 PM
To: Perry Wolfe [redacted]
Subject: RE: 2911 Dawson St

2911 Dawson_LOBO DISTRIB LLC_MAPOltr.pdf
472 KB

Good afternoon Perry,

I am guessing you are reaching out after receiving the attached letter a couple weeks ago. There is an exhibit here showing the potential ROW we are looking to acquire with our project. As the letter states, I would be happy to set up a meeting with you to discuss the impacts. Let me know your availability for either a virtual meeting or in-person and I can set something up.

Thanks

Nathan Petter

Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

ATTACHMENT 1: 2911 DAWSON STREET

From: Perry Wolfe [redacted]
Sent: Tuesday, March 7, 2023 3:41 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>
Subject: 2911 Dawson St

Good afternoon,

My name is Perry Wolfe and I am the owner of 2911 Dawson St, Dallas TX 75226. I am writing in an effort to get more information on the project and how exactly it would affect my property. I purchased the property last year and was planning on starting a project soon which included allowing access to the back and building a structure along the rear property line. I am traveling to Dallas Thursday to meet with the contractor. Please contact me asap. I appreciate your help and look forward to hearing from you soon.

Best regards,

Perry Wolfe
| President | Lobo Distribution LLC |
[redacted]
6354 N Mesa St | El Paso, TX 79912

From: Jaynes, Rich <rJaynes@Halff.com>
Sent: Tuesday, March 7, 2023 3:22 PM
To: Perry Wolfe [redacted]
Cc: Nathan Petter <nathan.petter@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: I-30 East Corridor Project



Good Afternoon, Mr. Wolfe-- Thank you for your interest in the I-30 East Corridor Project and for providing your contact information. As I mentioned in our phone conversation, the Texas Department of Transportation (TxDOT) Dallas District reached out to you by mail a couple of weeks ago to provide you with an opportunity to find out more information about the I-30 East Corridor Project. However, the address we obtained from the Dallas County Appraisal District has an incorrect zip code and the letter was returned as undeliverable.

In the interest of getting you some basic information about this project quickly, I have attached a copy of the letter and map we attempted to mail to you. Please disregard the dates mentioned in the letter as TxDOT continues to extend the opportunity for you to discuss the project with Mr. Nathan Petter, P.E., Project Manager. To arrange a telephonic or Microsoft Teams virtual meeting with Mr. Petter, please contact him using the information in the attached letter. I also invite your attention to the general information about the project that was presented in earlier public meetings on these websites: https://www.keepitmovingdallas.com/I30EC and https://www.keepitmovingdallas.com/I30EC_archive . If you wish to discuss the project with Mr. Petter, please make contact with him by or before March 17th.

Sincerely,

halff

Rich Jaynes
Senior Environmental Scientist
(214) 346-6397
rJaynes@Halff.com

ATTACHMENT 1: 2911 DAWSON STREET

NOTE: The letter mailed to the property owner was returned undeliverable by the USPS. Further inquiry showed that the Dallas County Appraisal District's address of record has an incorrect zip code for the address (correct zip code is 79912). However, in the interest of time a phone call was made to the company that led to further email communication with the property owner, which included the email above that attached the materials that had been included in the mailed package.



ATTACHMENT 1: 2911 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

LOBO DISTRIBUTION LLC
6354 NORTH MESA ST
EL PASO, TX 79913

Transmitted via Certified Mail
7021 1970 0001 0920 7613

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear LOBO DISTRIBUTION LLC,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

The existing I-30 East Corridor within project limits is a nine-lane, controlled-access highway including eight general purpose lanes and one reversible high occupancy vehicle (HOV) lane. The existing I-30 main lanes and HOV lane are on an elevated bridgestructure from I-345/I-45 to Haskell Avenue with subsequent main lane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous withinthese limits. The existing right of way (ROW) typically ranges from 195 feet to 483 feet in width. Travel lanes within the existing facility are generally 12 feet wide with 8-foot outside shoulders.

The proposed improvements would reconstruct I-30 with ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. The proposed ROW typically ranges from 308 to 505 feet in width. The proposed improvements would require additional ROW of approximately 12 acres. The typical cross section for the proposed project consists of the following:

- ten main lanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot and 4-foot shoulders and a barrier to separate the managed lanes from the main lanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot-wide shared use path (bicycle and pedestrian) would typically be constructed adjacent to frontage roads.

ATTACHMENT 1: 2911 DAWSON STREET

The proposed I-30 East Corridor improvements project would, subject to final design considerations, require the acquisition of ROW that would include the three residences at 2913, 2917 and 2921 Dawson Street, and possibly a fourth residence at 2911 Dawson Street. TxDOT is sending you this notice because Dallas County Central Appraisal District Tax Records indicate you own property one of these properties on Dawson Street that is proposed to be acquired (in part or in whole) to construct the proposed project (see enclosed exhibit).

Any environmental documentation, studies, maps showing the project location and design, tentative construction schedules, and other information currently available regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, TX 75150. You may access project design plans and other information about this project by visiting the following website: https://www.keepitmovingdallas.com/I30EC.

In addition, TxDOT would like to convene an individual meeting with you to discuss the proposed project, potential land acquisition and answer any questions you may have. This meeting is anticipated to occur in the Dallas District Office. Please review the following list of meeting times and contact me, Nathan Petter, P.E., TxDOT Project Manager, by phone at (214) 320-6243 or by email at Nathan.Petter@txdot.gov by **March 3, 2023** to notify me of your preferred time to attend a meeting, assuming the meeting date has not previously reserved by another notified owner in which case TxDOT will consider other meeting date/time accommodations. Additionally, if you prefer, a virtual meeting via your computer may be arranged by way of a Microsoft Teams link.

March 8, 2023, between Noon and 1pm;

March 8, 2023, between 1:30pm and 2:30pm;

March 8, 2023, between 3pm and 4pm;

March 8, 2023, between 4:30pm and 5:30pm; and

March 8, 2023, between 6pm and 7pm.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

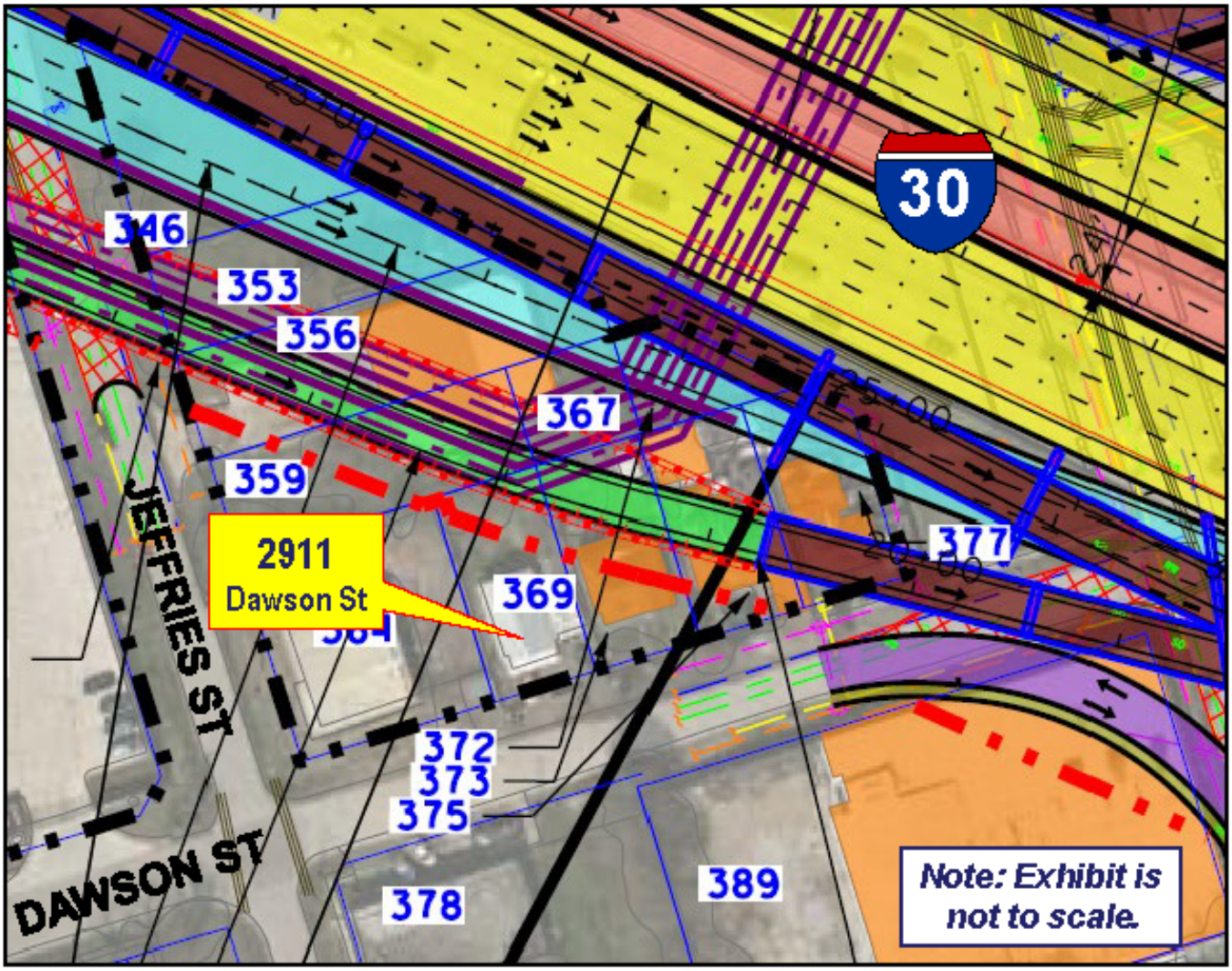
Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 1: 2911 DAWSON STREET

Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)



LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED DIRECTION OF TRAVEL
- EXISTING PROPERTY LIMITS
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED LOCAL CROSS STREET
- PROPOSED SIDEWALK/RAISED MEDIAN
- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 2

PROPERTY: 2913 DAWSON STREET

ATTACHMENT 2: 2913 DAWSON STREET

From: Chacon, Martina [redacted]
Sent: Thursday, March 23, 2023 3:16 PM
To: Jaynes, Rich <rJaynes@Halff.com>; Nathan Petter <Nathan.Petter@txdot.gov>
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Thanks!

Martina Chacon | Branch Manager
Together Credit Union
725 E. Belt Lind Rd.
Cedar Hill, TX 75104
[redacted]
NMLS#492338

From: Jaynes, Rich <rJaynes@Halff.com>
Sent: Thursday, March 23, 2023 3:14 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>; Chacon, Martina [redacted]
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: [External] RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Nathan– I've added her to the stakeholder list.

Rich Jaynes
Senior Environmental Scientist
o (214) 346-6397
e rJaynes@Halff.com

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Thursday, March 23, 2023 2:55 PM
To: Chacon, Martina [redacted]
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Hi Martina,

Thank you for meeting with us earlier. As discussed here, is the June 2021 public meeting information which included the pamphlets on Relocation Assistance and State Purchase of ROW https://www.keepitmovingdallas.com/I30EC_archive

We will be sure to add your email to our stakeholder list so that you receive project update notifications.

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

ATTACHMENT 2: 2913 DAWSON STREET

NOTES OF MEETING WITH PROPERTY OWNERS

Meeting Date and Time:
3/23/2023 at 1:30 PM
(duration: appx. 1 hour)

Type of Meeting:
Virtual – Microsoft Teams

ATTENDEES	
Name and Position	**Affiliation**
Augustine M. Moreno	Homeowner
Crisanta Moreno	Homeowner
Martina Chacon	Daughter of Homeowners
Nathan Petter, PE, Project Manager	Dallas District, TxDOT
Trent Lake, ROW Project Manager	Dallas District, TxDOT
Mohammed Shaikh, Project Environmental Lead	Dallas District, TxDOT
Rich Jaynes, Environmental Consultant	Halff, Inc.

Nathan Petter welcomed the Moreno family to the meeting and provided an overview description of the proposed I-30 East Corridor reconstruction project. He explained that the ROW acquisition process would begin after environmental clearance and could begin as early as Fall 2023.

Trent Lake led a discussion of the ROW acquisition process as it applies to residential properties, highlighting the roles of the property acquisition specialist and the relocation specialist. The services provided by the relocation specialist were of particular interest to the Moreno family as they asked questions about how TxDOT would assist with finding a new residence, closing costs, moving expenses, etc.

Ms. Chacon indicated that the family has been planning upgrades to the property and asked whether they should proceed with their plans. Mr. Lake advised them to go ahead with any plans they may have because any upgrades would be taken into consideration by the appraiser prior to TxDOT making a purchase offer for the property. The family also asked questions about the payment of taxes for the purchase of replacement property, the appraisal process, whether they need to hire an attorney, whether moving payments would be deducted from the purchase price of their home, and how much time they would have to relocate. These and other matters were discussed and TxDOT personnel provided contact information for questions they may have in the future.

After all their questions had been addressed, the Moreno family expressed appreciation to Mr. Petter and Mr. Lake for taking the time to meet with them. Ms. Chacon also requested to be added to the mailing list for future public involvement events.

Mr. Petter asked about the property owners for their neighbors at 2917 and 2921 Dawson Street, who has thus far not responded to offers to meet with TxDOT. The Moreno family said that they would contact Mr. and/or Mrs. Jamaica who are the owners of both properties and encourage them to respond to TxDOT's invitations to meet.

ATTACHMENT 2: 2913 DAWSON STREET

From: Nathan Petter
Sent: Wednesday, March 15, 2023 10:50 AM
To: Chacon, Martina [redacted]
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Good morning,

Yes that time works. I just sent you an invite. Let me know if there are any other emails I should send it to as well.

Thanks

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

From: Chacon, Martina [redacted]
Sent: Monday, March 13, 2023 12:30 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>
Subject: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

We would like to do a Microsoft Teams meeting on the 23rd @ 1:30 pm. Please confirm that this will work for you, if not please let me know other options.

Thanks,

Martina Chacon | Branch Manager

Together Credit Union
725 E. Belt Lind Rd.
Cedar Hill, TX 75104
[redacted]
NMLS#492338

NOTE: The letter below was hand delivered to 2913 Dawson Street on 3/9/2023. As the property is fenced and the front gate was locked, the envelope with the materials below was taped to the front gate post.

ATTACHMENT 2: 2913 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

March 9, 2023

AUGUSTINE M. MORENO
2913 DAWSON ST
DALLAS, TX 75226-2111

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. Moreno,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

The existing I-30 East Corridor within project limits is a nine-lane, controlled-access highway including eight general purpose lanes and one reversible high occupancy vehicle (HOV) lane. The existing I-30 main lanes and HOV lane are on an elevated bridgestructure from I-345/I-45 to Haskell Avenue with subsequent main lane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous withinthese limits. The existing right of way (ROW) typically ranges from 195 feet to 483 feet in width. Travel lanes within the existing facility are generally 12 feet wide with 8-foot outside shoulders.

The proposed improvements would reconstruct I-30 with ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. The proposed ROW typically ranges from 308 to 505 feet in width. The proposed improvements would require additional ROW of approximately 12 acres. The typical cross section for the proposed project consists of the following:

- ten main lanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot and 4-foot shoulders and a barrier to separate the managed lanes from the main lanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot-wide shared use path (bicycle and pedestrian) would typically be constructed adjacent to frontage roads.

ATTACHMENT 2: 2913 DAWSON STREET

The proposed I-30 East Corridor improvements project would, subject to final design considerations, require the acquisition of ROW that would include the three residences at 2913, 2917 and 2921 Dawson Street, and possibly a fourth residence at 2911 Dawson Street. TxDOT is sending you this notice because Dallas County Central Appraisal District Tax Records indicate you own property one of these properties on Dawson Street that is proposed to be acquired (in part or in whole) to construct the proposed project (see enclosed exhibit).

Any environmental documentation, studies, maps showing the project location and design, tentative construction schedules, and other information currently available regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, TX 75150. You may access project design plans and other information about this project by visiting the following website: https://www.keepitmovingdallas.com/I30EC.

In addition, TxDOT would like to convene an individual meeting with you to discuss the proposed project, potential land acquisition and answer any questions you may have. This meeting is anticipated to occur in the Dallas District Office. Please review the following list of meeting times and contact me, Nathan Petter, P.E., TxDOT Project Manager, by phone at (214) 320-6243 or by email at Nathan.Petter@txdot.gov by **March 17, 2023** to notify me of your preferred time to attend a meeting, assuming the meeting date has not previously reserved by another notified owner in which case TxDOT will consider other meeting date/time accommodations. Additionally, if you prefer, a virtual meeting via your computer may be arranged by way of a Microsoft Teams link.

March 23, 2023, between Noon and 1pm;

March 23, 2023, between 1:30pm and 2:30pm;

March 23, 2023, between 3pm and 4pm;

March 23, 2023, between 4:30pm and 5:30pm;

and March 23, 2023, between 6pm and 7pm.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

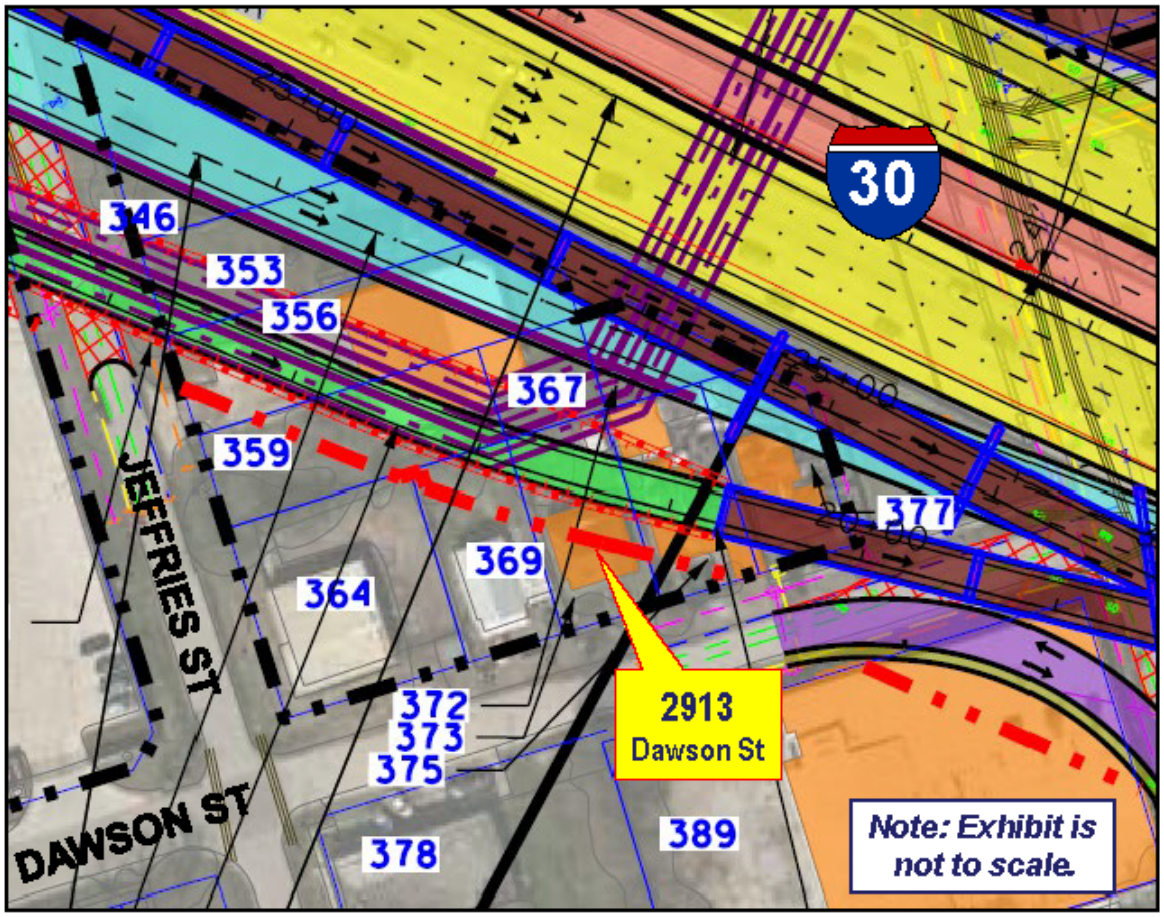
Sincerely,

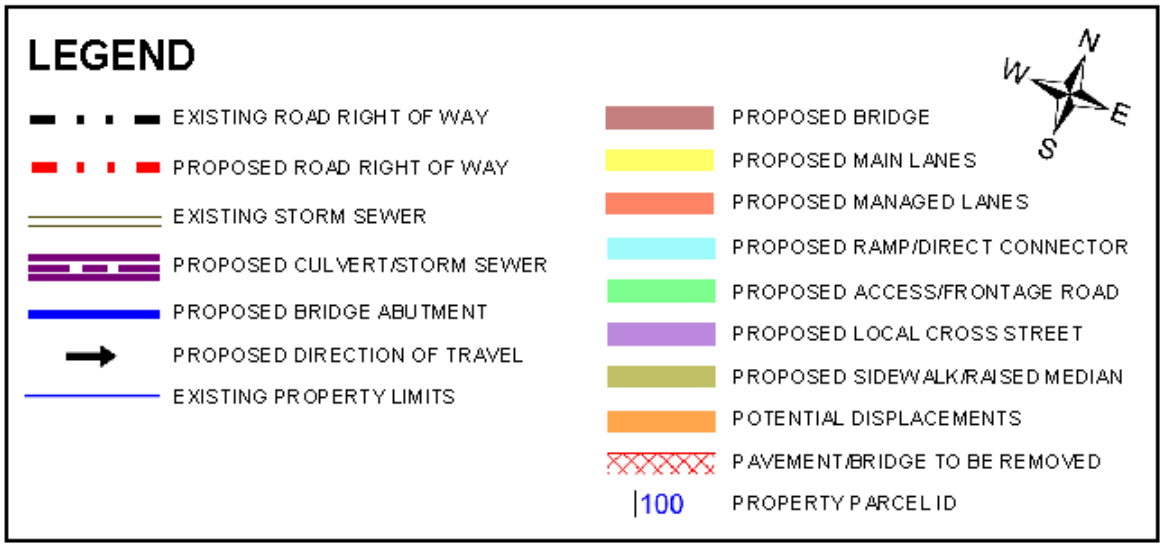
Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 2: 2913 DAWSON STREET

Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)





NOTE: The letter below was mailed 2/23/2023 via certified mail but received no return receipt and the property owner did not contact TxDOT within the time period identified in the letter. TxDOT then chose to hand deliver a second letter to the property owner.

ATTACHMENT 2: 2913 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

AUGUSTINE M. MORENO
2913 DAWSON ST
DALLAS, TX 75226-2111

Transmitted via Certified Mail
7021 1970 0001 0920 7620

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. Moreno,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

The existing I-30 East Corridor within project limits is a nine-lane, controlled-access highway including eight general purpose lanes and one reversible high occupancy vehicle (HOV) lane. The existing I-30 main lanes and HOV lane are on an elevated bridgestructure from I-345/I-45 to Haskell Avenue with subsequent main lane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous withinthese limits. The existing right of way (ROW) typically ranges from 195 feet to 483 feet in width. Travel lanes within the existing facility are generally 12 feet wide with 8-foot outside shoulders.

The proposed improvements would reconstruct I-30 with ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. The proposed ROW typically ranges from 308 to 505 feet in width. The proposed improvements would require additional ROW of approximately 12 acres. The typical cross section for the proposed project consists of the following:

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- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot and 4-foot shoulders and a barrier to separate the managed lanes from the main lanes; and
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March 8, 2023, between Noon and 1pm;

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Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 2: 2913 DAWSON STREET

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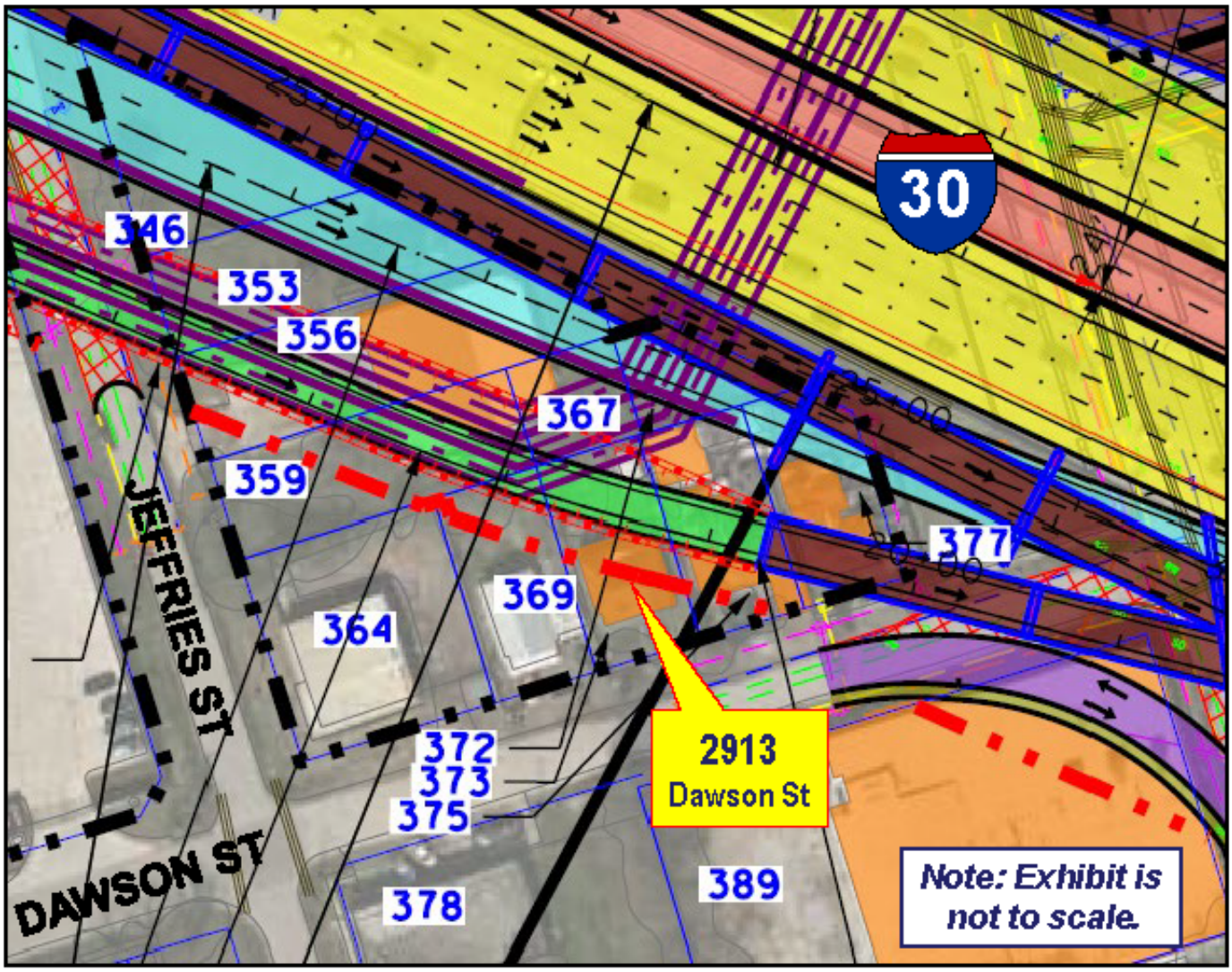

LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
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- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 3

PROPERTIES: 2917 AND 2921 DAWSON STREET

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Summary of Nathan Petter's Phone Conversation with Robert Jamaica (3/31/2023 at approximately 9:30 AM): Mr. Jamaica telephoned in response to the notice received, and Mr. Petter provided an overview of the project design, schedule, and ROW acquisition process. He offered to meet with Mr. Jamaica and his wife, but Mr. Jamaica responded that he had sufficient information for now. He also indicated that he would wait until the property appraisal before pursuing details about the property acquisition process. He also stated that he had been receiving notices sent to the addresses of record for his two properties with the Dallas County Central Appraisal District, including notices of the public meeting held in June 2021.

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Friday, March 31, 2023 9:47 AM
To: [Robert Jamaica] [redacted]
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: IH-30 East Corridor Project - 2917 Dawson St and 2921 Dawson St

2917 Dawson_Jamaica 2018 Mgmt Trust_MAPOltr.pdf
472 KB

2921 Dawson_RE Jamaica_MAPOltr.pdf
472 KB

Good morning Mr. Jamaica,

I appreciate the phone call just now with regards to the 2 attached letters you received in the mail for your properties at 2921 Dawson and 2917 Dawson.

As discussed we are planning to start appraisals in May/June timeframe with the ROW acquisition process starting later in the fall of this year.

Below is my contact info if you have any questions as we move forward.

Thanks,

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

NOTE: The letter below was hand delivered to 2921 Dawson Street on 3/9/2023. As there was no response to knocking on the front door, the envelope with the materials below was taped to the front door.

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

March 9, 2023

ROBERT & EVA JAMAICA
2921 DAWSON ST
DALLAS, TX 75226-2111

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. and Mrs. Jamaica,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

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Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

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ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

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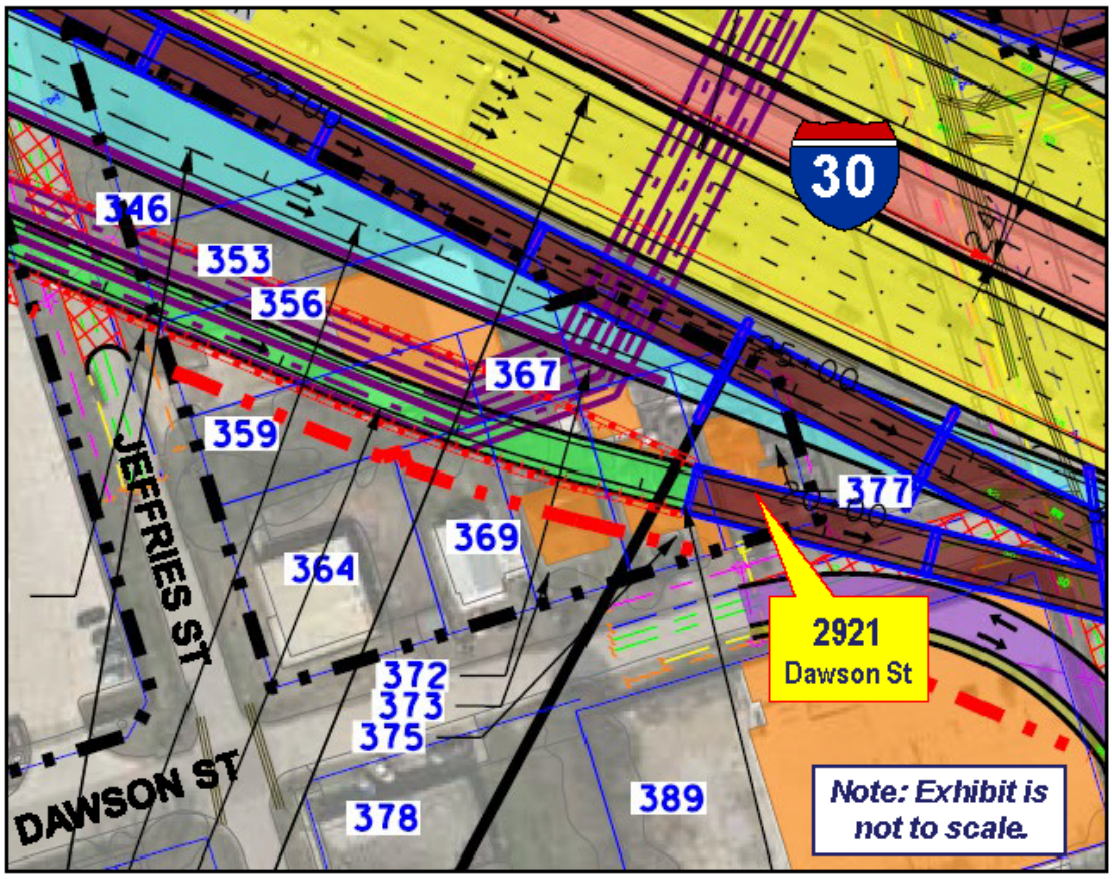

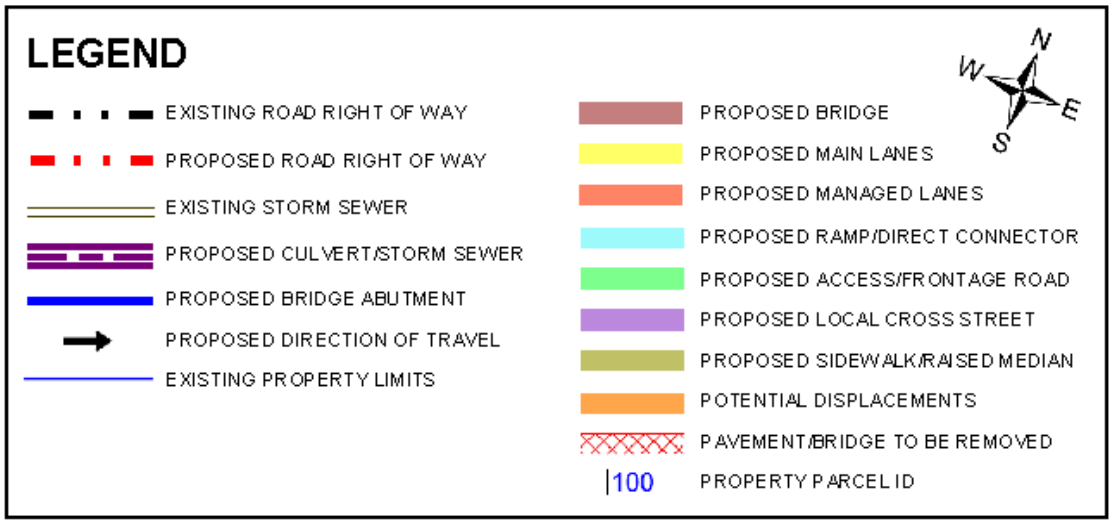

NOTE: The letter below was mailed 2/23/2023 to 2921 Dawson Street via certified mail but received no return receipt and the property owner did not contact TxDOT within the time period identified in the letter. TxDOT then chose to hand deliver a second letter to the property owner.

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

ROBERT & EVA JAMAICA
2921 DAWSON ST
DALLAS, TX 75226-2111

Transmitted via Certified Mail
7021 1970 0001 0920 7644

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. and Mrs. Jamaica,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

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Dallas District

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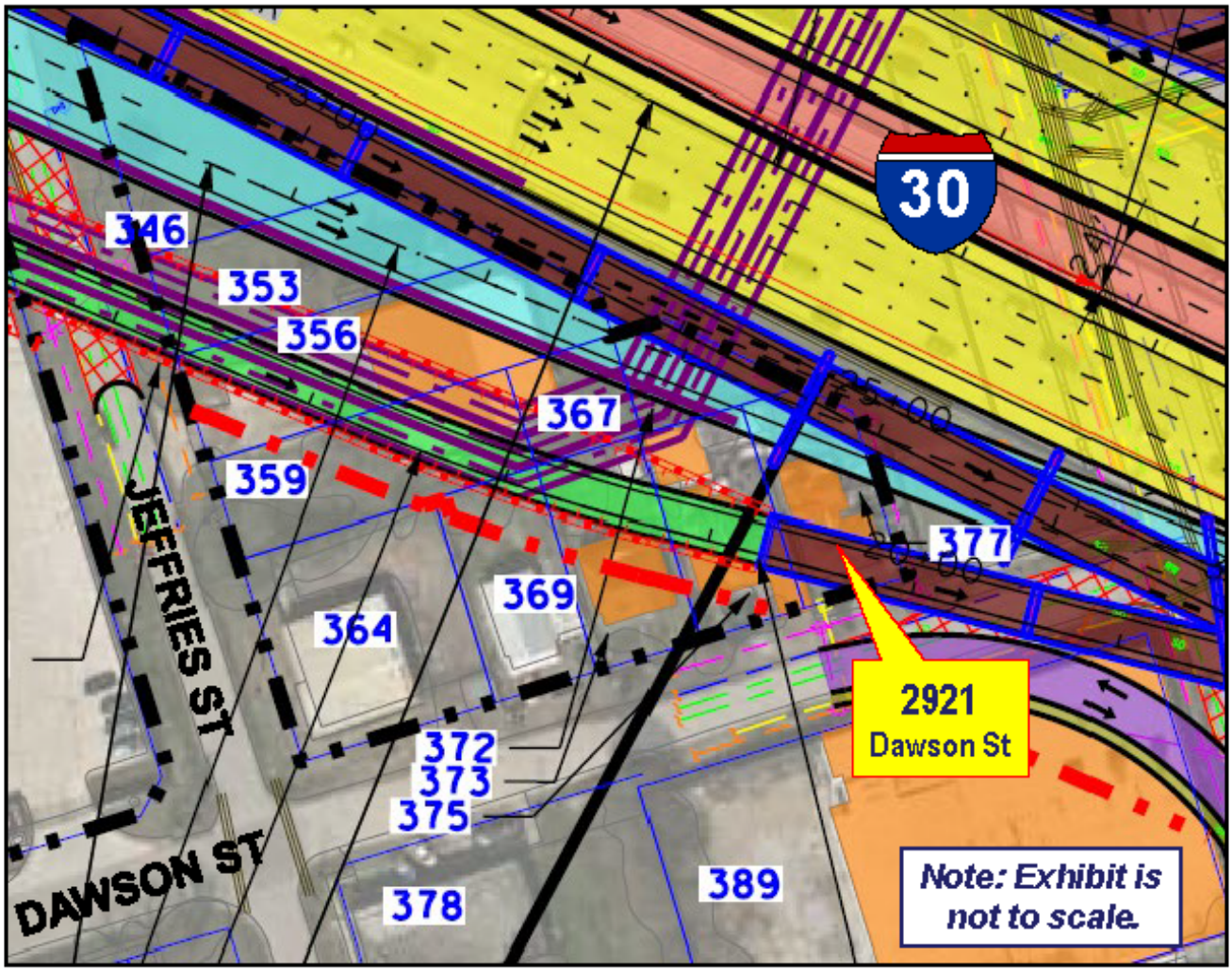

LEGEND

- EXISTING ROAD RIGHT OF WAY
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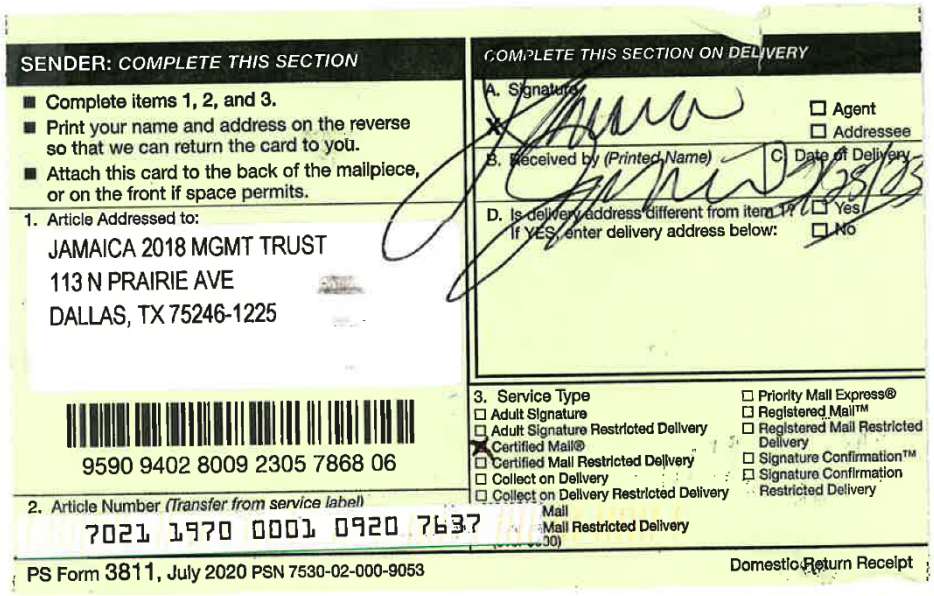
- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

NOTE: The letter on the next page regarding 2917 Dawson Street was mailed 2/23/2023 via certified mail and the recipient signed the return receipt below on 3/25/2023. However, the property owner did not contact TxDOT within the time period identified in the letter. It was later confirmed that the property owners for 2917 Dawson Street and 2921 Dawson Street are the same.



SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

JAMAICA 2018 MGMT TRUST
113 N PRAIRIE AVE
DALLAS, TX 75246-1225

9590 9402 8009 2305 7868 06

2. Article Number (Transfer from service label)
7021 1970 0001 0920 7637

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X
☐ Agent
☐ Addressee

B. Received by (Printed Name)
C. Date of Delivery
3/25/23

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Mail
☐ Mail Restricted Delivery
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053
Domestic Return Receipt

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

JAMAICA 2018 MGMT TRUST
113 N PRAIRIE AVE
DALLAS, TX 75246-1225

Transmitted via Certified Mail
7021 1970 0001 0920 7637

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The proposed I-30 East Corridor improvements project would, subject to final design considerations, require the acquisition of ROW that would include the three residences at 2913, 2917 and 2921 Dawson Street, and possibly a fourth residence at 2911 Dawson Street. TxDOT is sending you this notice because Dallas County Central Appraisal District Tax Records indicate you own property one of these properties on Dawson Street that is proposed to be acquired (in part or in whole) to construct the proposed project (see enclosed exhibit).

Any environmental documentation, studies, maps showing the project location and design, tentative construction schedules, and other information currently available regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, TX 75150. You may access project design plans and other information about this project by visiting the following website: https://www.keepitmovingdallas.com/I30EC.

In addition, TxDOT would like to convene an individual meeting with you to discuss the proposed project, potential land acquisition and answer any questions you may have. This meeting is anticipated to occur in the Dallas District Office. Please review the following list of meeting times and contact me, Nathan Petter, P.E., TxDOT Project Manager, by phone at (214) 320-6243 or by email at Nathan.Petter@txdot.gov by **March 3, 2023** to notify me of your preferred time to attend a meeting, assuming the meeting date has not previously reserved by another notified owner in which case TxDOT will consider other meeting date/time accommodations. Additionally, if you prefer, a virtual meeting via your computer may be arranged by way of a Microsoft Teams link.

March 8, 2023, between Noon and 1pm;

March 8, 2023, between 1:30pm and 2:30pm;

March 8, 2023, between 3pm and 4pm;

March 8, 2023, between 4:30pm and 5:30pm; and

March 8, 2023, between 6pm and 7pm.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

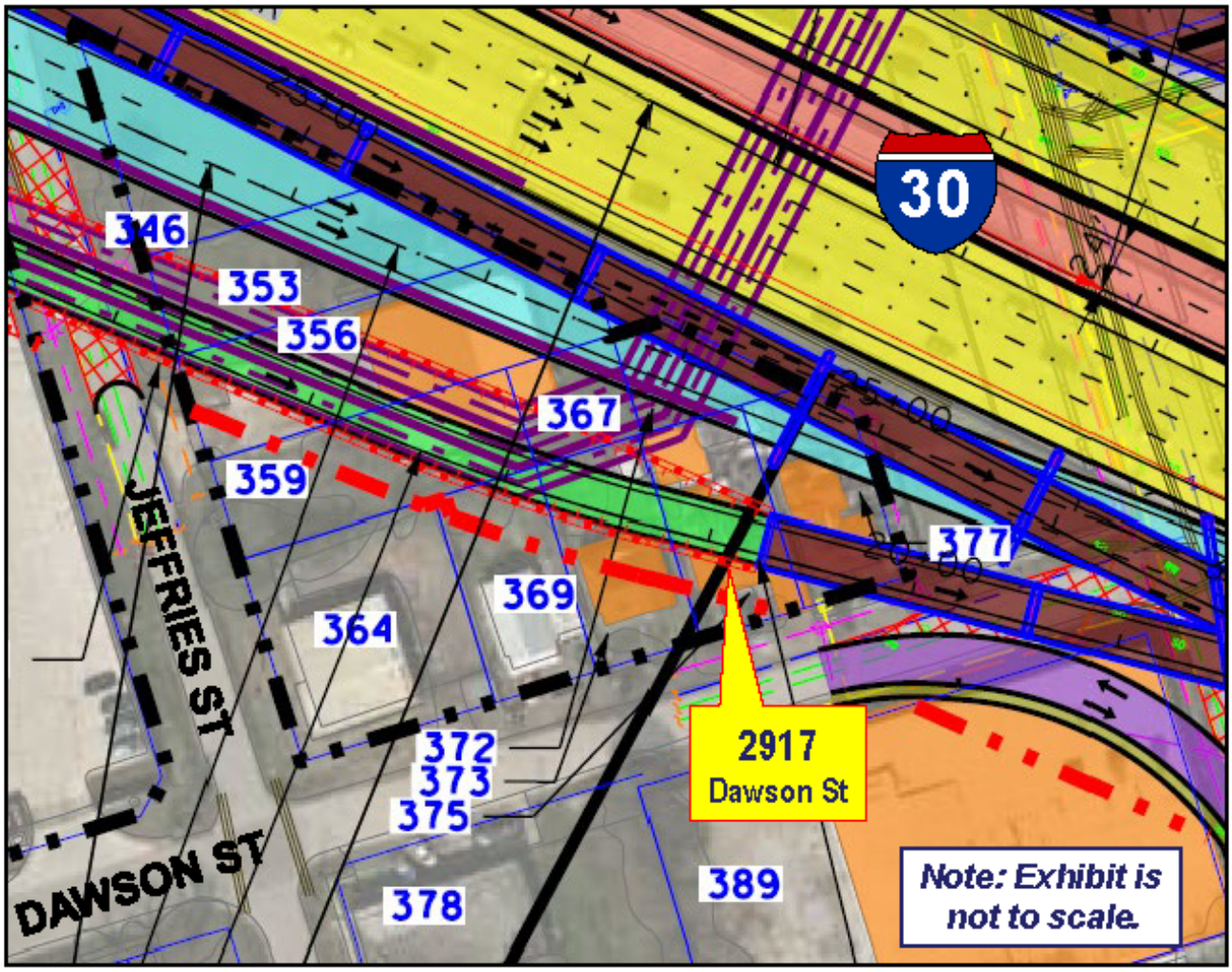
Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

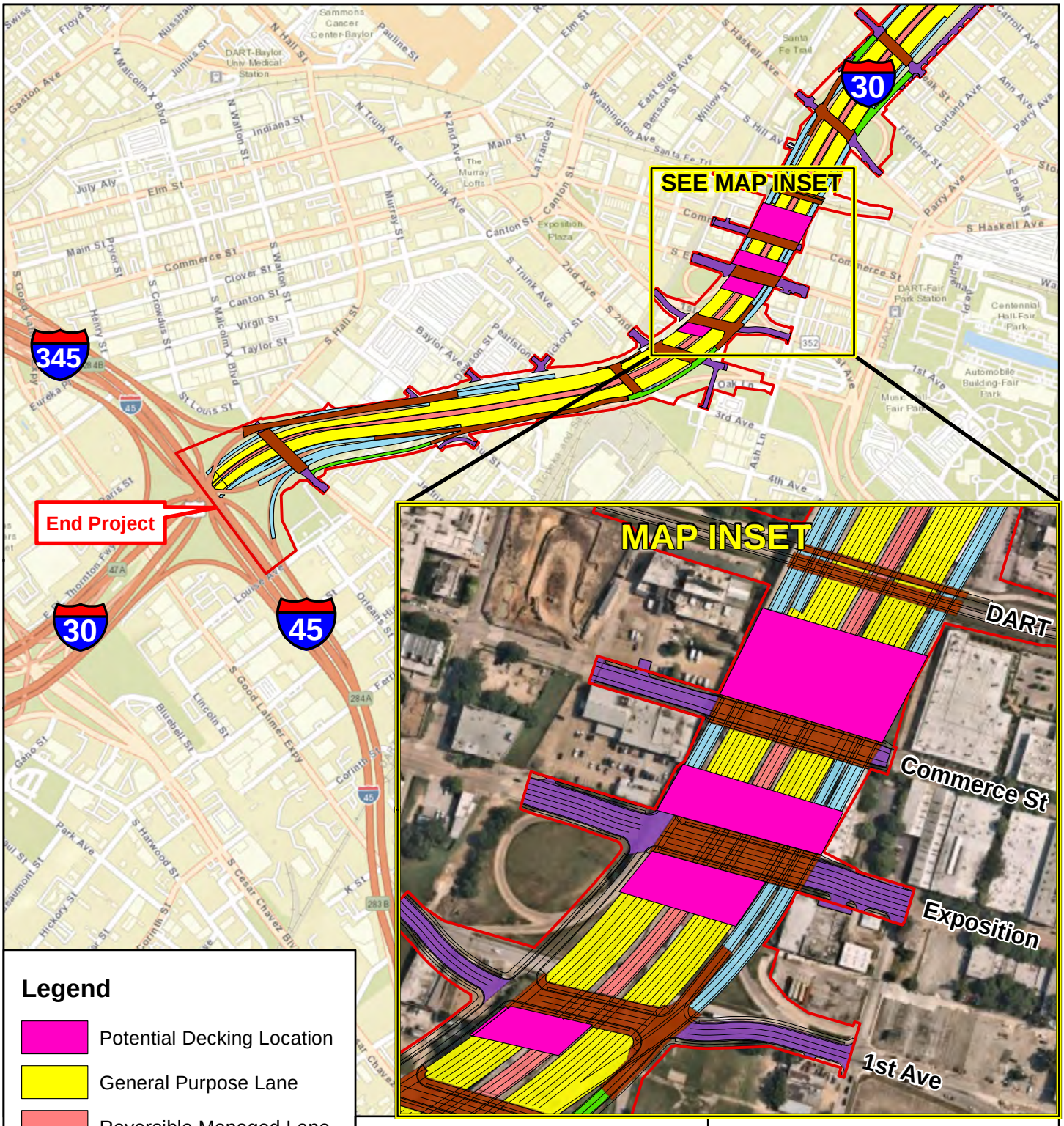
Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)



LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED DIRECTION OF TRAVEL
- EXISTING PROPERTY LIMITS
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED LOCAL CROSS STREET
- PROPOSED SIDEWALK/RAISED MEDIAN
- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

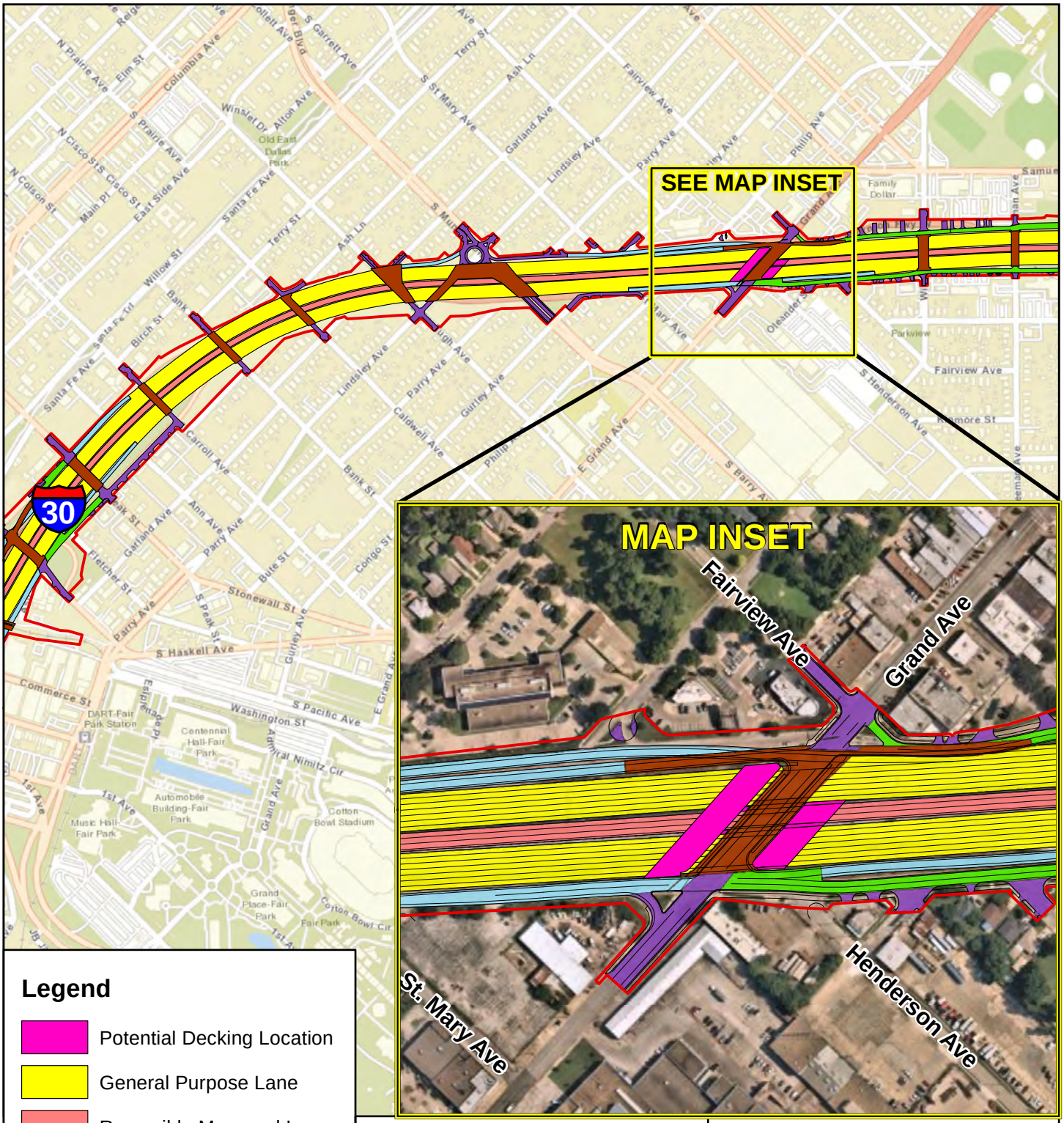


Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

I-30 Potential Decking Locations Map
Page 1 of 2

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

Dallas County, Texas



Legend

- Potential Decking Location
- General Purpose Lane
- Reversible Managed Lane
- Frontage Road
- I-30 Access Ramp
- Bridge
- Cross/City Street
- Project Footprint (i.e., existing and proposed ROW)

0 1,000 2,000

Feet

N W E S

Texas Department of Transportation

Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

I-30 Potential Decking Locations Map
Page 2 of 2

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

Dallas County, Texas

SAMUELL BLVD

OWENWOOD AVE

WINFIELD AVE

MERRIFIELD AVE

Water Crossing 1

I-30 East Corridor Project mapbook Sheets 1 through 5 (west of this sheet) are not included in this map set because no stream or wetland features, non-urban wildlife habitat, or floodplains occur within the I-30 segment from I-45 to east of Dolphin Road.

CULVER ST

DOLPHIN RD

WINFIELD AVE

BOONE AVE

LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
- FLOODPLAIN HARDWOOD FOREST
- RIPARIAN HARDWOOD FOREST
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

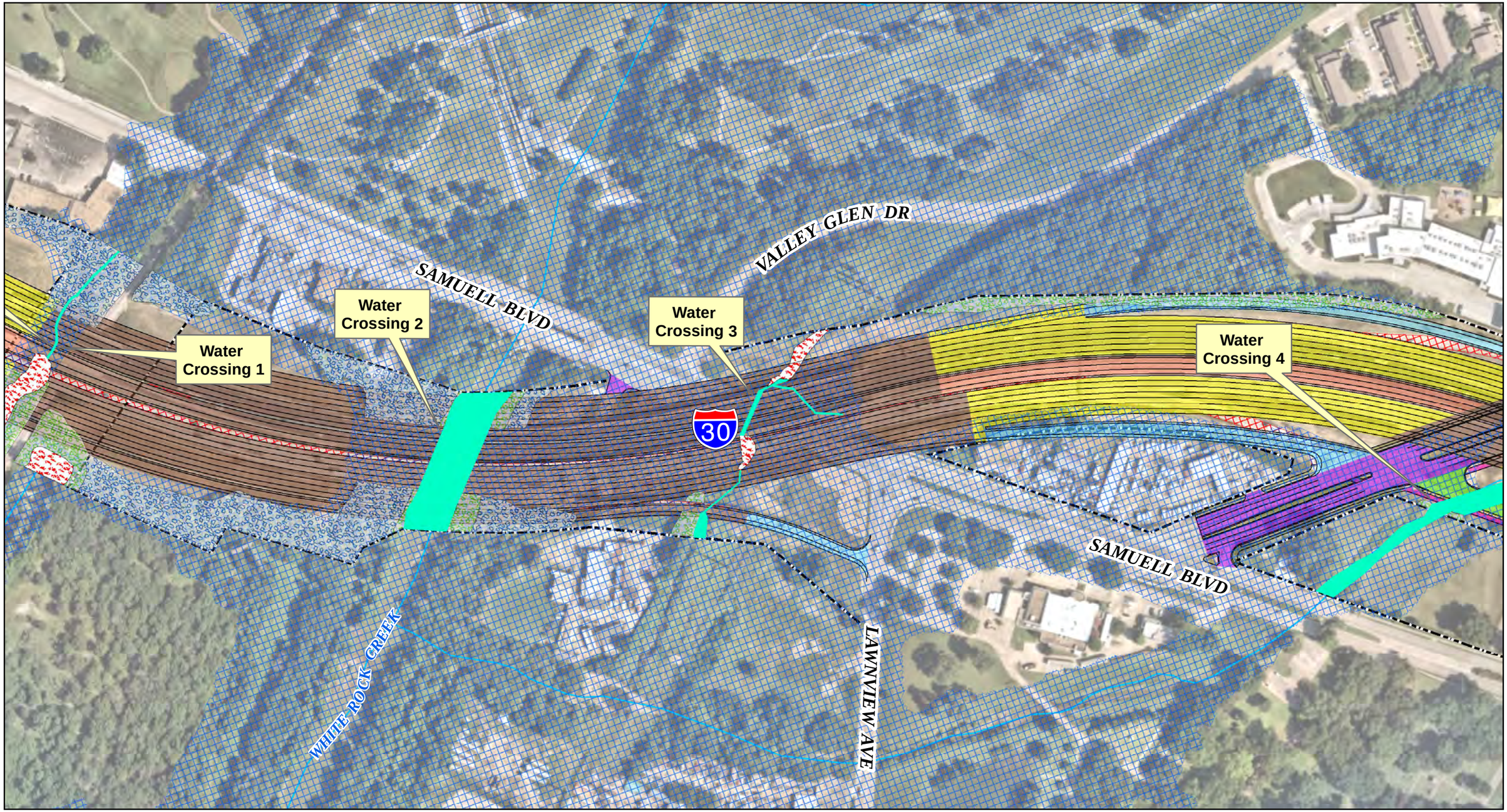
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 6 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
- FLOODPLAIN HARDWOOD FOREST
- RIPARIAN HARDWOOD FOREST
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BRIDGE
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- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

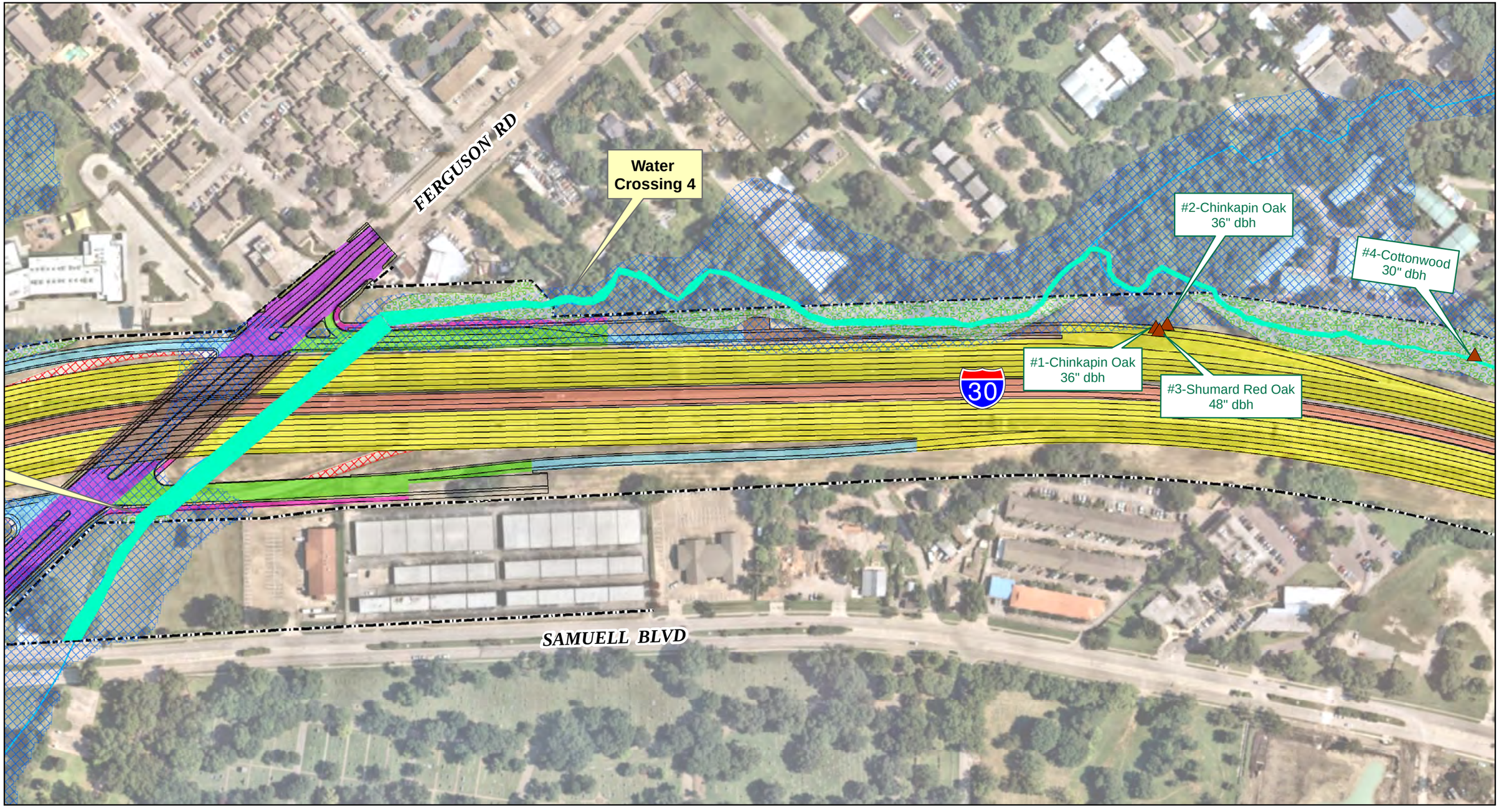
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 7 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
- FLOODPLAIN HARDWOOD FOREST
- RIPARIAN HARDWOOD FOREST
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

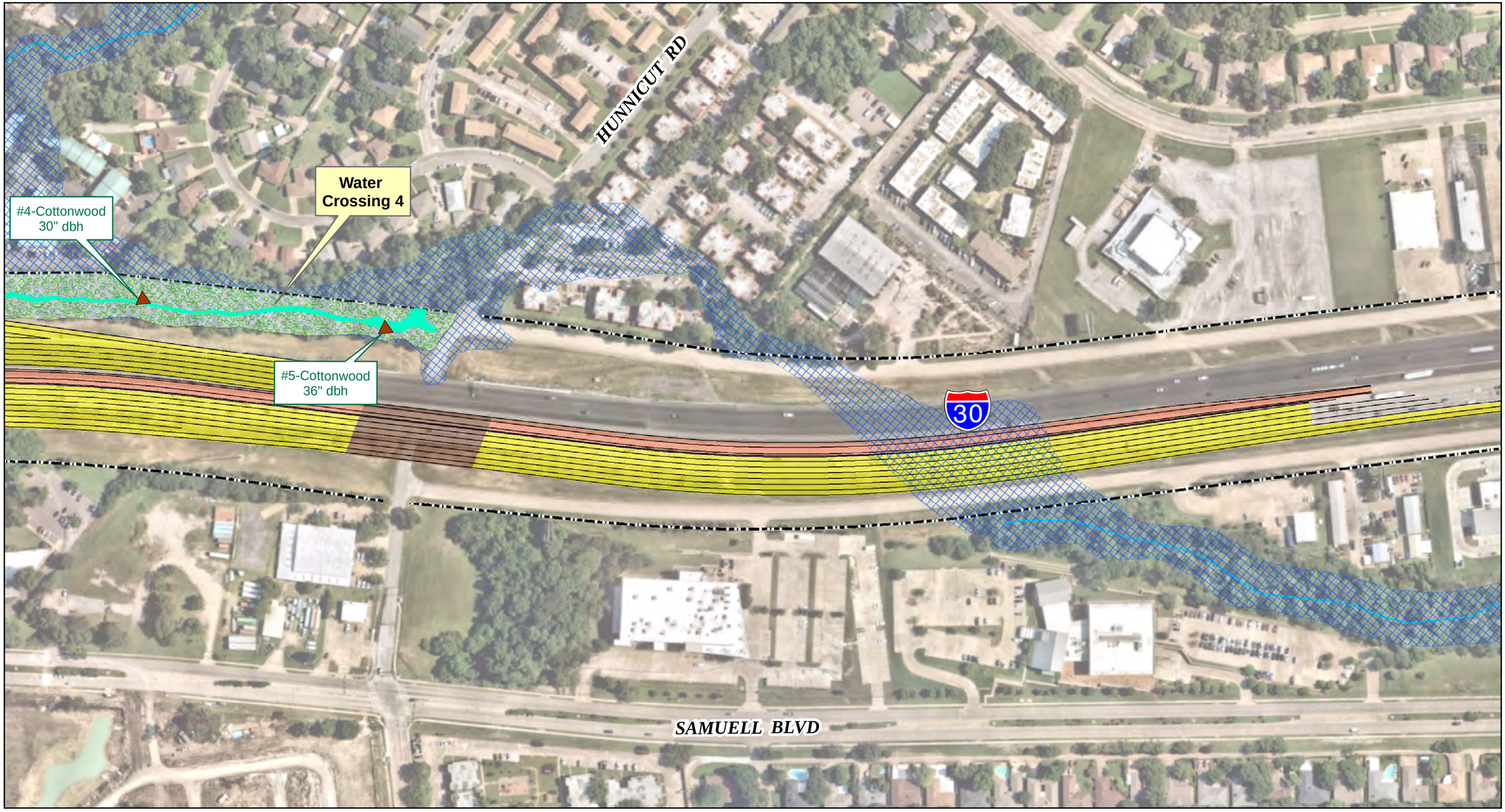
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 8 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
- FLOODPLAIN HARDWOOD FOREST
- RIPARIAN HARDWOOD FOREST
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

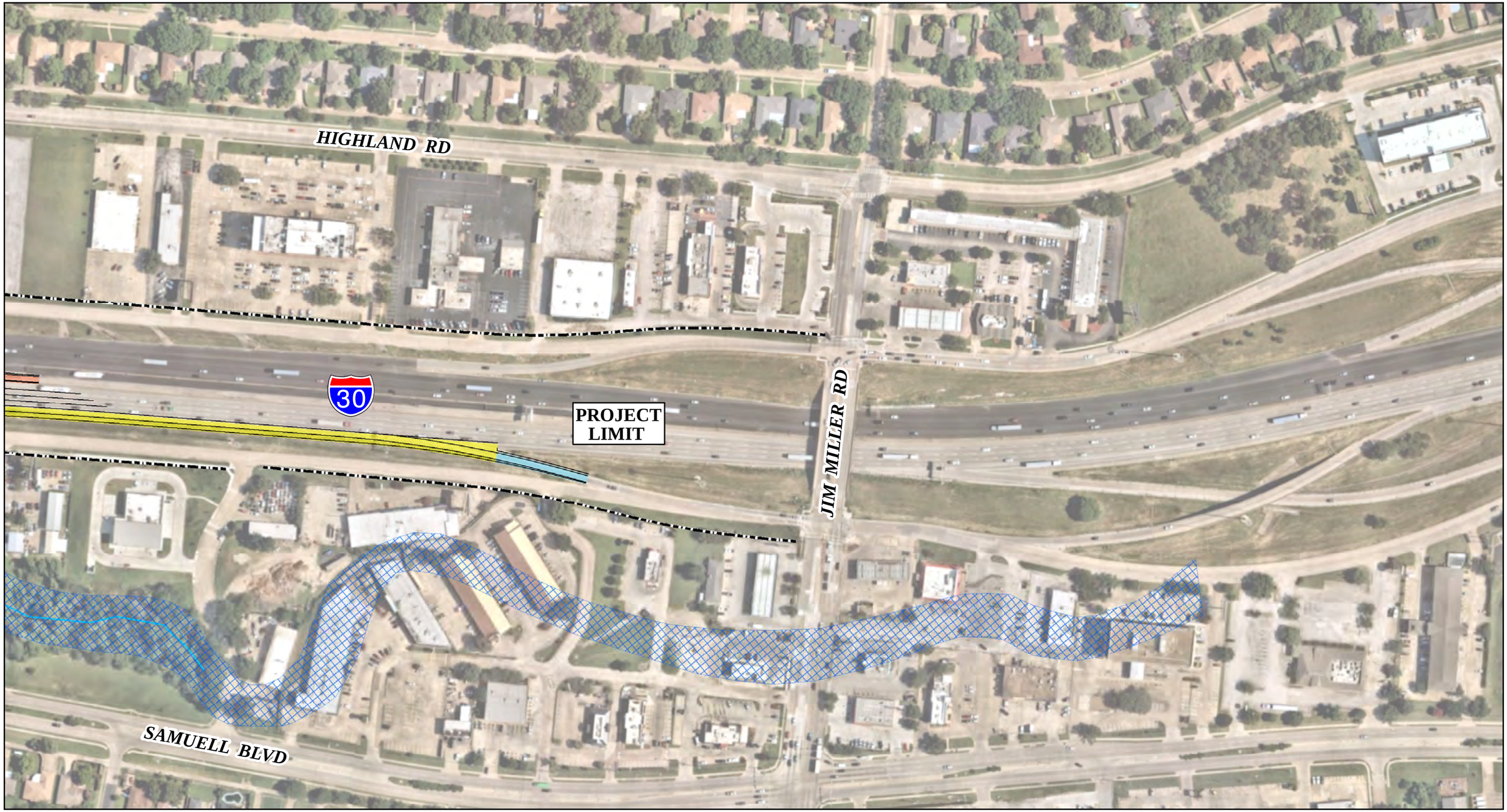
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 9 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
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- EXISTING ROW
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- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

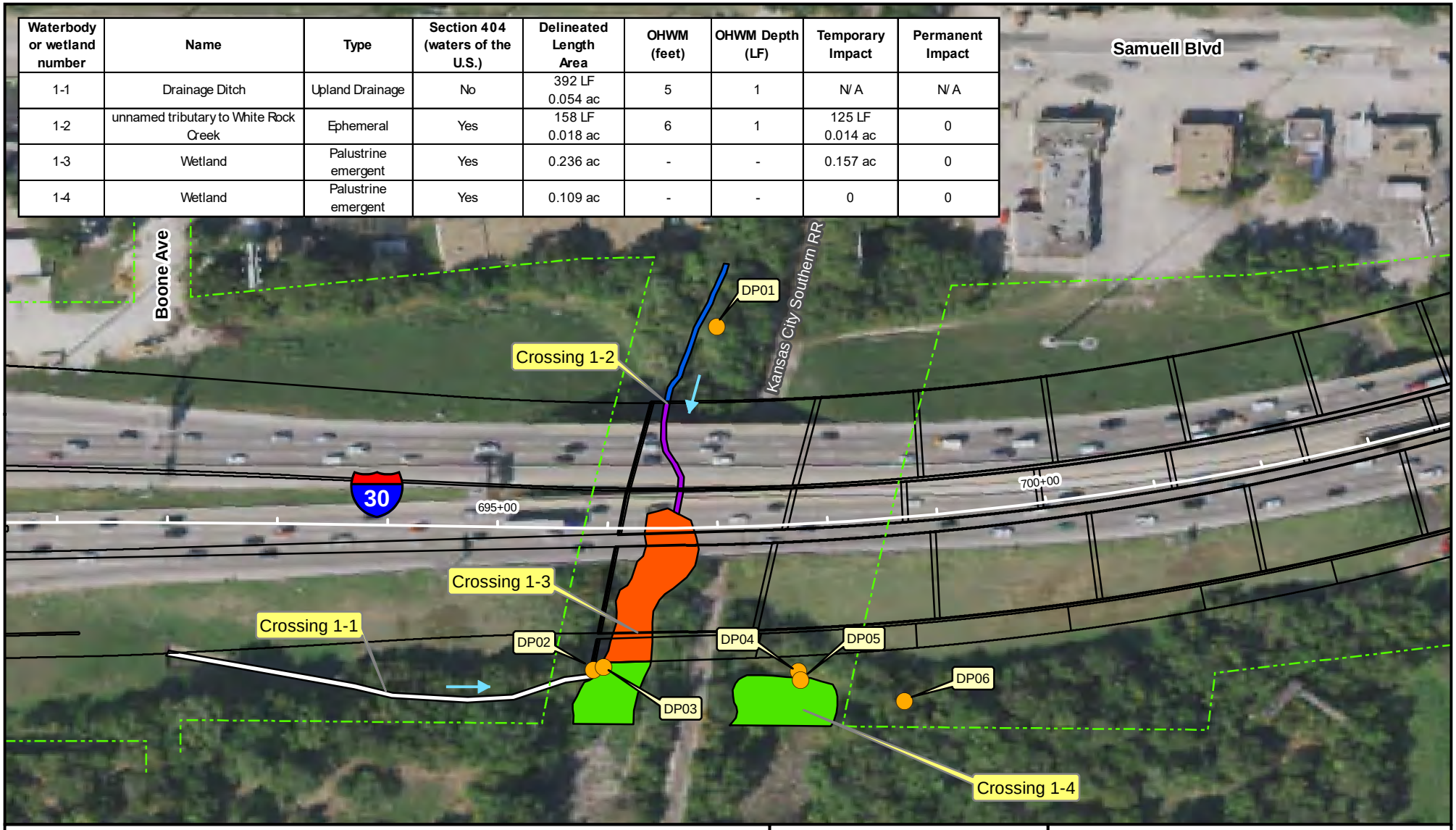
Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 10 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
1-1	Drainage Ditch	Upland Drainage	No	392 LF 0.054 ac	5	1	N/A	N/A
1-2	unnamed tributary to White Rock Creek	Ephemeral	Yes	158 LF 0.018 ac	6	1	125 LF 0.014 ac	0
1-3	Wetland	Palustrine emergent	Yes	0.236 ac	-	-	0.157 ac	0
1-4	Wetland	Palustrine emergent	Yes	0.109 ac	-	-	0	0



LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

0 75 150 Feet

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Water Feature Impacts Map Crossing 1

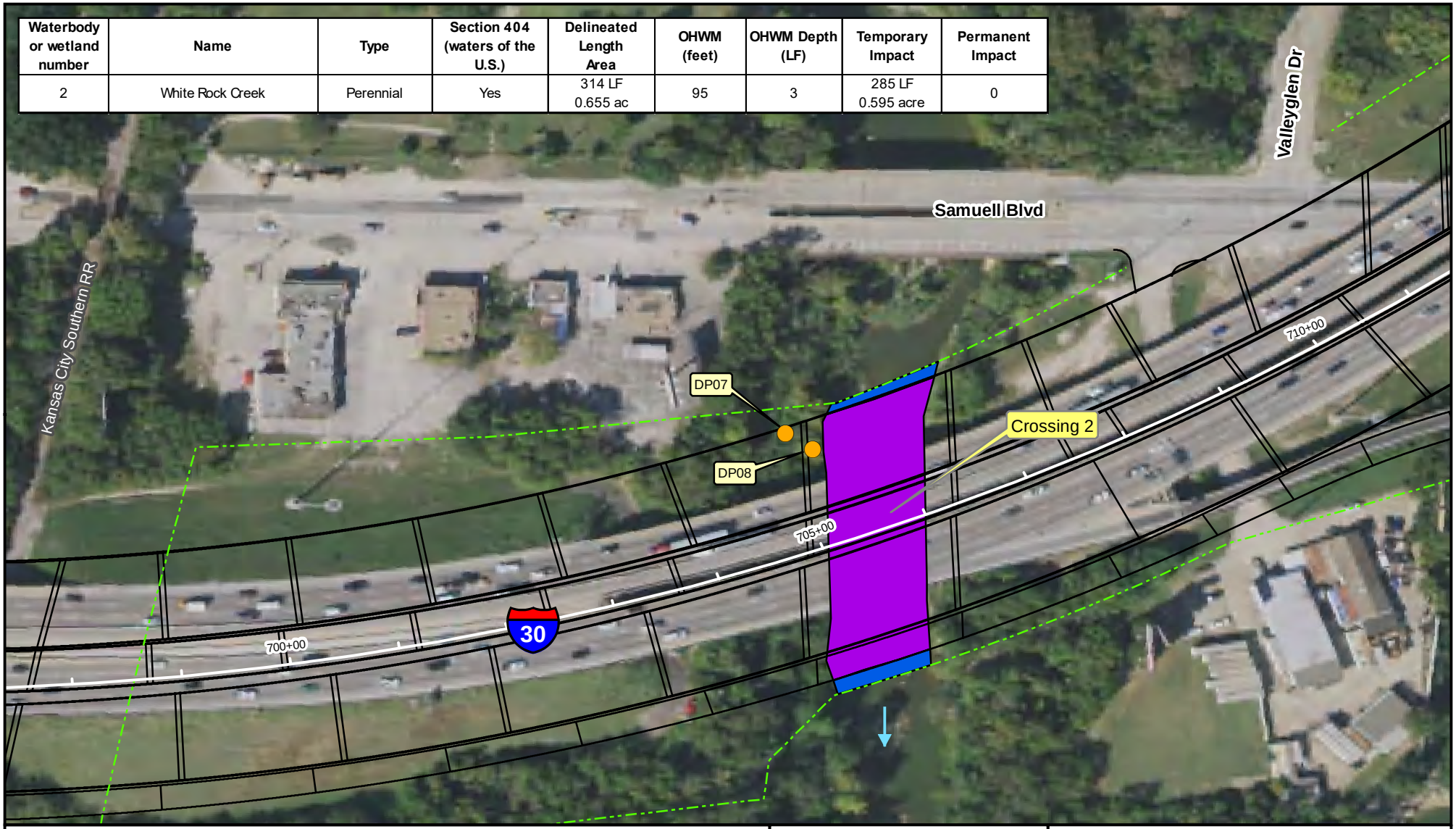
I-30 East Corridor Project

From I-45 to Ferguson Road

Dallas County, Texas
CSJs: 0009-11-252, etc.

SHEET 1 of 4

Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
2	White Rock Creek	Perennial	Yes	314 LF 0.655 ac	95	3	285 LF 0.595 acre	0



LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

0 75 150 Feet

Texas Department of Transportation

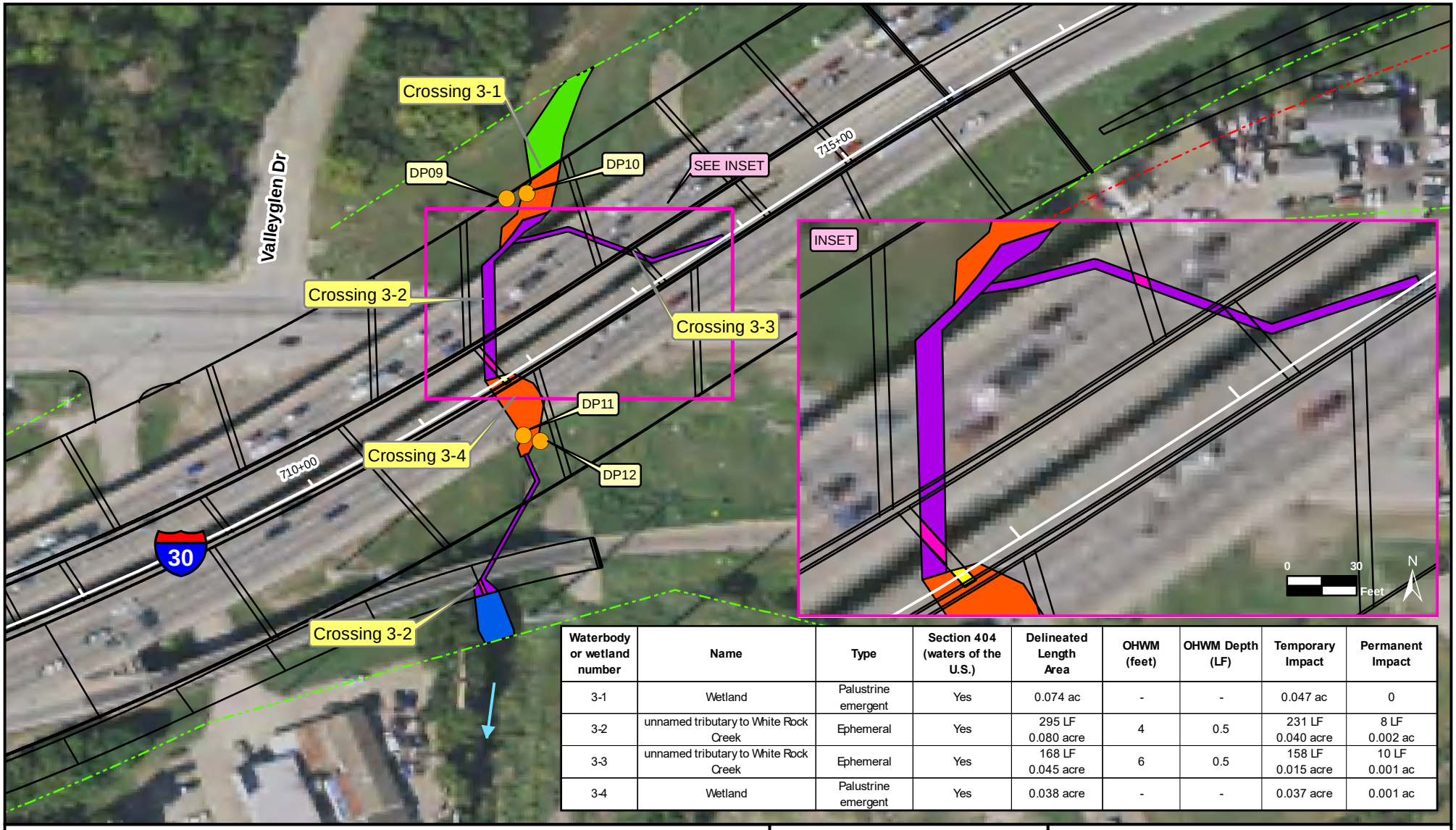
Base Map Source: TNRIS (2020)

Water Feature Impacts Map
Crossing 2

I-30 East Corridor Project
From I-45 to Ferguson Road

Dallas County, Texas
CSJs: 0009-11-252, etc.

SHEET 2 of 4



Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
3-1	Wetland	Palustrine emergent	Yes	0.074 ac	-	-	0.047 ac	0
3-2	unnamed tributary to White Rock Creek	Ephemeral	Yes	295 LF 0.080 acre	4	0.5	231 LF 0.040 acre	8 LF 0.002 ac
3-3	unnamed tributary to White Rock Creek	Ephemeral	Yes	168 LF 0.045 acre	6	0.5	158 LF 0.015 acre	10 LF 0.001 ac
3-4	Wetland	Palustrine emergent	Yes	0.038 acre	-	-	0.037 acre	0.001 ac

LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

Feet

0 62.5 125

Texas Department of Transportation

Base Map Source: TNRIS (2020)

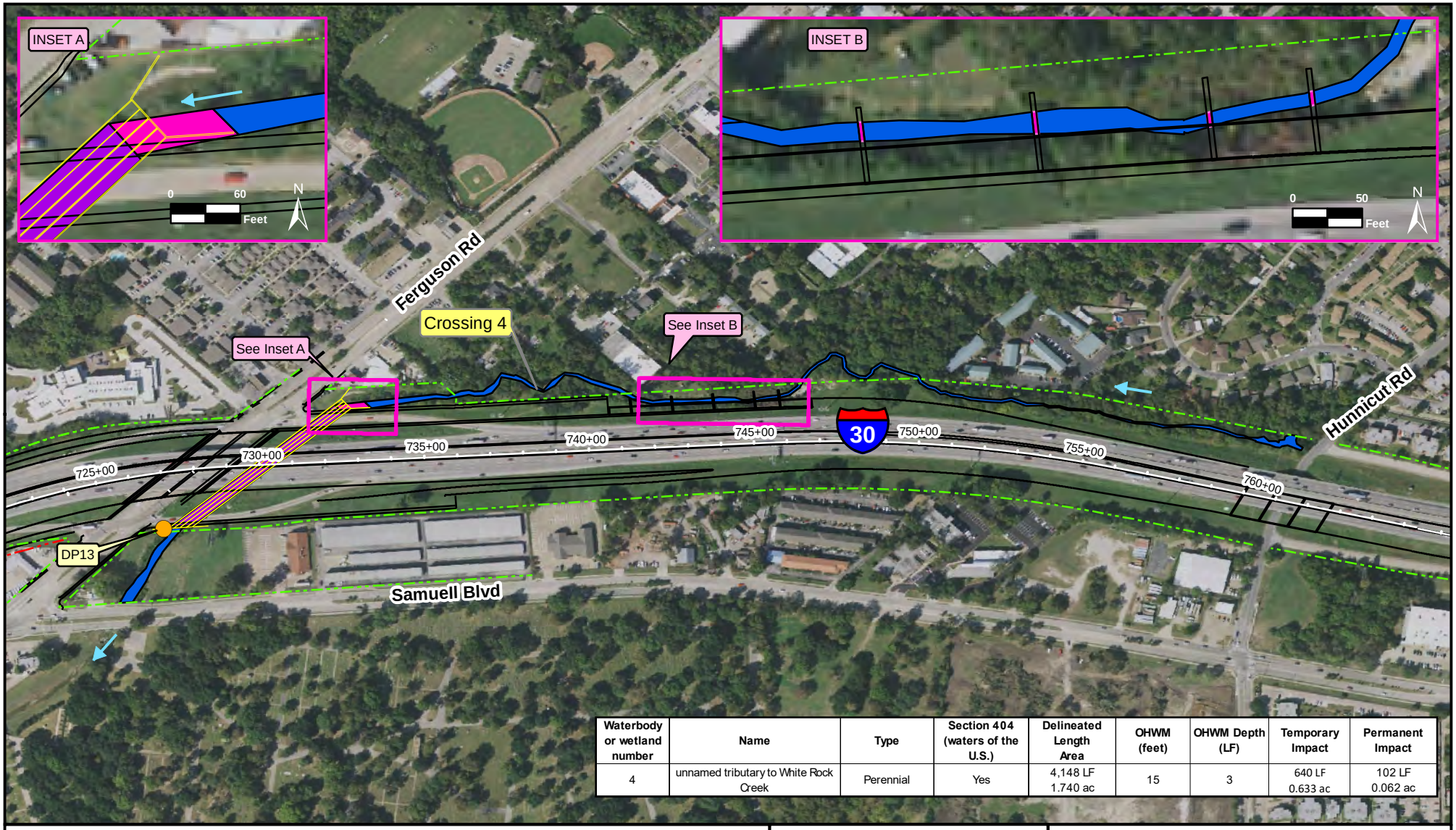
Water Feature Impacts Map Crossing 3

I-30 East Corridor Project

From I-45 to Ferguson Road

Dallas County, Texas
CSJs 0009-11-252, etc.

SHEET 3 of 4



Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
4	unnamed tributary to White Rock Creek	Perennial	Yes	4,148 LF 1.740 ac	15	3	640 LF 0.633 ac	102 LF 0.062 ac

LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

0 250 500 Feet

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Water Feature Impacts Map
Crossing 4

I-30 East Corridor Project
From I-45 to Ferguson Road

Dallas County, Texas
CSJs: 0009-11-252, etc.

SHEET 4 of 4

Fill in orange fields ONLY

2022 Congestion Management Process Project Form

Submitter Name	Agency Name	Date
Nathan Petter, P.E.	TxDOT Dallas District	8/22/2022

Email	Phone Number
nathan.petter@txdot.gov	214-320-6243

City

Dallas

Project Name

I-30 East Corridor

Facility Name

I-30

Project Limits (From)

I-45

Project Limits (To)

Ferguson Road

Does project add roadway capacity?

Yes

Project Description (Including TSM&O and TDM Strategies)

TxDOT project to reconstruct and widen I-30 from I-45 to Ferguson Road in Dallas, Texas, a distance of approximately 5 miles. The proposed improvements would include ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. Accommodations for bicycle and pedestrian travel along the project corridor are a component of project development.

Complementary TDM and TSM&O Projects in TIP (2020-2025)

Link to TIPINS Database

Project Name	TIP Code	CSJ #
Deep Ellum Bike/Pedestrian, Safety, Traffic Signal Improv.	25093	n/a (City of Dallas)
I-30 from I-35E to I-45 (addition of lanes, reconstruction)	13030	0009-11-254
Fair Park street grid safety study: I-30 (I-45 to Carroll Ave)	11662	n/a (NCTCOG)

Other Complementary Projects not in TIP

Project Name	Implementing Agency

Are the project limits within a current Metropolitan Transportation Plan Corridor?

Yes	MTP Reference #
	28.60.3

MTP Webpage

Roadway Reccomentdations Listing

Non-Regionally Significant Arterials

Was the segment evaluated in the 2021 CMP Update? Link to CMP Corridor Fact Sheets

Yes

CMP Segment Number	CMP Segment Facility	Facility Limit (From)	Facility Limit (To)
28.10	IH 30	IH 45	US 80

Functional Class

Number	Description
1	Interstate

Area Type

Outer Business District

Divided/Undivided

Divided

Number of Lanes

Enter Current	Enter Proposed
9	12

Next Step:

Consult CMP Fact Sheets for more information

CMP Corridor Evaluation Sheet

Facility Type: CMP Segment 28.10

Performance Measures:

Crash Rate	1	**Travel Time Reliability**	0
Travel Time Index	1	**Bridge/Pavement Condition**	0
Performance Measure Deficiencies?	2		

Eligibility Corridor is eligible, continue to asset evaluation and strategy selection

Asset Category Scores

Roadway Infrastructure	Low
Modal Options	Medium
Roadway Operations	Medium

Potential CMP Strategy Matches

#NAME?

Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Strategies can be selected from above or from Appendix C of the 2021 Congestion Management Process.

Link to Appendix C

Intersection Improvements; Reversible Lane Management; Active Traffic Management; Context Sensitive Design; Bike/Ped Improvements

If not implementing a congestion mitigation strategy, please select an exemption category from dropdown list.

Click to Select

Please provide a description of reason for exemption below.

Form Status **(Select one from option)**

Complete, ready for NCTCOG review

Congestion Management Corridor Fact Sheet

Corridor Information

Corridor Number	28.10
Facility	IH 30
From	IH 45
To	US 80
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	124	Needs Improvement
Travel Time Index (Recurring Congestion)	1.68	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.33	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	56	**Roadway Infrastructure Score**
Frontage Road Percentage	47	
Parallel Freeway Percentage	48	Low

Modal Options

Park and Rides within 1 mile of corridor	3	**Modal Options Score**
Parallel Light Rail as percentage of corridor length	26	Medium
Parallel Commuter Rail as percentage of corridor length	0	
*Parallel Bus Route as percentage of corridor length**	99	
*Bus Trip Density**	327	**Parallel Bus Route and Bus Density combine to form Combined Bus Availability which impacts Modal Options Score*
Combined Bus Availability	High	

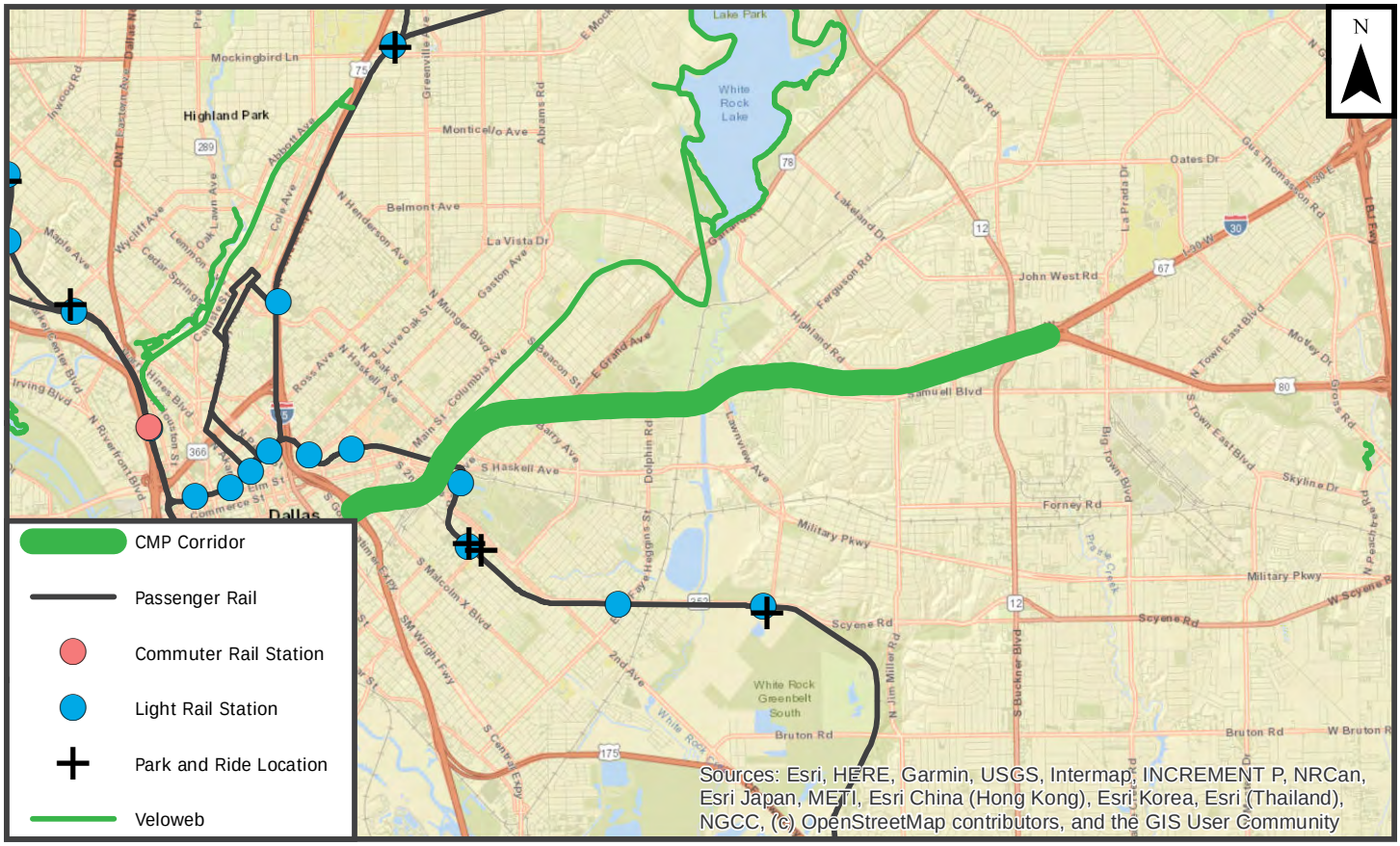
Operations

Shoulder Availability	Low	**Operations Score**
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D.

Congestion Management Process Corridor 28.10

IH 30 between IH 45 and US 80



Performance Statement

Demand reduction and operational

Asset Statement

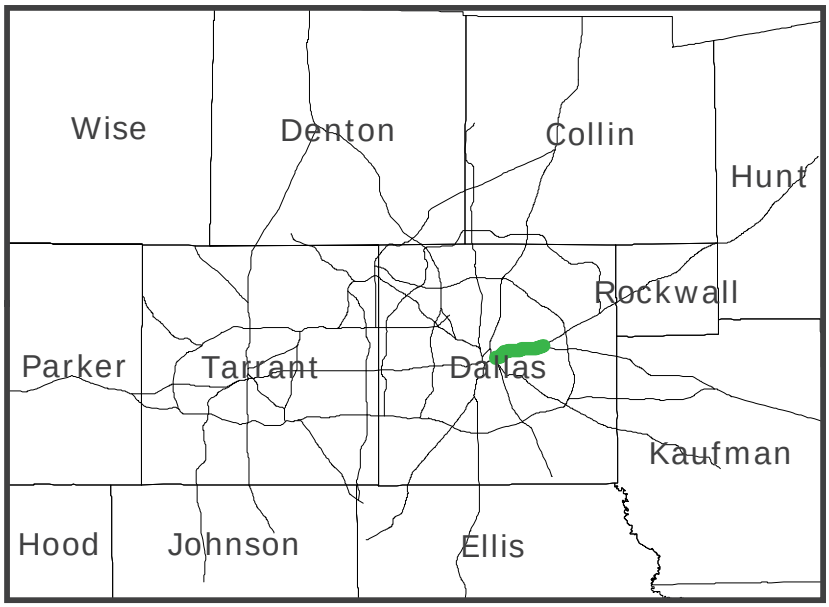
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy



Created: 7/7/2021

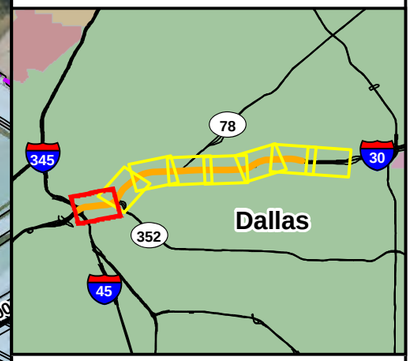
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 1 of 8



N
W
E
S

0 150 300 Feet

Begin Project
S Hall St
Chestnut St
Baylor St
Exposition Ave
1st Ave
S 2nd Ave
Hickory St
3rd Ave
S Malcolm X Blvd
Dawson St
Jeffries St
30
525+00
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
Map IDs 19/29
Map ID 32
Map ID 15
Map ID 38
Map ID 20
Map IDs 16/17/18
Map ID 40
Map ID 13
1719 Chestnut St

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
- Project Impacts Anticipated
- Centerline
- Proposed Right of Way
- Existing Right of Way
- Project Design Pavement
- Project Design Footprint

Texas Department of Transportation

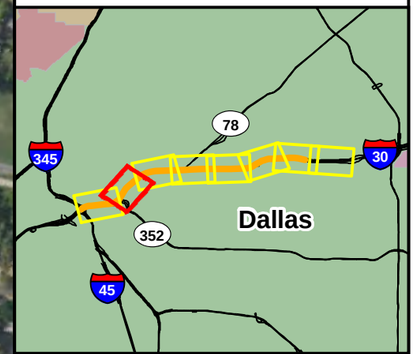
Base Map Sources:
TCEQ (2021), TNRIS (2020)

Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



0 150 300 Feet

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
- Project Impacts Anticipated
- Centerline
- Proposed Right of Way
- Existing Right of Way
- Project Design Pavement
- Project Design Footprint

Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)

Map ID 38
Map IDs 14/57
Map IDs 24/33
Map IDs 7/8/43
Map ID 35
Map IDs 9/10
Map IDs 5/6
Map ID 25
Map ID 4
S 2nd Ave
1st Ave
Exposition Ave
Haskell Ave
Commerce St
S Peak St
S Carroll Ave
3rd Ave
30
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00
600+0

Hazardous Materials Site Map

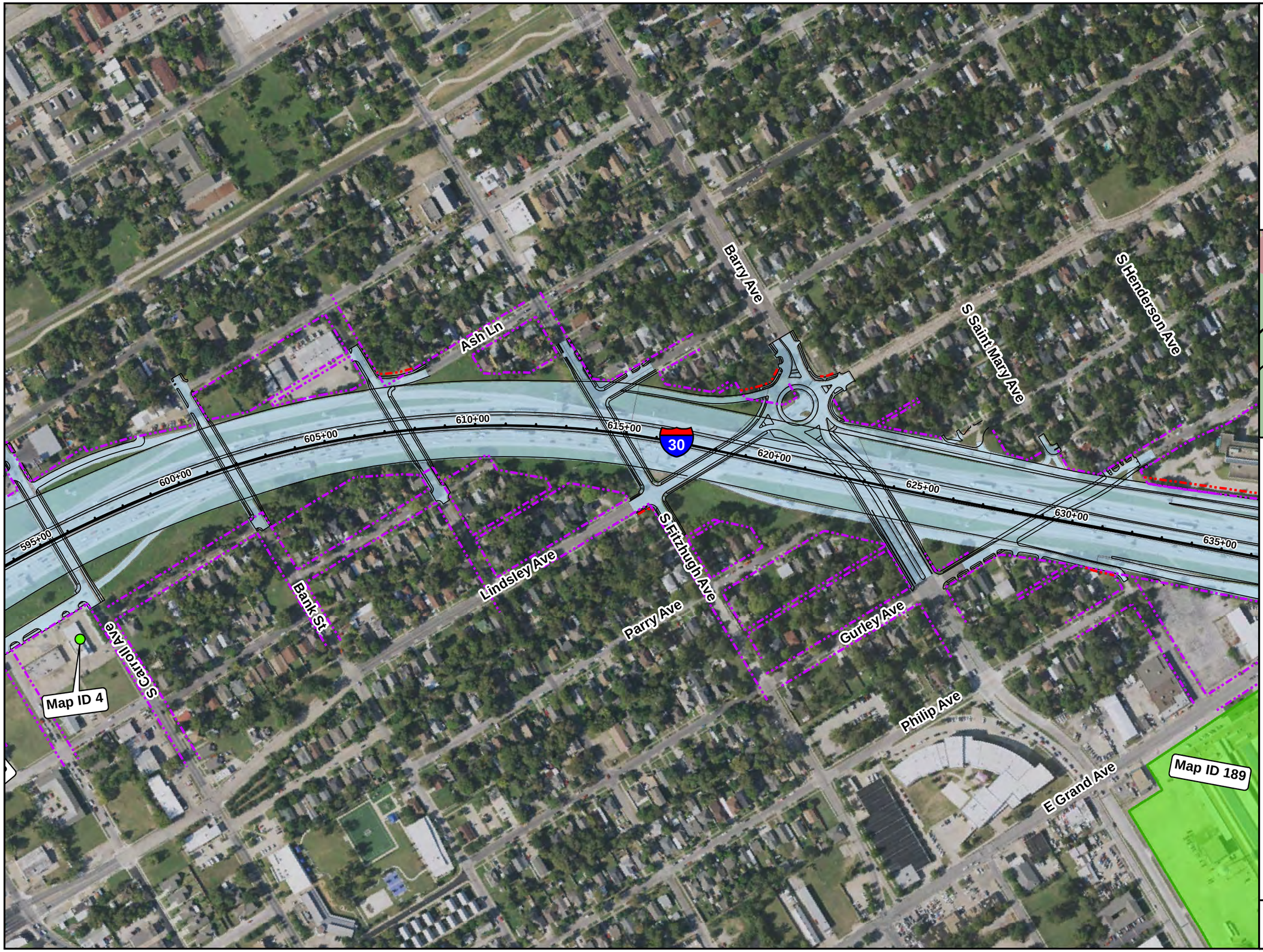
I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 3 of 8





N
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0 150 300 Feet

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
- Project Impacts Anticipated
- Centerline
- Proposed Right of Way
- Existing Right of Way
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- Project Design Footprint

Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)

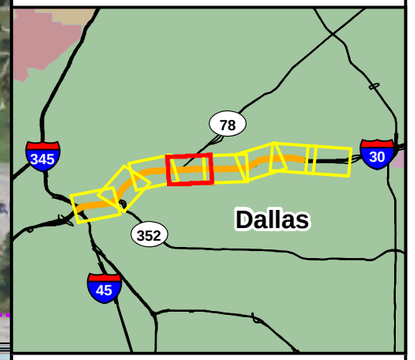
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 4 of 8



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Feet

Legend

- Low or No Potential for Project Impacts
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Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)

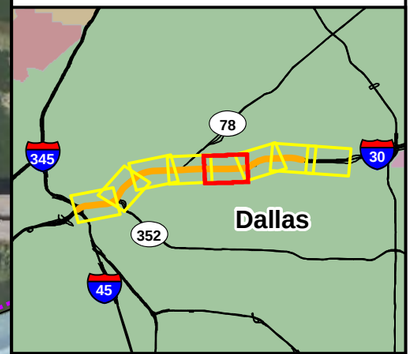
Hazardous Materials Site Map

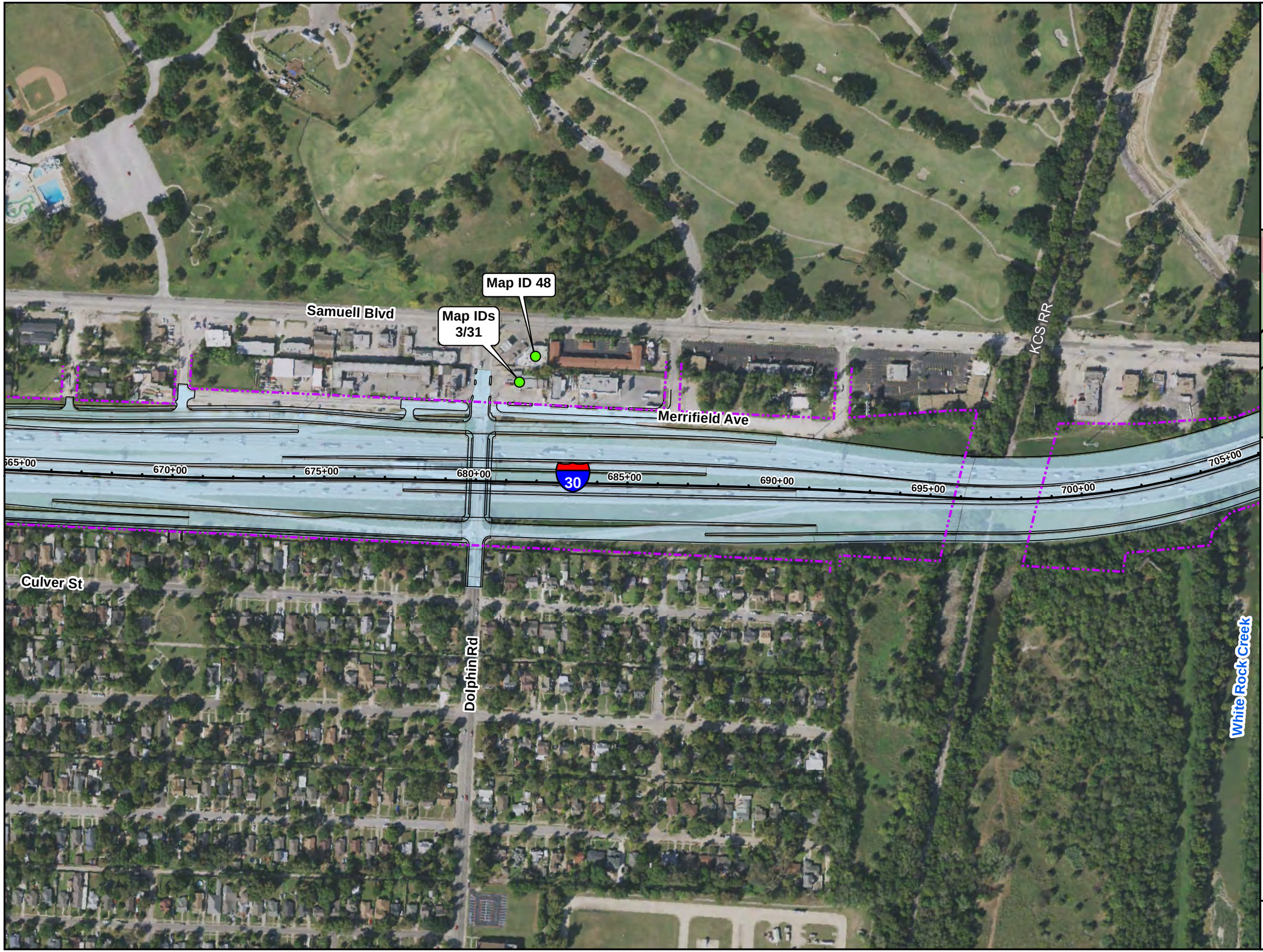
I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 5 of 8





N
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Legend

- Low or No Potential for Project Impacts
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Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)

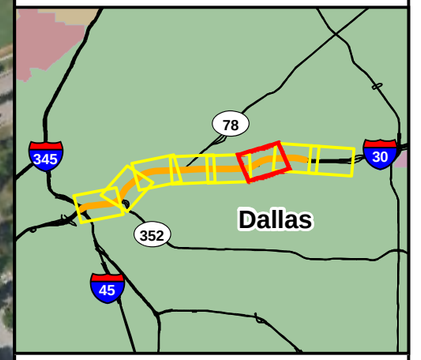
Hazardous Materials Site Map

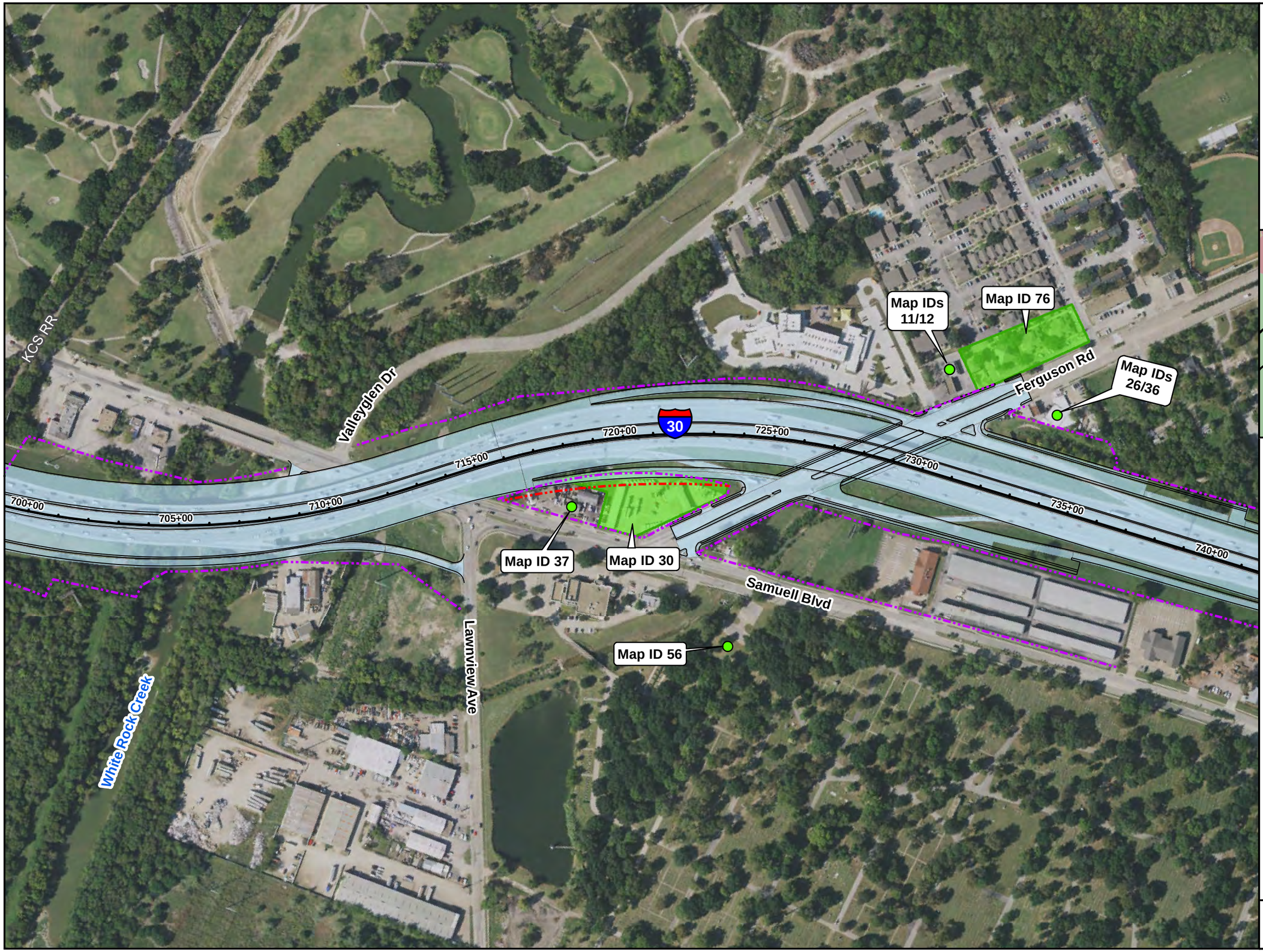
I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 6 of 8





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0 150 300 Feet

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Texas Department of Transportation

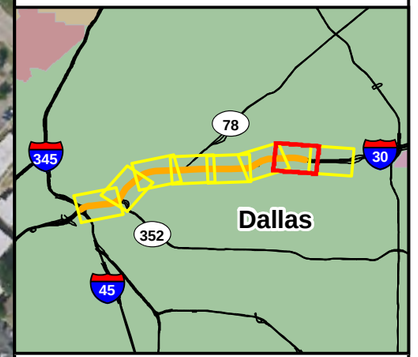
Base Map Sources:
TCEQ (2021), TNRIS (2020)

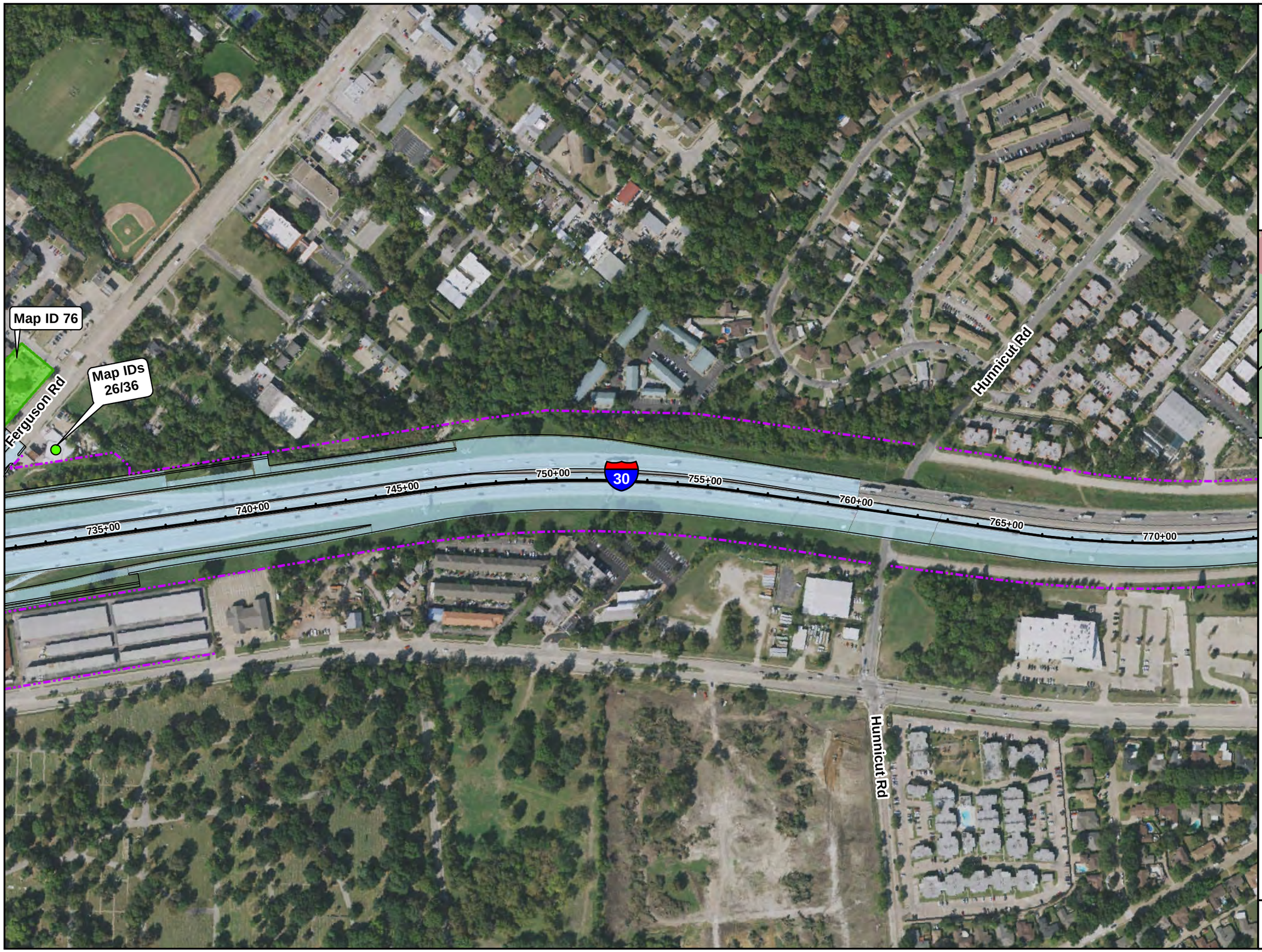
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
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0 150 300 Feet

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
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Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)

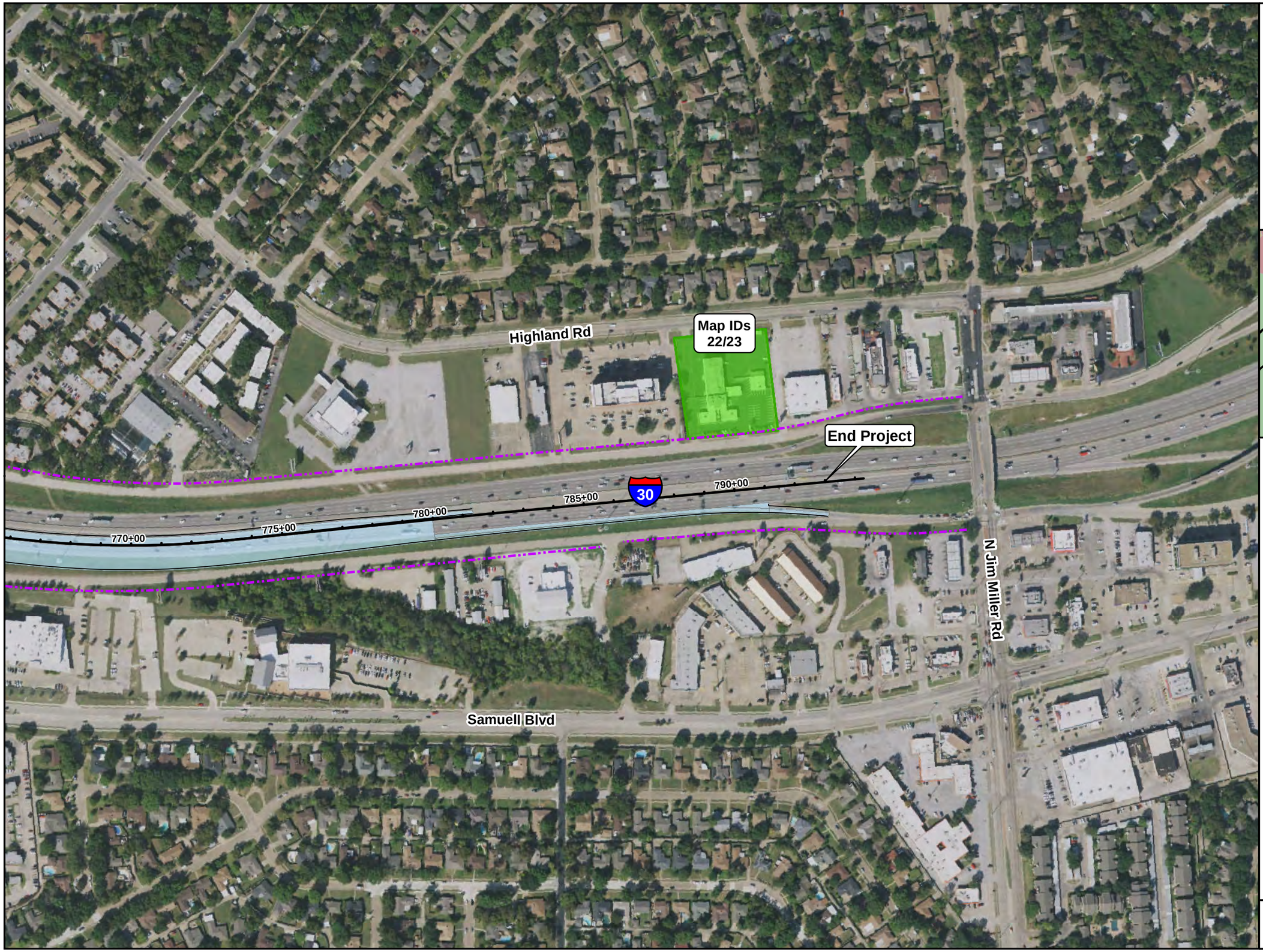
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
W E
S

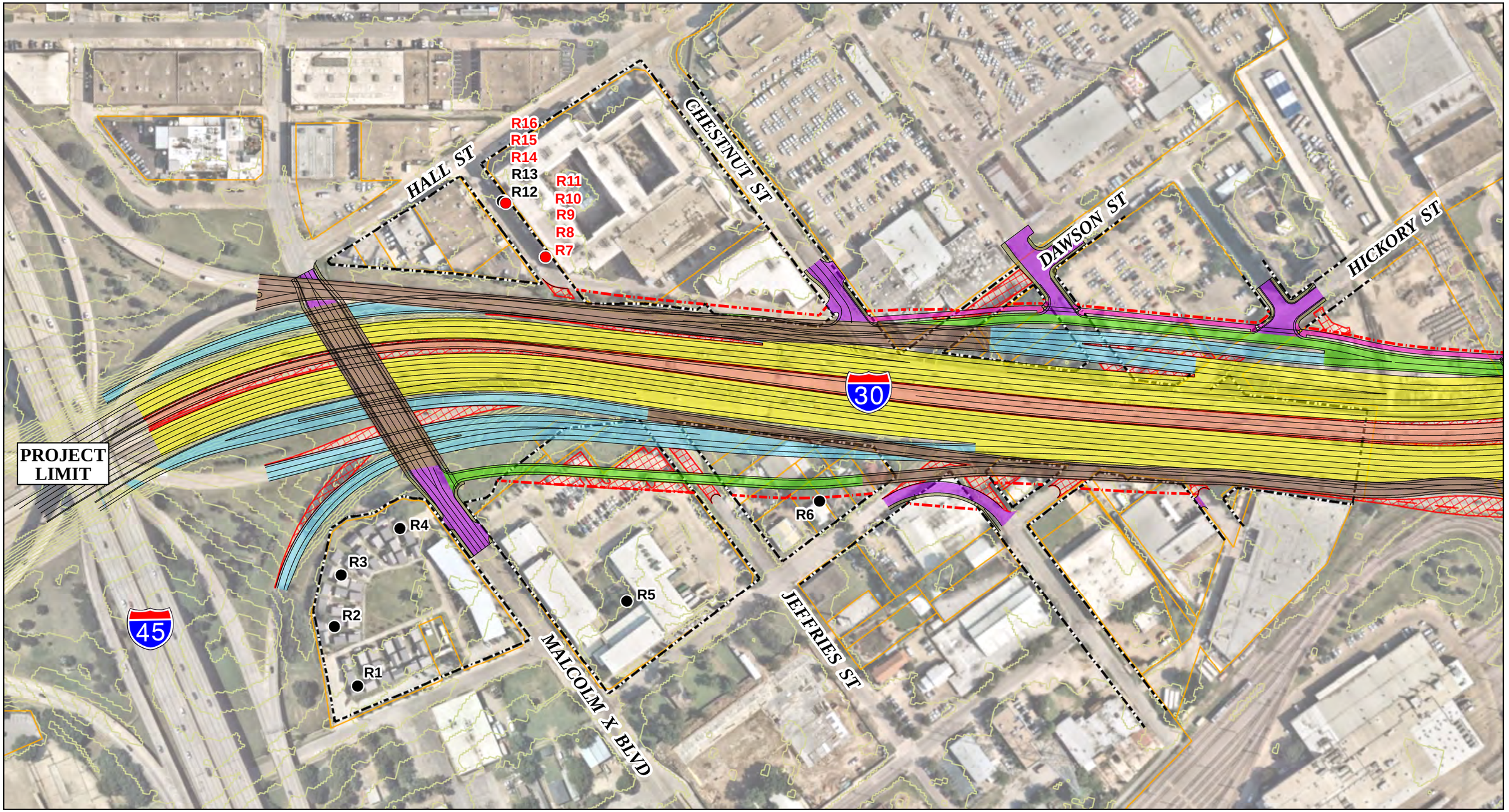
0 150 300
Feet

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
- Project Impacts Anticipated
- Centerline
- Proposed Right of Way
- Existing Right of Way
- Project Design Pavement
- Project Design Footprint

Texas Department of Transportation

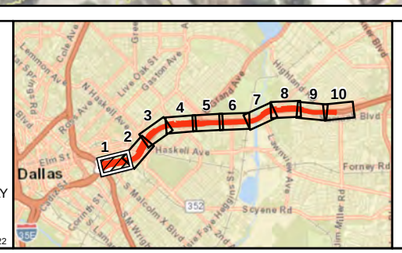
Base Map Sources:
TCEQ (2021), TNRIS (2020)



LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



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SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP SHEET 1 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HICKORY ST

2ND AVE

1ST AVE

EXPOSITION AVE

30

COMMERCE ST

ASH LN

HASKELL AVE

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
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- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



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SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 2 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

BIRCH ST
TERRY ST
R19
R36
R37
R38
ASH LN
R39
R40
R41
30
Proposed Noise Barrier 1-1
Proposed Noise Barrier 1-2
Proposed Noise Barrier 3
ASH LN
R22
R23
R24
R25
R26
R27
R28
R29
R30
Proposed Noise Barrier 1-3
R21
R18
R20
GARLAND AVE
R31
R32
R17
PEAK ST
CARROLL AVE
BANK ST
R33
R34
CALDWELL AVE
LINDSLEY AVE

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
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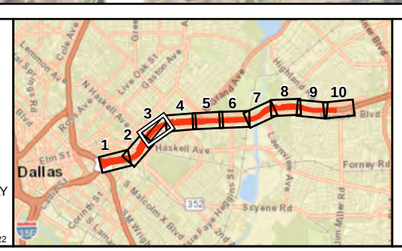
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

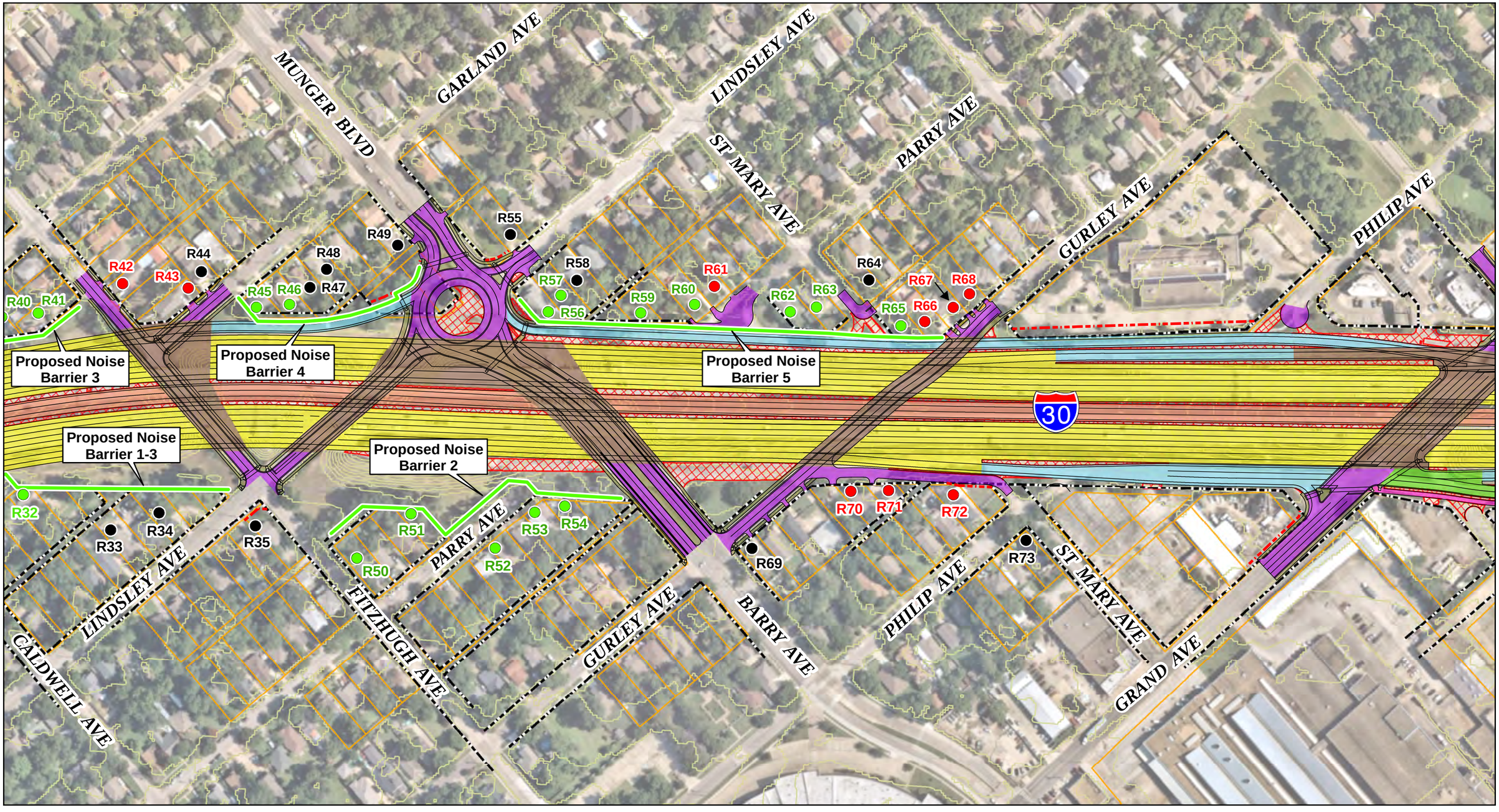
N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 3 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
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- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 4 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

PHILIP AVE
GRAND AVE
SAMUELL BLVD
SIBLEY AVE
OWENWOOD AVE
R77
R79
R80
30
Proposed Noise Barrier 6-1
R74
R75
R76
OLEANDER ST
FAIRVIEW AVE
WINSLOW AVE
BEEMAN AVE
R78
R81
R82
R83
R84
CULVER ST

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE IMPACTS MAP
SHEET 5 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

SAMUELL BLVD

OWENWOOD AVE

WINFIELD AVE

MERRIFIELD AVE

R80

30

Proposed Noise Barrier 6-1

Proposed Noise Barrier 6-2

Proposed Noise Barrier 6-3

R83 R84 R85 R86 R87 R88 R89 R90 R91 R92 R93 R94

CULVER ST

DOLPHIN RD

WINFIELD AVE

BOONE AVE

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
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- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE IMPACTS MAP
SHEET 6 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

R95
R97
SAMUELL BLVD
VALLEY GLEN DR
30
WHITE ROCK CREEK
LAWNVIEW AVE
SAMUELL BLVD

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
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- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



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SCALE IN FEET

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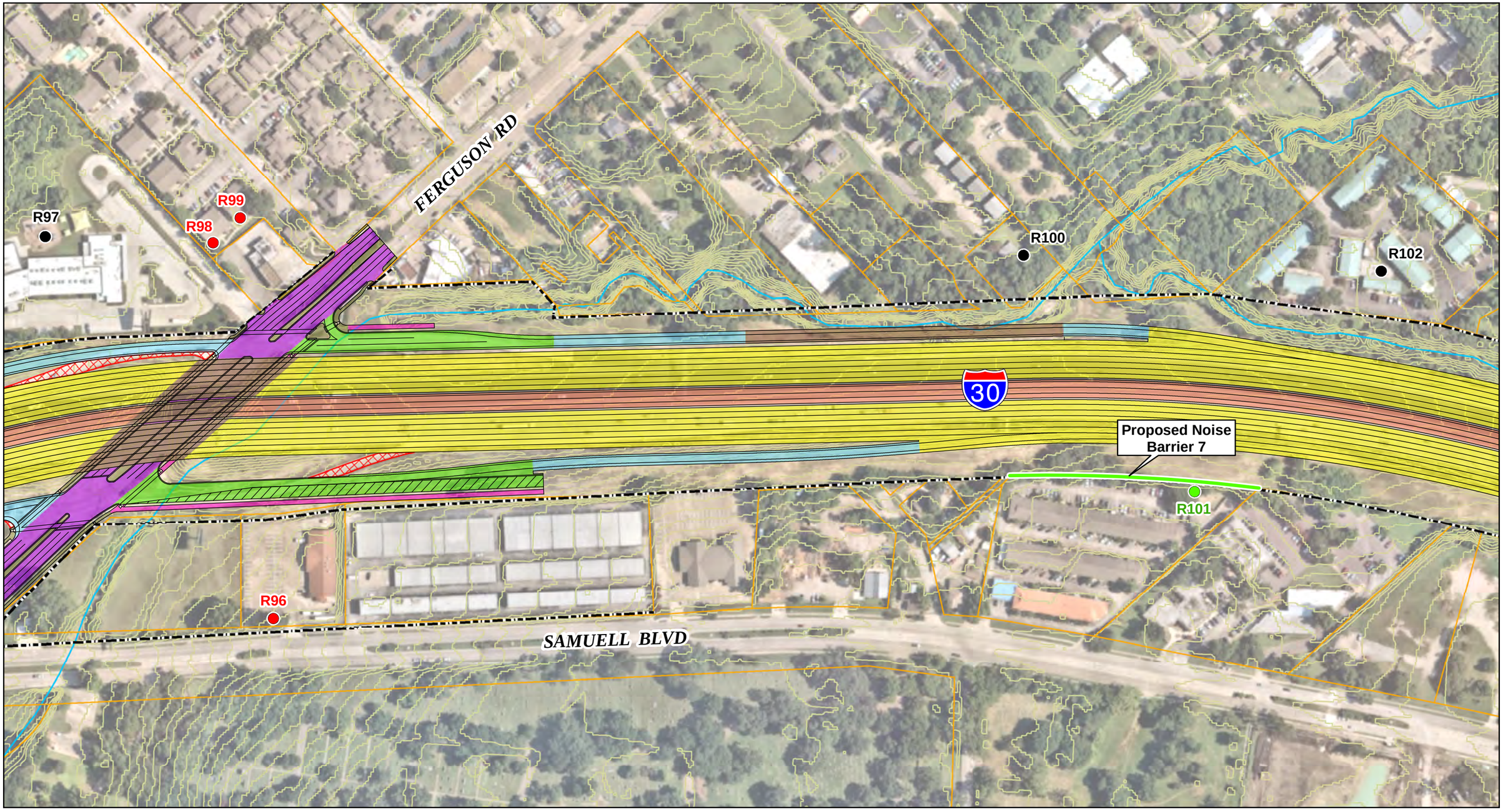
Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 7 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

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- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
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- EXISTING ROW
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- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

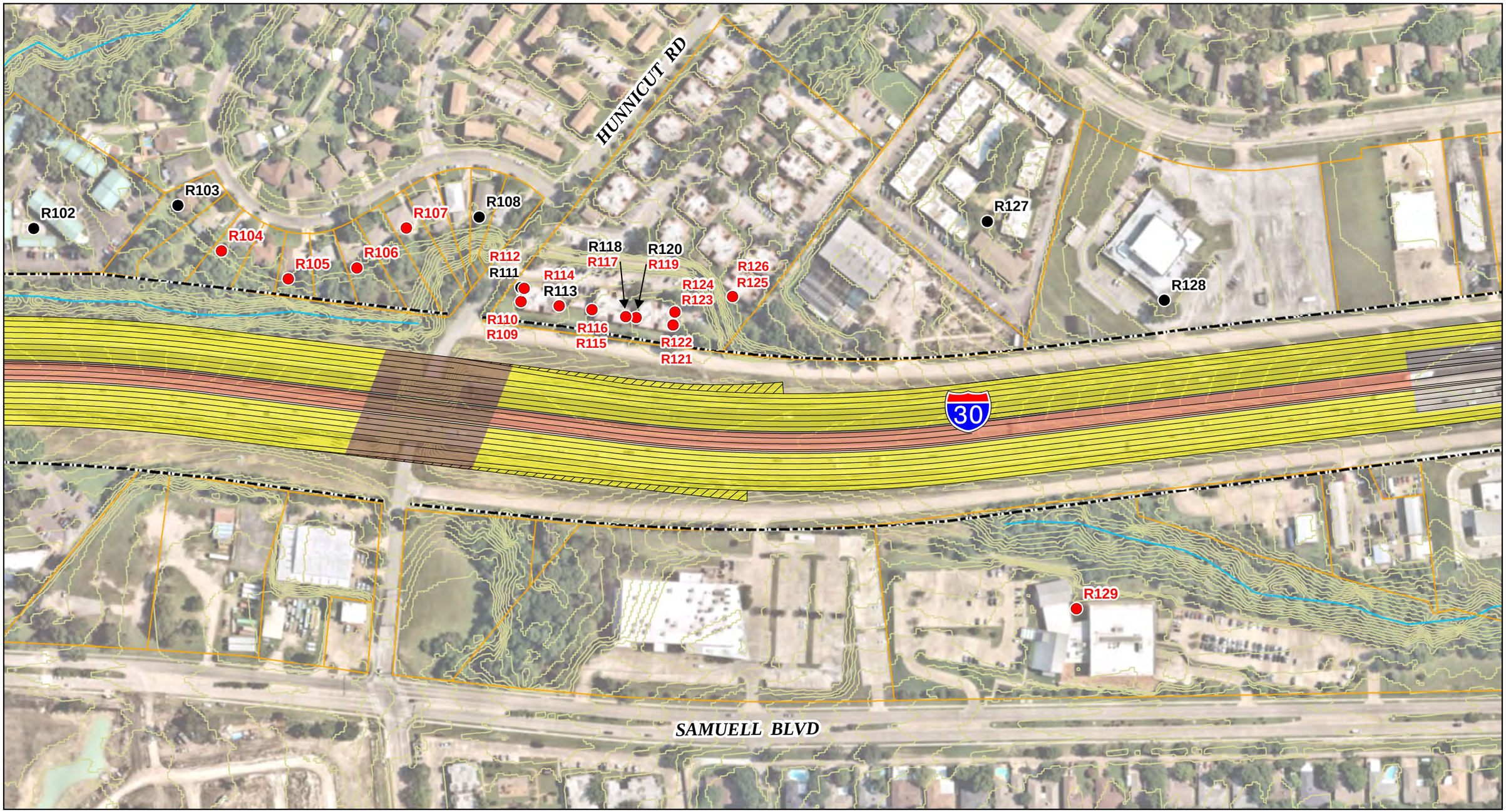
N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 8 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

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- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
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SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 9 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HIGHLAND RD

PROJECT LIMIT

JIM MILLER RD

SAMUELL BLVD

30

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
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SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 10 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Cat-egory	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R1: The Cottages at Hickory Crossing - Front Porch	B	67	59	62	3	No
R2: The Cottages at Hickory Crossing - Front Porch	B	67	60	62	2	No
R3: The Cottages at Hickory Crossing - Front Porch	B	67	58	60	2	No
R4: The Cottages at Hickory Crossing - Front Porch	B	67	61	62	1	No
R5: City Square (Non-Profit Organization) - Bench	C	67	58	58	0	No
R6: Residential - Backyard	B	67	67	61	-6	No
R7: The Crosby Apts. - Patio	**B**	**67**	**67**	**67**	**0**	**Yes**
R8: The Crosby Apts. - 2nd Floor Balcony	**B**	**67**	**70**	**72**	**2**	**Yes**
R9: The Crosby Apts. - 3rd Floor Balcony	**B**	**67**	**72**	**74**	**2**	**Yes**
R10: The Crosby Apts. - 4th Floor Balcony	**B**	**67**	**73**	**75**	**2**	**Yes**
R11: The Crosby Apts. - 5th Floor Balcony	**B**	**67**	**73**	**75**	**2**	**Yes**
R12: The Crosby Apts. - Patio	B	67	60	59	-1	No
R13: The Crosby Apts. - 2nd Floor Balcony	B	67	63	63	0	No
R14: The Crosby Apts. - 3rd Floor Balcony	**B**	**67**	**66**	**67**	**1**	**Yes**
R15: The Crosby Apts. - 4th Floor Balcony	**B**	**67**	**68**	**69**	**1**	**Yes**
R16: The Crosby Apts. - 5th Floor Balcony	**B**	**67**	**69**	**70**	**1**	**Yes**
R17: Joe's Seafood - Outside Seating	E	72	70	68	-2	No
R18: Paleteria La Michoacana (Restaurant) - Outside Seating	E	72	69	64	-5	No
R19: Residential - Pool	B	67	65	59	-6	No
R20: Residential - Front Porch	B	67	69	64	-5	No
R21: Residential - Front Porch	B	67	71	62	-9	No
R22: Residential - Front Porch	B	67	71	65	-6	No

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Cat-egory	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R23: Iglesia Mi Casa De Oracion (Place of Worship)[1]	D	52	47	41	-6	No
R24: Residential - Front Porch	**B**	**67**	**72**	**68**	**-4**	**Yes**
R25: Residential - Back Porch	B	67	67	57	-10	No
R26: Residential - Fire Pit	B	67	73	65	-8	No
R27: Residential - Fire Pit	B	67	73	63	-10	No
R28: Residential - Backyard	B	67	74	65	-9	No
R29: Residential - Backyard	**B**	**67**	**75**	**69**	**-6**	**Yes**
R30: Residential - Backyard	**B**	**67**	**76**	**76**	**0**	**Yes**
R31: Residential - Front Porch	B	67	72	65	-7	No
R32: Residential - Front Porch	B	67	73	63	-10	No
R33: Residential - Backyard	B	67	69	59	-10	No
R34: Residential - Back Porch	B	67	71	63	-8	No
R35: Residential - Front Porch	B	67	69	65	-4	No
R36: Residential - Front Porch	**B**	**67**	**74**	**68**	**-6**	**Yes**
R37: Residential - Front Porch	B	67	73	65	-8	No
R38: Residential Duplex - Front Porch	B	67	71	62	-9	No
R39: Residential - Back Porch	**B**	**67**	**74**	**67**	**-7**	**Yes**
R40: Residential - Backyard	B	67	60	63	3	No
R41: Residential - Backyard	**B**	**67**	**70**	**68**	**-2**	**Yes**
R42: Residential - Front Porch	**B**	**67**	**68**	**67**	**-1**	**Yes**
R43: Residential - Backyard	**B**	**67**	**69**	**67**	**-2**	**Yes**
R44: Residential - Front Porch	B	67	68	63	-5	No
R45: Residential - Back Porch	**B**	**67**	**70**	**69**	**-1**	**Yes**
R46: Residential - Back Porch	**B**	**67**	**71**	**68**	**-3**	**Yes**
R47: Residential - Backyard	B	67	70	64	-6	No
R48: Residential - Back Porch	B	67	69	62	-7	No
R49: Residential - Back Porch	B	67	69	65	-4	No
R50: Residential Duplex - Back Porch	B	67	67	63	-4	No
R51: Residential - Backyard	**B**	**67**	**67**	**66**	**-1**	**Yes**
R52: Residential - Front Porch	B	67	68	60	-8	No

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R53: Residential - Front Porch	**B**	**67**	**69**	**66**	**-3**	**Yes**
R54: Residential - Front Porch	**B**	**67**	**70**	**71**	**1**	**Yes**
R55: Residential - Front Porch	B	67	69	64	-5	No
R56: Residential - Backyard	**B**	**67**	**72**	**72**	**0**	**Yes**
R57: Residential - Backyard	**B**	**67**	**70**	**67**	**-3**	**Yes**
R58: Residential - Back Porch	B	67	70	64	-6	No
R59: Residential - Trampoline	**B**	**67**	**72**	**71**	**-1**	**Yes**
R60: Residential - Front Porch	**B**	**67**	**72**	**70**	**-2**	**Yes**
R61: Residential - Front Porch	**B**	**67**	**71**	**67**	**-4**	**Yes**
R62: Residential - Backyard	**B**	**67**	**75**	**75**	**0**	**Yes**
R63: Residential - Back Porch	**B**	**67**	**73**	**73**	**0**	**Yes**
R64: Residential - Fire Pit	B	67	71	65	-6	No
R65: Residential - Front Porch	**B**	**67**	**76**	**77**	**1**	**Yes**
R66: Residential - Front Porch	**B**	**67**	**76**	**76**	**0**	**Yes**
R67: Residential - Front Porch	**B**	**67**	**74**	**73**	**-1**	**Yes**
R68: Residential - Front Porch	**B**	**67**	**73**	**70**	**-3**	**Yes**
R69: Residential - Front Porch	B	67	69	64	-5	No
R70: Residential - Front Porch	**B**	**67**	**74**	**67**	**-7**	**Yes**
R71: Residential - Front Porch	**B**	**67**	**75**	**68**	**-7**	**Yes**
R72: Residential - Backyard	**B**	**67**	**75**	**68**	**-7**	**Yes**
R73: Residential - Front Porch	B	67	71	63	-8	No
R74: Residential - Front Porch	**B**	**67**	**69**	**68**	**-1**	**Yes**
R75: Residential - Basketball Hoop	**B**	**67**	**70**	**68**	**-2**	**Yes**
R76: Residential - Front Porch	B	67	69	64	-5	No
R77: Starbuck's - Outside Seating	E	72	71	68	-3	No
R78: Saint Luke Community United Methodist Church (Place of Worship) - Playground	**C**	**67**	**74**	**70**	**-4**	**Yes**
R79: Residential - Front Porch	B	67	70	62	-8	No
R80: Residential - Front Porch	B	67	67	62	-5	No
R81: Residential - Backyard	**B**	**67**	**71**	**68**	**-3**	**Yes**
R82: Residential - Backyard	**B**	**67**	**68**	**67**	**-1**	**Yes**

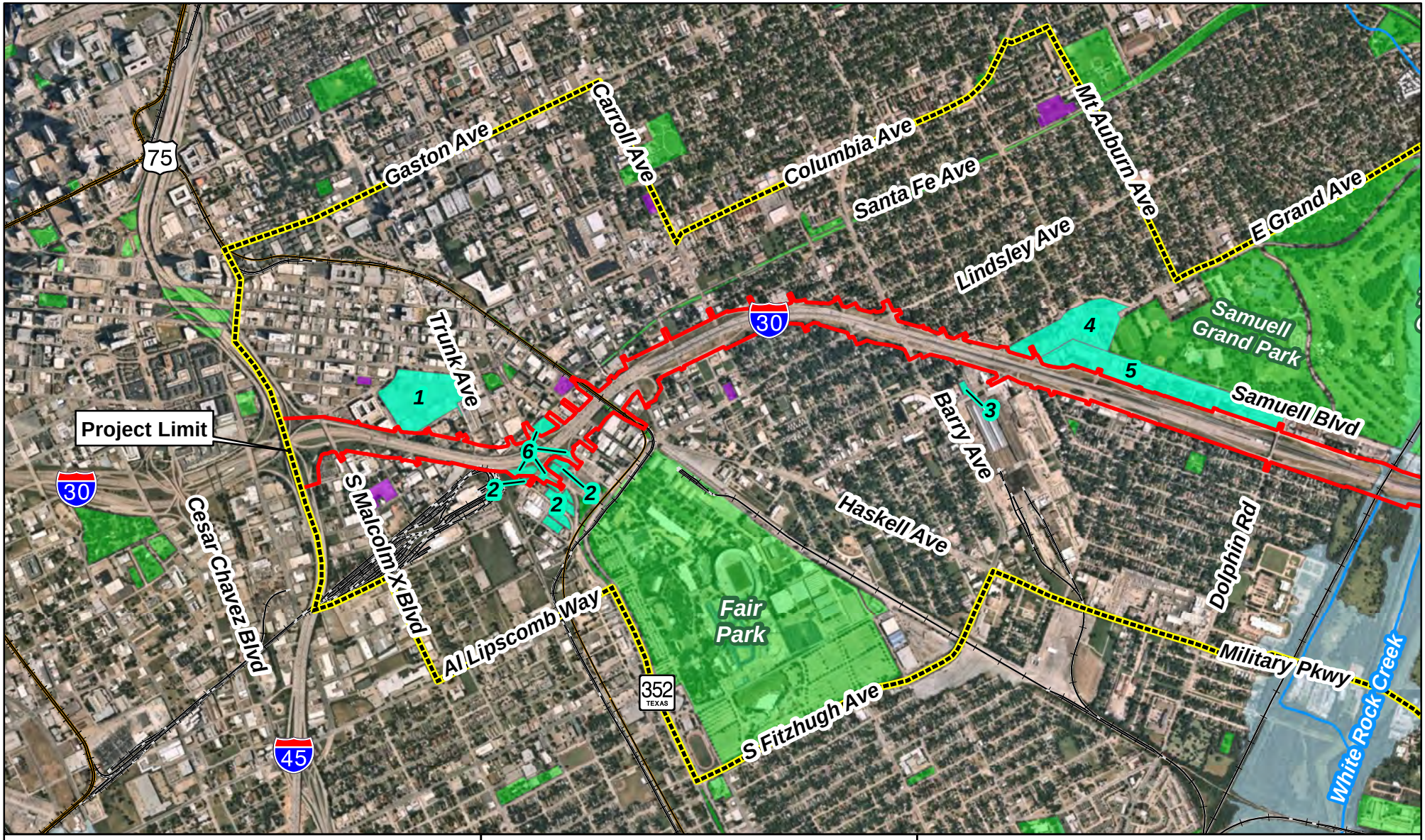
Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R83: Residential - Backyard	**B**	**67**	**67**	**68**	**1**	**Yes**
R84: Residential - Backyard	**B**	**67**	**69**	**67**	**-2**	**Yes**
R85: Residential - Backyard	**B**	**67**	**70**	**71**	**1**	**Yes**
R86: Residential - Backyard	**B**	**67**	**69**	**72**	**3**	**Yes**
R87: Residential - Backyard	**B**	**67**	**68**	**67**	**-1**	**Yes**
R88: Residential - Backyard	**B**	**67**	**68**	**68**	**0**	**Yes**
R89: Residential - Backyard	**B**	**67**	**66**	**66**	**0**	**Yes**
R90: Residential - Backyard	**B**	**67**	**66**	**67**	**1**	**Yes**
R91: Residential - Backyard	**B**	**67**	**66**	**68**	**2**	**Yes**
R92: Residential - Backyard	**B**	**67**	**69**	**72**	**3**	**Yes**
R93: Residential - Backyard	**B**	**67**	**69**	**73**	**4**	**Yes**
R94: Residential - Backyard	**B**	**67**	**69**	**71**	**2**	**Yes**
R95: Taqueria Mamita (Restaurant) - Outside Seating	E	72	70	69	-1	No
R96: House of Prayer Word Outreach (Place of Worship) - Picnic Tables	**C**	**67**	**69**	**67**	**-2**	**Yes**
R97: Uplift White Rock Hills Preparatory (School) - Playground	C	67	57	59	2	No
R98: White Rock Hills Townhomes - Front Porch	**B**	**67**	**68**	**68**	**0**	**Yes**
R99: White Rock Hills Townhomes - Front Porch	**B**	**67**	**66**	**67**	**1**	**Yes**
R100: Residential - Back Porch	B	67	67	64	-3	No
R101: 46 Eleven Apts. - Picnic Tables	**B**	**67**	**75**	**77**	**2**	**Yes**
R102: Pecan Grove Apts. - Picnic Tables	B	67	52	53	1	No
R103: Residential - Back Porch	B	67	70	65	-5	No
R104: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R105: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R106: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R107: Residential Duplex - Back Porch	**B**	**67**	**67**	**66**	**-1**	**Yes**
R108: Residential Duplex - Backyard	B	67	66	65	-1	No
R109: Casa Pacifica Apts. - Patio	**B**	**67**	**68**	**66**	**-2**	**Yes**

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R110: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R111: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R112: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**67**	**-4**	**Yes**
R113: Casa Pacifica Apts. - Patio	B	67	66	65	-1	No
R114: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R115: Casa Pacifica Apts. - Patio	**B**	**67**	**68**	**66**	**-2**	**Yes**
R116: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R117: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**69**	**-2**	**Yes**
R118: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R119: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**69**	**-2**	**Yes**
R120: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R121: Casa Pacifica Apts. - Patio	**B**	**67**	**71**	**68**	**-3**	**Yes**
R122: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**73**	**72**	**-1**	**Yes**
R123: Casa Pacifica Apts. - Patio	**B**	**67**	**70**	**67**	**-3**	**Yes**
R124: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**72**	**71**	**-1**	**Yes**
R125: Casa Pacifica Apts. - Patio	**B**	**67**	**71**	**69**	**-2**	**Yes**
R126: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**72**	**71**	**-1**	**Yes**
R127: Los Robles Apts. - Playground	B	67	61	63	2	No
R128: Mountain View Church of Christ (Place of Worship)[2]	D	52	38	41	3	No
R129: Dallas Children's Advocacy Center (Non-Profit Organization) - Courtyard	**C**	**67**	**69**	**68**	**-1**	**Yes**

Note: Bold receiver number indicates an absolute or relative criterion potential noise impact. An interior noise reduction factor of 25 dB(A)[1] or 35 dB(A)[2], per TxDOT's 2019 *Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise,* was applied to NAC category "D" receivers.
Abbreviations: NAC, Noise Abatement Criteria; dB(A), A-weighted decibel; Leq, average/equivalent sound level.



Legend

- Project AOI
- I-30 East Corridor Limits
- Potential Induced Growth Area
- Railroad
- DART Rail
- Stream/Creek

Non-Candidate Areas for Induced Growth

- Planned Project
- Cemetery
- Park/Open Space
- 100-Year Floodplain

0 2,000 4,000 Feet

N

Texas Department of Transportation

Map Date: 2/24/2022
Aerial Source: Nearmap/2022
Data Sources: City of Dallas, FEMA, NCTCOG, NHD

Project Area of Influence (AOI) Map

(Page 1 of 2)

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



Legend

- Project AOI
- I-30 East Corridor Limits
- Potential Induced Growth Area
- Railroad
- DART Rail
- Stream/Creek

Non-Candidate Areas for Induced Growth

- Planned Project
- Cemetery
- Park/Open Space
- 100-Year Floodplain

0 2,000 4,000 Feet

N

Texas Department of Transportation

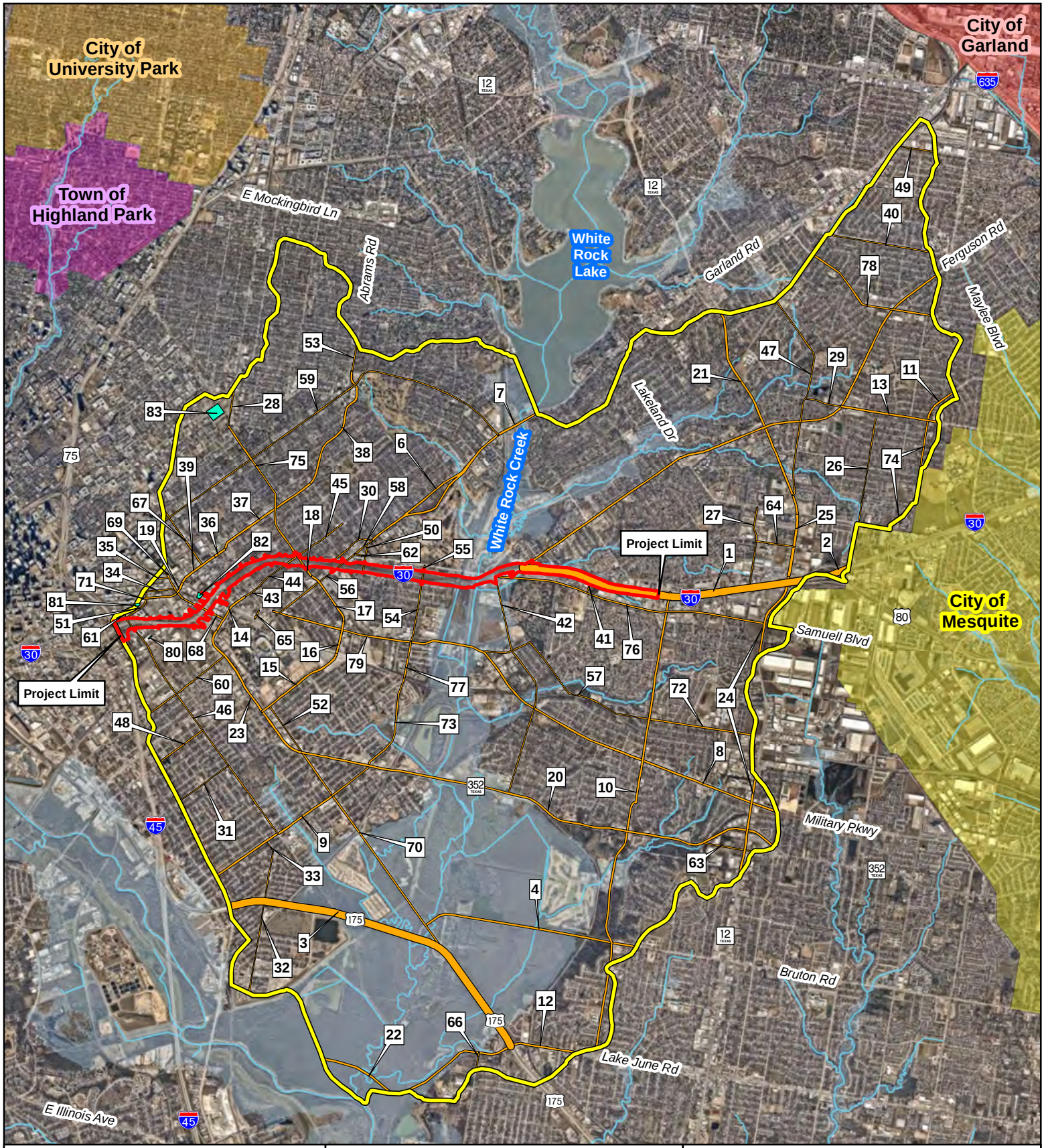
Map Date: 2/24/2022
Aerial Source: Nearmap/2022
Data Sources: City of Dallas, FEMA, NCTCOG, NHD

Project Area of Influence (AOI) Map

(Page 2 of 2)

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



Legend

- I-30 East Corridor Limits
- RSA Boundary
- Reasonably Foreseeable Roadway Project
- Reasonably Foreseeable Development Project
- Stream/Creek
- 100-Year Floodplain

0 6,000 12,000 Feet

N

Texas Department of Transportation

Map Date: 3/17/2022
Aerial Source: Nearmap / 2022

Project Resource Study Area (RSA) Map

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

APPENDIX F

RESOURCE AGENCY COORDINATION

DESCRIPTION	# PAGES
Texas Parks and Wildlife Department (TPWD): Email coordination record	5
TPWD: Form – Initial Documentation of TPWD BMPs for Project (2022)	3
TPWD: Form – Updated Documentation of TPWD BMPs for Project (2023)	7
Texas Commission on Environmental Quality (TCEQ): Letter of concurrence	1
Texas Historical Commission (THC) – Section 106 Review of HRSR Determinations of Eligibility and Effect; and Section 4(f) Notification of Section r(f) Analysis Underway	8
THC: Section 106 Review of Determination of Adverse Effect; and Section 4(f) Review of Individual Alternative Analysis and De Minimis Impacts	5
Department of the Interior (DOI): Comments on the TxDOT Section 4(f) Individual Evaluation	2

Coordination with TPWD

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Monday, July 24, 2023 4:44 PM
To: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Jan Heady <Jan.Heady@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Melissa Meyer <Melissa.Meyer@txdot.gov>
Subject: RE: CSJ 009-11-252 I-30 EC From I-45 to Ferguson Road Request for Coordination of EA.

Mohammed,

TPWD has received the Notice of Availability for the Draft Environmental Assessment (EA) regarding the above referenced project. TPWD reviewed the Draft EA and offers the following information and recommendations concerning the project.

Recommendation: TPWD notes that Appendix F: Resource Agency Coordination of the Draft EA (Pages 236-230) includes TxDOT's Form 310.01, Version 1, Effective Date: September 2021 *"Documentation of Texas Parks and Wildlife Department Best Management Practices"* (TPWD BMP form). TxDOT has updated the TPWD BMP form to Version 2, Effective Date: April 2022 found on TxDOT's Natural Resources Toolkit Website (see link: 300-04-frm.docx (live.com)). TPWD recommends including the newer TPWD BMP form, Version 2 in Appendix F and updating the Draft EA.

Recommendation: TPWD previously requested on May 31, 2022, during *Initial Collaborative Review* that TxDOT revise the TPWD BMP form to add the full language of all individual BMP within a Category (i.e., bulleted list rather than general category name). TPWD continues to recommend that TxDOT list the full language of all individual BMP on the newer TPWD BMP form, Version 2 and update the Draft EA.

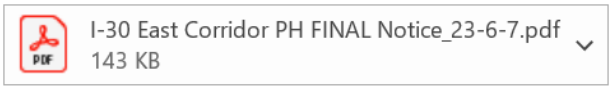
Thank you for submitting the following project for coordination of an Environmental Assessment (EA): I-30 from I-45 to Ferguson Road (CSJ: 0009-11-252). TPWD appreciates TxDOT's commitment to implement the practices listed in the Draft EA (June 2023) submitted on June 14, 2023. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.207(f) of the 2021 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,
Suzanne Walsh
Transportation Conservation Coordinator
Phone: (512) 389-4579

Coordination with TPWD

From: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Sent: Wednesday, June 14, 2023 2:33 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Jan Heady <Jan.Heady@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Melissa Meyer <Melissa.Meyer@txdot.gov>; Jaynes, Rich <rJaynes@halff.com>
Subject: CSJ 009-11-252 I-30 EC From I-45 to Ferguson Road Request for Coordination of EA.



Good Afternoon,
TxDOT requests coordination of EA for the I-30 (CSJ's 0009-11-252 & 0009-11-251) From I-45 to Ferguson Road in Dallas County, Texas. The proposed project would widen this section of I-30 from eight mainlanes (four in each direction) to ten mainlanes (five in each direction) and add two reversible managed lanes in the center median. The total distance is approximately 5.0 miles.. The following file name for the approved draft EA is available in ECOS:

1. APPROVED 0009-11-252 I30EC Draft EA.pdf

Attached is the approved Notice for a Public Hearing that contains Links to the approved draft EA and other project materials. The public hearing is scheduled to take place on June 29, 2023 with a comment period that ends July 14, 2023. If there are any questions about the project or any related project information/materials please contact the following environmental PM below:
Mohammed Shaikh
Environmental Program Manager
Dallas District
4777 E. US Highway 80
Mesquite, TX 75150-6643
(214)-320-6148
Mohammed.Shaikh@txdot.gov

As general timeline information, the Approved Final EA and FONSI is expected to be signed sometime towards the end of November or beginning of December 2023.

Thank you,
Mohammed Shaikh

From: Kelley Bayne <Kelley.Bayne@txdot.gov>
Sent: Thursday, June 9, 2022 8:58 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Hi Suzanne

Thank you for the recommendation provided on May 31, 2022. Please see TxDOT's response below. TxDOT will provide notification to TPWD of upcoming scoping or public meetings and availability of the draft EA.

TPWD Comment 1: TPWD recommends that the Draft EA provide the language for all species-specific and individual BMPs within a category (i.e., bulleted list) that TxDOT will commit to the project from TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources.*

TxDOT Response 1: Based on potential fluctuations of project design and conditions that can occur between project environmental clearance and construction, the TxDOT Dallas District provides a bulleted list referencing the applicable standard and taxa BMPs where all specific actions listed within each can be performed as relevant to the project during and prior to construction. Additionally, documentation for BMPs will be in the form *Documentation of Texas Parks and Wildlife Department Best Management Practices* and that the form will be included as part of an appendix in the EA.

Thank you for your continued assistance with this project.
Kelley

Texas Department of Transportation
Kelley Bayne *(she/her/hers)*
Environmental Specialist
Dallas District Environmental
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-4426
Kelley.Bayne@txdot.gov

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Tuesday, May 31, 2022 7:10 PM

To: Kelley Bayne <Kelley.Bayne@txdot.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Kelley,

Thank you for your patience.

TPWD appreciates efforts by TxDOT to minimize the amount of native vegetation proposed for clearing, particularly riparian vegetation and mature trees and shrubs within the project area.

TPWD recommends that the Draft EA provide the language for all species-specific and individual BMPs within a category (i.e., bulleted list) that TxDOT will commit to the project from TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources.*

Please feel free to contact me if you need any assistance. TPWD would also appreciate being notified about any upcoming scoping or public meetings for this project and looks forward to reviewing the draft EA when it is available.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, April 14, 2022 1:34 PM
To: Kelley Bayne <Kelley.Bayne@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 48417. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

Coordination with TPWD

From: Kelley Bayne <Kelley.Bayne@txdot.gov>
Sent: Friday, April 8, 2022 1:00 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Hello

TxDOT requests initial collaborative review for the I-30 East Corridor project in Dallas County, Texas. Please see ECOS for a project description. The project extends along I-30 from approximately I-45 to just west of N. Jim Miller Road. This project is categorized as an EA. The following file names for relevant documents are available in ECOS:

1. APPROVED #1 0009-11-252, etc. I-30 East Corridor SAS 08APR22.pdf
2. APPROVED #2 0009-11-252, etc. I-30 East Corridor SAF 08APR22.pdf
3. APPROVED #3 0009-11-252, etc. I-30 East Corridor TPWD BMP 08APR22.pdf
4. APPROVED #4 0009-11-252, etc. I-30 East Corridor TPWD RTEST accessed 07APR22.pdf
5. APPROVED #5 0009-11-252, etc. I-30 East Corridor USFWS IPaC assessed 07APR22.pdf
6. APPROVED #6 0009-11-252, etc. I-30 East Corridor NDD Info accessed 07APR22.pdf
7. APPROVED #7a 0009-11-252, etc. I-30 East Corridor EMST Map 07APR22.pdf
8. APPROVED #7b 0009-11-252, etc. I-30 East Corridor Obs Veg Descr & Map 07APR22.pdf
9. APPROVED #8 0009-11-252, etc. I-30 East Corridor EMST and Obs Veg Table.xlsx
10. APPROVED #9 0009-11-252, etc. I-30 East Corridor Photos 07APR22.pdf

These documents, along with other project-related information, are available in ECOS under the CSJ: 0009-11-252. The draft EA is anticipated by June 2022. It would be appreciated if comments could be provided or coordination completed on or before May 20, 2022. Feel free to contact me with any questions or if you need any additional information.

Thank you!
Kelley

Texas Department of Transportation
Kelley Bayne *(she/her/hers)*
Environmental Specialist
Dallas District Environmental
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-4426
Kelley.Bayne@txdot.gov

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **I-30 East Corridor Project**

CSJ(s): **0009-11-252, etc.**

County(ies): **Dallas**

Date Form Completed: **2/12/2022**

Prepared by: **Chris Hagar, Civil Associates, Inc.**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below: N/A

4. Select all the best management practices (BMPs) that will be applied to the project:

   ☒ Amphibian BMPs: See “Other”

   ☒ Aquatic Reptile BMPs: See “Other”

   ☐ Bat BMPs:

   ☒ Bird BMPs: Required for white-faced ibis, and wood Stork.

   ☒ Fish BMPs: See “Other”

☐ Fossorial Mammal BMPs

☒ Insect Pollinator BMPs: Required for monarch butterfly.

☒ Mussel BMPs: The Freshwater Mussel BMPs apply to the Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe. See also "Other BMPs" below for additional BMPs for this group.

Survey areas within potential habitat for the Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe occur in White Rock Creek on the south side of I-30 from Station 704+80 to Station 705+70 (32.791807°, -96.729347°) and on the north side of I-30 from Station 705+10 to Station 706+50 (32.792227°, -96.729152°); and the White Rock Creek tributary on the north side of I-30 between Ferguson Road and Hunnicut Road from Station 732+00 to Station 764+20 (32.795374°, -96.715693°).

☒ Terrestrial Reptile BMPs: See "Other"

☒ Vegetation BMPs: See "Other"

☒ Water Quality BMPs: See "Other"

☒ Other: BMPs for Species or Species Groups with Multiple BMPs

Additional BMPs for Mussel Group: Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe.

1) Water Quality BMPs
2) Stream Crossing BMPs

Multiple BMPs for Amphibian Group: eastern tiger salamander, spotted dusky salamander, Strecker's chorus frog, and Woodhouse's toad.

1) Aquatic Amphibian and Reptile BMPs
2) Terrestrial Amphibian and Reptile BMPs
3) Water Quality BMPs
4) Vegetation BMPs

Multiple BMPs for Fish Group: American eel and Mississippi silvery minnow.

1) Water Quality BMPs
2) Stream Crossing BMPs
3) Dewatering BMPs

Multiple BMPs for Mammal Group: eastern spotted skunk, long-tailed weasel, muskrat, and swamp rabbit.
1) General Design and Construction BMPs
2) Water Quality BMPs

Multiple BMPs for the western chicken turtle.
1) Aquatic Amphibian and Reptile BMPs
2) Terrestrial Amphibian and Reptile BMPs
3) Water Quality BMPs
4) Vegetation BMPs

Multiple BMPs for the alligator snapping turtle.
1) Minimize impacts to wetland and riverine habitats
2) Aquatic Amphibian and Reptile BMPs
3) Water Quality BMPs

Multiple BMPs for Reptile Group: eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, and western box turtle.
1) Terrestrial Amphibian and Reptile BMPs
2) Vegetation BMPs

Select any species protection specifications that will be applied to the project.

☐ Amphibian and Reptile Exclusion Fence

☐ Bat Houses

☐ Bat Exclusion System

☐ Other

5. Select and/or explain where the above-listed BMPs will be documented and communicated to the contractor (e.g., plan sheets, general notes, EPIC sheet, etc.):

☒ Environmental Document (EA or EIS) – Required

☒ ECOS Non-ESA Commitments Activity – Required for surveys and other pre-construction actions

☒ Plan Sheets/ EPIC Sheet

☐ General notes

☐ Other

Form
Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **I-30 East Corridor Project**

CSJ(s): **0009-11-252, etc.**

County(ies): **Dallas**

Date Form Completed: **10/24/2023**

Prepared by: **Rich Jaynes and Erika Bernal, Halff, Inc.**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   N/A

4. List all BMP that will be applied to this project per the document *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources*.

***Note, these are BMP that TxDOT commits to implement at the time this form is completed. This list may change prior to or during construction based on changes to project impacts, design, etc.**

BMP to be Implemented:

The following BMPs are to be implemented, based on TPWD's BMP Guidance (September 2021) reproduced below:

1.1 General Design and Construction (generally applicable for all projects and in particular for these SAS SGCNs: eastern spotted skunk, long-tailed weasel, muskrat, and swamp rabbit)

- Employees and contractors will be provided information prior to start of construction to educate personnel of the potential for all state-listed threatened species or other SGCN to occur within the project area and should be advised of relevant rules and regulations to protect plants, fish, and wildlife.
- Contractors will be informed to avoid harming all wildlife species if encountered and allow them to safely leave the project site. Due diligence should be used to avoid killing or harming any wildlife species in the implementation of transportation projects.
- Direct animals away from the construction area with the judicious use and placement of sediment control fencing to exclude wildlife. Exclusion fence should be buried at least 6 inches and be at least 24 inches high, maintained for the life of the project, and removed after construction is completed. Contractors should examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas.
- If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project staging areas, stockpiles, temporary construction easements, and other project related sites should be situated in previously disturbed areas to avoid or minimize impacts to sensitive or unique habitats including intact native vegetation, floodplains, riparian corridors, wetlands, playa lakes, and habitat for wildlife species.
- When lighting is added, consider wildlife impacts from light pollution and incorporating dark-sky practices into design strategies. Minimize sky glow by focusing light downward, with full cutoff luminaries to avoid light emitting above the horizontal. The minimum amount of night-time lighting needed for safety and security should be used.

1.2 Vegetation (generally applicable for all projects and in particular for these SAS SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, western box turtle, and western chicken turtle)

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. Impacted vegetation should be replaced with in-kind on-site replacement/restoration of native vegetation.
- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- It is strongly recommended that trees greater than 12 inches in diameter at breast height (DBH) that are removed be replaced. TPWD's experience indicates that for ecologically

effective replacement, a ratio of three trees for every one (3:1) lost should be provided to either on-site or off-site. Trees less than 12 inches DBH should be replaced at a 1:1 ratio.

- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species.
- When trees are planted, a maintenance plan that ensures at least an 85 percent survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only regional ecotype native species is recommended.

1.3 Invasive Species (generally applicable for all projects; adapt as appropriate to site conditions)

- For all work in water bodies designated as 'infested' or 'positive' for invasive zebra (*Dreissena polymorpha*) or quagga mussels (*Dreissena bugensis*) on http://texasinvasives.org/zebramussels/ as well as waters downstream of these lakes, all machinery, equipment, vessels, or vehicles coming in contact with such waters should be cleaned prior to leaving the site to remove any mud, plants, organisms, or debris, water drained (if applicable), and dried completely before use in another water body to prevent the potential spread of invasive mussels.
- Care should be taken to prevent the spread of aquatic and terrestrial invasive plants during construction activities. Educate contractors on how to identify common invasive plants and the importance of proper equipment cleaning, transport, and disposal of invasive plants in a manner and location that prevents spread when invasive plants are removed during construction.
- Care should be taken to avoid the spread of aquatic invasive plants such as giant Salvinia (*Salvinia molesta*), common salvinia (*Salvinia minima*), hydrilla *(Hydrilla verticillata*), water hyacinth (*Eichhornia* spp.), Eurasian watermilfoil (*Myriophyllum spicatum*), water lettuce (*Pistia stratiotes*), and alligatorweed (*Alternanthera philoxeroides*) from infested water bodies into areas not currently infested. All machinery, equipment, vessels, boat trailers, or vehicles coming in contact with waters containing aquatic invasive plant species should be cleaned prior to leaving the site to remove all aquatic plant material and dried completely before use on another water body to prevent the potential spread of invasive plants. Removed plants should be transported for disposal in a secure manner to prevent dispersal.
- Colonization by invasive plants should be actively prevented on disturbed sites in terrestrial habitats. Vegetation management should include removing or chemically treating invasive species as soon as practical while allowing the existing native plants to revegetate the disturbed areas; repeated removal or treatment efforts may be needed. Only native or non-invasive plants should be planted. Care should be taken to avoid mowing invasive giant reed (*Arundo donax*), which spreads by fragmentation, and to clean equipment if inadvertently mowed to prevent spread. If using hay bales for sediment control, use locally grown weed-free hay to prevent the spread of invasive species. Leave the hay bales in place and allow them to break down, as this acts as mulch assisting in revegetation.
- Aquatic invasive species (e.g., tilapias (*Oreochromis* spp., *Tilapia zillii*), suckermouth armored catfish (*Hypostomus plecostomus*, *Pterigoplichthys* spp.), Asian clams (*Corbicula fluminea*), zebra mussels (*Dreissena polymorpha*)) or those not native to the subwatershed should not be relocated but rather should be dispatched. Invasive mussels attached to native mussels should be removed and destroyed or disposed prior to relocation of the native mussels. Prohibited aquatic invasive species, designated as such in 31 TAC §57.112, should be killed upon possession.

1.4 Water Quality (for SAS federal proposed threatened/state listed threatened species: Louisiana pigtoe, Texas fawnsfoot, and alligator snapping turtle; SAS federal proposed endangered/state listed threatened species: Texas heelsplitter; SAS state listed threatened species: sandbank pocketbook and Trinity pigtoe; SAS SGCNs: spotted dusky salamander, Woodhouse's toad, American eel, Mississippi

silvery minnow, eastern spotted skunk, long-tailed weasel, muskrat, swamp rabbit, and western chicken turtle)

In addition to BMP required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 Water Quality Certification:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Wet-Bottomed detention ponds are recommended to benefit wildlife and downstream water quality. Consider potential wildlife-vehicle interactions when siting detention ponds.
- Rubbish found near bridges on TxDOT ROW should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

1.5 Stream Crossings (for SAS federal proposed threatened/state listed threatened species: Louisiana pigtoe and Texas fawnsfoot; SAS federal proposed endangered/state listed threatened species: Texas heelsplitter; SAS state threatened species: sandbank pocketbook and Trinity pigtoe; SAS SGCNs: American eel and Mississippi silvery minnow)

- Use spanning bridges rather than culverts.
- If using a culvert, staggered culverts that concentrate low flows but provide conveyance of higher flows through staggered culverts placed at higher elevations is recommended.
- Bottomless culverts are recommended to allow for fish and other aquatic wildlife passage in the low flow channel. If bottomless culverts are not used, making a low flow channel for fish passage is recommended.
- Avoid placing riprap across stream channels and instead use alternative stabilization such as biotechnical stream bank stabilization methods including live native vegetation or a combination of vegetative and structural materials. When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of aquatic and terrestrial wildlife underneath the bridge. In some instances, rip rap may be buried, back-filled with topsoil and planted with native vegetation.
- Incorporate bat-friendly design into bridges and culverts.
- Design bridges for adequate vertical and horizontal clearances under the roadway to allow for terrestrial wildlife to safely pass under the road.
- A span wide enough to cross the stream and allow for dry ground and a natural surface path under the roadway is encouraged. For culverts, incorporation of an artificial ledge inside the culvert on one or both sides for use by terrestrial wildlife is recommended.
- Riparian buffer zones should remain undisturbed.

1.6 Dewatering (for all mussel species; and SAS SGCNs: American eel and Mississippi silvery minnow)

- Follow most recent TPWD Aquatic Resources Relocation Plan Guidelines (PWD LF T3200-1956)
- Impact avoidance measures for aquatic organisms, including *all native fish and freshwater mussel species, regardless of state-listing status,* should be considered during project planning and construction activities.

2.2.1 Bird (for SAS state threatened species: white-faced ibis and wood stork)

In addition to complying with the Migratory Bird Treaty Act (MBTA) and Chapter 64 of the Parks and Wildlife Code (PWC) regarding nongame bird protections, perform the following BMP:

- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.
- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed. If active nests are observed during surveys, TPWD recommends a 150-foot buffer of vegetation remain around the nests until the young have fledged or the nest is abandoned.

- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
- If unoccupied, inactive nests will be removed, ensure that nests are not protected under the Endangered Species Act (ESA), MBTA, or BGEPA.
- Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Minimize extended human presence near nesting birds during construction and maintenance activities. Protect sensitive habitat areas with temporary barriers or fencing to limit human foot-traffic and off-road vehicle use to alert and discourage contractors from causing any unintentional impacts.
- Minimize construction noise above ambient levels during general bird nesting season to minimize adverse impacts on birds.
- Minimize construction lighting during the general bird nesting season by scheduling work activities between dawn and dusk.

2.3 Fish (for SAS SGCNs: American eel and Mississippi silvery minnow)

- For projects in waters of the state and work is adjacent to water: Water Quality (1.4) and Stream Crossings (1.5) BMP.
- For projects in waters of the state and work is in the water: Water Quality (1.4), Stream Crossings (1,5), and Dewatering (1.6) BMP.

2.4.3 Freshwater Mussel (for SAS federal proposed threatened/state listed threatened species: Louisiana pigtoe and Texas fawnsfoot; SAS federal proposed endangered/state listed threatened species: Texas heelsplitter; SAS state threatened species: sandbank pocketbook and Trinity pigtoe)

- In addition to Water Quality (1.4) and Stream Crossings (1.5) BMP, follow the most recent, "*TPWD–TxDOT Annual Work Plan for Pre-Construction Surveys, Aquatic Resources Relocations, and Other Best Management Practices to Avoid, Minimize, and Mitigate Impacts to Freshwater Resources.*"
- When work is adjacent to the water: Water Quality BMP implemented as part of the Texas Commission on Environmental Quality (TCEQ) Stormwater Pollution Prevention Plan (SWPPP) for a construction general permit or any conditions of the 401 Water Quality Certification for the project will be implemented.

2.4.4 Insect Pollinator (for SAS federal candidate species: monarch butterfly; SAS SGCN: American bumblebee)

- Mowing should only be applied to 30% or less of a site in a given year when practical. In general, mowing is inadequate for management of native insect pollinator habitat in the long term, except to remove annual non-native plants during establishment (i.e., high-mowing before they flower) or to facilitate a light disking. When conducted it should be done post bloom or when host plants have gone dormant for the growing season. This can also be done by leaving strips of habitat farthest from road or highway corridors un-mowed when practical.
- If mowing is required during period of active bloom or high pollinator activity it should be implemented during the heat of the day and with a high mower deck to allow for pollinators to escape and to give late season blooming species a chance to recover and bloom.
- Deep soil disturbances, such as, tilling or deep disking in areas that host aggregations of ground-nesting bees should be avoided. Tilling and disking also may promote the invasion or germination of non-native plants. Different species of native ground-nesting bees prefer different soil conditions, although research suggests that many ground nesting bees prefer sandy, loamy sand or sandy loam soils. In areas with these soil types consider leaving open patches of soil.
- Allow dead trees to stand (so long as they do not pose a risk to property or people) and protect shrubs and herbaceous plants with pithy or hollow stems (e.g., cane fruits, sumac, elderberry), as these provide nesting habitat for tunnel-nesting native bees.

- Retain dead or dying branches whenever it is safe and practical at the edges of the ROW. Wood-boring beetle larvae often fill dead trees and branches with narrow tunnels into which tunnel-nesting bees will establish nests. Additionally, bumble bees may choose to nest in wood piles.
- Retain rotting logs at edges of the ROW where some bee species may burrow tunnels in which to nest.
- Protect sloped or well-drained ground sites where plants are sparse and direct access to soil is available. These are the areas where ground-nesting bees may dig nests. Turning the soil destroys all ground nests that are present at that depth and hinders the emergence of bees that are nesting deeper in the ground.
- Protect grassy thickets, or other areas of dense, low cover from mowing or other disturbance. These are the sites where bumble bees might find the nest cavities they need, as well as annual and perennial wildflowers that can provide important food resources.
- Where available and economical, native plants and seed should be procured from local eco-type providers. Seed mixes should be diverse and include as many ecoregion natives as possible ensuring full season floral resources. Species by Texas ecoregion can be found in the Texas Management Recommendations for Native Insect Pollinators in Texas document: https://tpwd.texas.gov/publications/pwdpubs/media/pwd_bk_w7000_1813.pdf.
- Planting at least three different native flowering plants within each of three blooming periods are recommended (spring, summer, early fall) in high rainfall regions of Texas. In drier regions of the state, a target of three native flowering plants within each of two blooming periods can be used.
- In areas along the I-35 corridor of central Texas consider increasing fall blooming nectar resources as this is a critical time period of monarch butterflies (*Danaus plexippus*) and nesting bees and has been identified as a critical need for these species in Texas.
- Habitat enhancements for native pollinators should include at least one native bunchgrass adapted to the site.
- Utilize an Integrated Pest Management Strategy (IPM) strategy for controlling weedy or invasive plants by minimizing broad use of certain herbicides and surfactants in close proximity to intact habitats utilized by native pollinators. Reduce application timing to periods of low pollinator activity and not during peak bloom season.

2.6.1 Aquatic Amphibian and Reptile (for SAS federal proposed threatened/state threatened species: alligator snapping turtle; SAS SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, and western chicken turtle)

For projects within existing right-of-way (ROW) when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:

- Minimize impacts to wetlands, temporary and permanent open water features, including depressions, and riverine habitats.
- Maintain the existing hydrologic regime and any connections between wetlands and other aquatic features.
- Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
- When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and refugia/overwinter sites (e.g., brush and debris piles, crayfish burrows, aquatic logjams, and leaf packs).
- If gutters and curbs are part of the roadway design, install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave roadway. If

this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.

2.6.2 Terrestrial Amphibian and Reptile (for SAS SGCNs: eastern tiger salamander, spotted dusky salamander, Woodhouse's toad, eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, western box turtle, and western chicken turtle)

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- Avoid or minimize disturbing or removing cover objects, such as downed trees, rotting stumps, brush piles, and leaf litter. If avoidance or minimization is not practicable, consider removing cover objects prior to the start of the project and replace them at project completion.
- Examine heavy equipment stored on site before use, particularly after rain events when reptile and amphibian movements occur more often, to ensure use will not harm individuals that might be seeking temporary refuge.
- Due to increased activity (mating) of reptiles and amphibian during the spring, construction activities like clearing or grading should attempt to be scheduled outside of the spring (March-May) season. Also, timing ground disturbing activities before October when reptiles and amphibians become less active and may be using burrows in the project area is also encouraged.
- When designing roads with curbs, consider using Type I or Type III curbs to provide a gentle slope to enable turtles and small animals to get out of roadways.
- If Texas tortoises (*Gopherus berlandieri*) or box turtles (*Terrepene spp.*) are present in a project area, they should be removed from the area and relocated between 100 and 200 meters from the project area. After removal of the individuals, the area that will be disturbed during active construction and project specific locations should be fenced off to exclude reentry by turtles, tortoises, and other reptiles. The exclusion fence should be constructed and maintained as follows:
    - The exclusion fence should be constructed with metal flashing or drift fence material.
    - Rolled erosion control mesh material should not be used.
    - The exclusion fence should be buried at least 6 inches deep and be at least 24 inches high.
    - The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated.
- After project is complete, revegetate disturbed areas with an appropriate locally sourced native seed mix. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- For the alligator snapping turtle, "minimize impacts to wetland and riverine habitats."

5. List all TxDOT species protection specifications that will be applied to this project (e.g., Amphibian and Reptile Exclusion Fence, Bat Houses, etc.)

Species protection specifications to be Implemented:

N/A

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Kelly Keel, *Interim Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

June 23, 2023

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

INTERSTATE HIGHWAY 30 (I-30) EAST CORRIDOR, From I-45 to Ferguson Road, Dallas County (CSJs: 0009-11-252 and 0009-11-251)

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as severe nonattainment for the 2008 ozone National Ambient Air Quality Standard (NAAQS) and moderate nonattainment for the 2015 ozone NAAQS. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93. We concur with TxDOT's assessment.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov

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Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

May 26, 2023

SECTION 106 REVIEW: DETERMINATIONS OF ELIGIBILITY AND EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF SECTION 4(f) ANALYSIS UNDERWAY

District: Dallas
County: Dallas
CSJ#s: 0009-11-252 and 0009-11-251
Highway: IH-30 (Project IH-30 East Corridor)
Project Limits: From I-45 to Ferguson Road

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (2015 PA), this letter initiates Section 106 consultation on the National Register of Historic Places (NRHP) eligibility of properties within the proposed undertaking's Area of Potential Effect (APE) and on the undertaking's effect on historic properties within that APE.

Project Description

See the attachment from TxDOT's Environmental Compliance Oversight System (ECOS) that describes the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determinations of Eligibility

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files for historically significant resources previously documented within the APE, which, per our 2015 PA, is 150 feet from all existing and proposed right-of-way (ROW). In addition, TxDOT used a 1,300-foot study area to look at properties and historic context that

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might aid in assessing historic-age properties within the APE for NRHP eligibility and conducted a survey of all resources constructed in 1981 or earlier.

TxDOT's Historic Resources Survey Report (HRSR) for the project evaluates a total of 563 resources on 333 parcels. For the purposes of this letter, all references to page numbers will be to the numbering printed on HRSR pages, not to the numbering with the electronic PDF file. Discussions of NRHP eligibility begin on page 41 of the HRSR, which combines and references other recent survey efforts. Survey forms include a compilation of photos and information from the *Historic Resources Survey of Downtown and Deep Ellum*, conducted for the City of Dallas by HHM & Associates for the City of Dallas in 2022, TxDOT's *IH-30 Canyon Improvements Project* HRSR conducted in 2020, and an earlier version of the current TxDOT HRSR, which we shared with your office in September 2022. Survey forms note date and source for information.

As documented in the HRSR, TxDOT determined the following properties are **eligible** for or previously **listed** in the NRHP. Appendix B of the HRSR documents the full list of surveyed properties, including those determined to be contributing to the following historic districts.

Previously Identified Historic Districts:

- Deep Ellum Historic District—This district is pending official NRHP listing by the National Park Service.
- Gulf Oil Distribution Facility Historic District—listed in the NRHP in 2010 at the local level under Criterion A for Industry, period of significance from 1900 to 1974; also locally designated as a Dallas Landmark and is contributing to the Deep Ellum Historic District.
- Texas Centennial Exposition Buildings/Fair Park Historic District—listed in the NRHP in 1986 at the national level of significance (National Historic Landmark [NHL]) under Criterion A in the area of Entertainment/Recreation; also listed as a State Antiquities Landmark and a local Dallas Landmark District.

Newly Identified Historic Districts:

- Mt. Auburn/Santa Fe Historic District—The recommended Mt. Auburn/ Santa Fe Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the south, Willow Street/Santa Fe Trail (the former Santa Fe rail corridor) on the west, Cameron Avenue on the north, and East Grand Avenue on the east (see discussion beginning on HRSR page 44 and Appendix D: Figure 28). The HRSR documents 77 resources within the project APE, with 65 contributing resources (84 percent) and 12 noncontributing (16 percent). Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.
- Claremont Historic District—The recommended Claremont Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the

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southwest, Hunnicut Road on the southeast, Dorrington Drive on the northeast, and, on the northwest, Ferguson Road/the creek between Claremont Drive and Bar X Street (see discussion beginning on page 47 and Appendix D: Figure 29). The HRSR documents 16 resources within the APE, with all resources (100 percent) contributing to the character of the district. Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.

- Commerce/Exposition Historic District—The recommended Commerce/Exposition Historic District is located south of I-30 and roughly bounded by the Texas & Pacific (T&P) railroad tracks at the north, Parry Avenue at the east, the alley between 1st Avenue and Exposition Avenue at the south, and Ash Lane at the west (see discussion beginning on page 48 and Appendix D: Figure 30). The Texas Centennial Exposition Buildings/Fair Park National Historic Landmark (NHL) District is immediately east of this eligible district. The HRSR documents 23 buildings within the APE, with 22 contributing resources (96 percent) and one noncontributing (4 percent). Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.
- Jubilee Park Historic District—The recommended Jubilee Park Historic District is located south of I-30 and roughly bounded by Ash Lane on the northwest, the East R.L. Thornton Access Road on the north, Philip Avenue on the southeast, and S Carroll Avenue on the southwest (see discussion beginning on page 50 and Appendix D: Figure 31). The HRSR documents 61 buildings within the APE, with 54 contributing resources (89 percent) and seven noncontributing (11 percent). Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.
- Ford Motor Company—The recommended Ford Motor Company Historic District is located south of I-30, and the proposed district boundaries match the parcel boundaries, defined roughly by East Grand Avenue on the northwest, Barry Avenue on the southwest, an irregular line partially defined by a rail spur on the southeast, and the alley paralleling S Henderson Avenue on the northeast (see discussing beginning on page 53 and Appendix D: Figure 32). The HRSR documents seven buildings within the APE, with all contributing (100 percent). Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.
- Owenwood Historic District—The recommended Owenwood Historic District is south of I-30 and is roughly bounded by the East R.L. Thornton Access Road/Culver Street on the north, Boone Avenue/Dolphin Road on the east, Alpine Street on the south, and Beeman Avenue/Henderson Avenue/Fairview Avenue on the west (see discussion beginning on page 54 and Appendix D: Figure 33). The HRSR documents 94 buildings within the APE, with 86 contributing resources (91 percent) and eight noncontributing (9 percent). Find individual resources within the district listed in the Appendix B inventory and in Appendix D maps.

TxDOT also considered the former Alamo Park Industrial Area for its potential as a historic district but determined it lacks sufficient integrity to convey significance (see discussion on pages 58–59).

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Individually Eligible Properties

For discussion of individual resources previously listed in the NRHP in the study area, refer to maps in Appendix D and Table G-1 in Appendix G. Those previously identified properties featured in Appendix G are also included in the overall table of surveyed properties, compiled in Appendix B. Based on the findings presented in the HRSR, TxDOT has determined that, within the project APE, the resources listed below are individually **eligible** for NRHP designation:

Resource number	**Address (Name)**	**Eligibility**
Resource 8A	1622 PEARLSTONE ST A (Pearlstone Mill)	eligible under Crit A and C, Industry and Architecture (also contributing to Deep Ellum Historic District)
Resource 9	3200 HICKORY ST (Pearlstone Mill)	eligible under Crit A and C, Industry and Architecture at the local level (also contributing to Deep Ellum Historic District)
Resource 12	502 S 2ND AVE	eligible under Crit C, Architecture (also contributing to Deep Ellum Historic District)
Resource 19	4008 COMMERCE ST (Texas Ice House)	eligible under Crit C, Architecture (also contributing to Deep Ellum Historic District)
Resource 28	500 ANN AVE	eligible under Crit C, Architecture
Resource 102	5421 E R. L. THORNTON FWY	eligible under Crit C, Architecture (also contributing to Mt. Auburn/Santa Fe Historic District)
Resource 104A	2810 SAMUELL BLVD A	eligible under Crit C, Architecture
Resource 137	3700 SAMUELL BLVD	eligible under Crit C, Engineering
Resource 197	710 EXPOSITION AVE (Cabell's Incorporated)	eligible under Crit A and C, Commerce and Architecture
Resource 200	4118 COMMERCE ST	eligible under Crit C, Architecture (also contributing to Commerce/Exposition Commercial Historic District)
Resource 210	714 FLETCHER ST	eligible under Crit C, Architecture
Resource 245A	4839 PARRY AVE A	eligible under Crit C, Architecture (also contributing to Jubilee Park Historic District)
Resource 247A	4843 PARRY AVE A	eligible under Crit C, Architecture (also contributing to Jubilee Park Historic District)
Resource 271A	5200 EAST GRAND AVE A	eligible under Crit C, Industry (also contributing to Ford Motor Company Historic District)

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Resource 271B	5200 EAST GRAND AVE B	eligible under Crit A and C, Industry and Architecture (also contributing to Ford Motor Company Historic District)
Resource 271C	5200 EAST GRAND AVE C	eligible under Crit C, Industry (also contributing to Ford Motor Company Historic District)
Resource 271E	5200 EAST GRAND AVE E	eligible under Crit C, Industry (also contributing to Ford Motor Company Historic District)
Resource 290A	5710 E R. L. THORNTON FWY A	eligible under Crit A and C, Ethnic History, Religion, and Architecture (also contributing to Owenwood Historic District, meets Crit Consideration A)
Resource 349	4529 SAMUELL BLVD (gas station)	eligible under Crit C, Architecture
Resource 354	4721 SAMUELL BLVD	eligible under Crit C, Architecture

Properties determined to be contributing to historic districts but not individually eligible are included in the HRSR's Appendix B table, Appendix C forms, and Appendix D maps.

In addition to listing the properties determined NRHP eligible as contributing and/or individual resources, the Appendix B table and Appendix C survey forms document TxDOT's determination that the remaining surveyed properties within the project APE are not NRHP eligible due to lack of significance, historic integrity, or a combination of both.

Consulting Parties

TxDOT is concurrently providing information on this project to your office as the State Historic Preservation Office (SHPO) and to the City of Dallas Office of Historic Preservation, which is a Certified Local Government. TxDOT has also contacted other previously identified groups and individuals with an interest in historic preservation and the historic resources and neighborhoods along the project corridor. The HRSR contains a full list of the groups and individuals already contacted. TxDOT will offer to hold one or more consulting party meetings with any of the parties who wish to become involved. As part of the Section 106 process, TxDOT will also draft a Programmatic Agreement for the project (Project PA). TxDOT will invite consulting parties to participate in development of the Project PA.

Section 106 Determinations of Effect and Section 4(f) Findings

TxDOT considered the potential for both direct and indirect effects to individual historic properties and to historic districts, including acquisition of new ROW, demolition of buildings, increased noise and vibration, and visual changes. The HRSR discussion of effects begins on page 59. TxDOT determined there will be adverse effects on some properties but not on others, even on parcels with minor ROW acquisition. TxDOT intends to pursue a *de minimis*

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finding under Section 4(f) for those acquisition locations where effects are not adverse but is also conducting Section 4(f) analysis to determine if there are alternatives to the adverse effects listed below.

- Commerce/Exposition Historic District—Overall effects to the district include acquisition of parcels into the transportation ROW, including demolitions of two contributing properties. The project will also restore the visual connection to Deep Ellum that the currently elevated highway obscures. TxDOT determined that the demolition of contributing resources will be an adverse effect. Properties proposed to be acquired and incorporated:
    - Cabell's Building at 710 Exposition Avenue (Resource ID 197), which is both individually eligible and a contributing resource to the historic district. Demolition of this building will have an adverse effect on it as an individually eligible property and on the district to which it is a contributing resource.
    - Commercial building at 820 Exposition Avenue A (Resource ID 196A), contributing resource to the historic district. Demolition of this contributing property will have an adverse effect on the historic district.
    - Parcel 127558, currently vacant and on edge of district, but immediately adjacent to contributing Resource 194. TxDOT will continue consultation on appropriate protection measures to avoid adverse effects.

- Mt. Auburn/Santa Fe Historic District—The project as designed requires acquisition of 0.025 percent of the overall 549,703 acres comprising the NRHP-eligible neighborhood, with demolition of one contributing property to construct a roundabout. The project also removes the visual barrier of the currently elevated roadway.
    - Contributing property at 4809 Ash Lane (Resource 44)—the project proposes acquisition of 0.0012 acres from the front edge of the parcel. TxDOT determined this will not substantially change the house's proximity to the highway or its ability to contribute to the understanding of the overall historic district's significance; TxDOT determined this acquisition will have no adverse effect.
    - Contributing property at 4937 Lindsley Avenue (Resource 69)—the project proposes acquisition and demolition of this property to construct a roundabout for the intersection. TxDOT determined this will be an adverse effect and is conducting analysis of alternatives to avoid or minimize the effect to both the contributing property and to the historic district overall.

- Jubilee Park Historic District—The project proposes acquiring 0.0002 acres of ROW from the rear edge of 5115 Philip Avenue (Resource 269), a contributing resource to the historic district, The acquisition constitutes 0.145 percent of the 0.1378-acre parcel, which is minimal and will not detract from the property's ability to contribute

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to the historic district. TxDOT determined this to have no adverse effect on the contributing resource or to the district overall.

- **Deep Ellum Historic District and Gulf Oil Distribution Facility** (501 S. 2nd Avenue, or Resources 11A–F)—By proposing a project alignment shifted more toward the Commerce/Exposition Historic District, TxDOT avoids and minimizes effects to the Deep Ellum Historic District and it resources. These include the individually listed Gulf Oil Distribution Facility, a historic district itself that also contributes to the larger Deep Ellum district. The project proposes ROW acquisition of 0.007734 acres (0.342 percent) of the 2.26-acre Gulf Oil district. This acquisition constitutes 0.005 percent of the overall 162.25 acres of the Deep Ellum district. TxDOT determined the project will have no adverse effect on the Gulf Oil Historic District and no adverse effect on the larger Deep Ellum Historic District to which it is a contributing property.

In addition, the Texas Centennial Exposition Buildings/Fair Park Historic District is a National Historic Landmark on the edge of the Commerce/Exposition Historic District. Due to the district being outside the project APE, the HRSR does not formally evaluate the project's effects on it. That said, TxDOT's conversations to date with consulting parties indicate a sense that the project will restore historic views of and from the nationally significant historic district to the properties across the highway, something that will enhance the historic setting, feeling, and association of Fair Park and the commercial properties in the Deep Ellum and Commerce/Exposition historic districts.

TxDOT will conduct and provide final Section 4(f) analysis documentation once Section 106 consulting parties have reviewed our determinations of eligibility and effect under Section 106. Through Section 106 consultation, TxDOT will identify ways to mitigate the project's adverse effects. TxDOT will also notify the Advisory Council on Historic Preservation about the adverse effects and our intent to develop a Project PA.

In addition, TxDOT is undergoing analysis of the project under the National Environmental Policy Act (NEPA) that includes studying potential for traffic noise and other effects. The project proposes noise barriers in some locations, but TxDOT will not finalize those plans until after completing the project's NEPA and Section 106 analyses; TxDOT proposes to include review of any noise barrier locations as part of the Project PA.

Due to the proposed depressing of what is currently an elevated roadway, the project will not increase existing noise and visual effects along the corridor and will have no adverse effect on most of the identified historic properties in the HRSR. In some areas, the project will improve conditions, as project components remove the existing visual barrier of the highway and reconnect neighborhoods and commercial areas divided by the initial interstate construction.

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Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's findings of eligibility and effects for the historic-age properties identified in the project APE. We will continue consultation with you on the project, including on mitigation and the development of a Project PA. We will also consult with your office, which is the designated Official with Jurisdiction under Section 4(f) and its implementing regulations.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety, and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at 512/871-9747 or linda.henderson@txdot.gov.

Sincerely,

DocuSigned by:
BCD2B2E1F7EF495...
Linda Henderson

Attached: Excerpted exhibits from HRSR and ECOS project description

Submitted separately: HRSR via Box

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:

HISTORIC PROPERTIES PRESENT

ADVERSE EFFECT ON HISTORIC PROPERTIES

NAME: _____ Digitally signed by Justin Kockritz Date: 2023.06.23 09:41:21 -05'00' DATE:_____

for Mark Wolfe, State Historic Preservation Officer

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Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

September 6, 2023

SECTION 106 REVIEW: DETERMINATION OF ADVERSE EFFECT
SECTION 4(f) REVIEW: INDIVIDUAL ALTERNATIVE ANALYSIS & DE MINIMIS IMPACTS
District: Dallas
County: Dallas
CSJ#s: 0009-11-252 and 0009-11-251
Highway: IH-30 (Project IH-30 East Corridor)
Project Limits: From I-45 to Ferguson Road

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our December 2015 Section 106 Programmatic Agreement for Transportation Undertakings (PA), this letter continues Section 106 consultation for the above-referenced project.

Initial Section 106 Consultation: Eligibility and Effect

TxDOT sent initial Section 106 consultation to your office in May 2023, sharing the project description and the associated Historic Resources Survey Report (HRSR) with you and other potential consulting parties. Through response to that letter, you concurred with our determinations of eligibility of historic properties in the project's Area of Potential Effect (APE) and our initial determinations of effect for the project.

Concurrent to consulting with your office, TxDOT consulted with the Dallas County Historical Commission and the City of Dallas's Office of Historic Preservation, which is a Certified Local Government, as well as with Preservation Dallas, Deep Ellum Foundation, and other organizations listed within the HRSR. TxDOT conducted virtual and in-person meetings in May and June to discuss the findings of the HRSR and the proposed project's effects to the historic properties. TxDOT held a public hearing on the project in late June, providing opportunities to comment on historic properties and the larger environmental factors considered under the National Environmental Policy Act through the project's Environmental Analysis (EA) process. TxDOT notified the Advisory Council of Historic Preservation (ACHP) of the project's adverse effects, providing them the opportunity to consult on the project; ACHP declined to participate. To date, no information about additional historic properties has come to TxDOT through your

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office, from other potential Section 106 consulting parties, or in comments received at the public hearing.

Consideration of Avoiding and Minimizing Adverse Effects

In discussing the findings of the HRSR with consulting parties, TxDOT presented the considerations taken to avoid and minimize adverse effects to historic properties. Due to the location of the highway corridor, there are significant historic properties on both sides of it. Consulting parties and TxDOT recognize the current and past effects of the existing highway facility, which divided commercial and residential areas and created a visual and physical barrier. In addition to providing safety and operational improvements, the project planners worked to meet local goals of removing that barrier and to reconnect the neighborhoods on either side of the highway.

Despite efforts to minimize the footprint and effects of the project, no design options offered a solution to meeting the project's purpose and need with no adverse effects to historic properties. See Section 4(f) discussion below for more information on that analysis.

Programmatic Agreement: Mitigation and Future Design Review

To mitigate for the adverse effects and to plan on future design review and development of appropriate protection measures to avoid additional adverse effects to historic properties. TxDOT is developing a project-level Programmatic Agreement (Project PA) under Section 106 consultation. As discussed with you and other consulting parties, TxDOT has proposed the following components for the Project PA, which is still under development:

- The full list of historic properties within the project APE.
- Stipulations for review of and consultation on project information at key design and construction stages to:
    - determine if TxDOT needs to update the APE and list of historic properties based on design changes or late discoveries,
    - ensure project plans include no construction activities on parcels with historic properties,
    - develop vibration monitoring and other protective measures for historic properties as appropriate to construction activities.
- Plan for mitigation through documentation and interpretative products suitable to the types of properties affected, including TxDOT providing:
    - digital and/or physical copies of HRSR to repositories identified by the consulting parties,
    - National Register nominations or equivalent documentation for Commerce/Exposition Historic District and Mt. Auburn/Santa Fe Historic District
    - interpretive products about history of affected properties and districts, with electronic and hard copy options for distribution and use by local organizations,
    - interpretive panels about historic residential neighborhoods on Lindsley Avenue bridge and/or roundabout.

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Under the development of the Project PA and through the life of the project, TxDOT will continue to solicit feedback from affected stakeholders and those with an interest in participating in the Section 106 process.

Section 4(f) Individual Evaluation

TxDOT's Environmental Analysis for the project outlines the potential environmental impacts of the project, including displacements, noise, and access to community resources. It also provides the project's purpose and need, placing the reason for pursuing it within the context of local, state, and national goals and requirements for safe transportation facilities in urban areas.

Under Section 4(f) of the U.S. DOT Act and its implementing regulations at 23 CFR 774, TxDOT considered prudent and feasible alternatives to the project's adverse effects to historic properties. TxDOT evaluated options for minimizing the roadway, placing lanes in a tunnel or on a new elevated structure, and different intersection configurations that might enable us to meet the project's purpose and need while avoiding adverse effects. The attached 4(f) analysis documents the options considered.

TxDOT finds that the proposed acquisition of parcels containing historic properties constitutes a use subject to analysis under Section 4(f). TxDOT determined there are no prudent and feasible alternatives that meet the project's purpose and need that would avoid the project's adverse effects, which are the same as those disclosed in the May 2023 letter.

TxDOT determined that the use at certain locations would have **no adverse effect** and as such would be ***de minimis* impacts** under Section 4(f):

- **Jubilee Park Historic District**—The project proposes acquiring 0.0002 acres of ROW from the rear edge of 5115 Philip Avenue (Resource 269), a contributing resource to the historic district. The acquisition constitutes 0.145 percent of the 0.1378-acre parcel, which is minimal and will not detract from the property's ability to contribute to the historic district. TxDOT determined this to have **no adverse effect** on the contributing resource or to the district overall.

- **Deep Ellum Historic District and Gulf Oil Distribution Facility** (501 S. 2nd Avenue, or Resources 11A–F)—By proposing a project alignment shifted more toward the Commerce/Exposition Historic District, TxDOT avoids and minimizes effects to the Deep Ellum Historic District and it resources. The project proposes ROW acquisition of 0.007734 acres (0.342 percent) of the 2.26-acre Gulf Oil district. This acquisition constitutes 0.005 percent of the overall 162.25 acres of the Deep Ellum district. TxDOT determined the project will have **no adverse effect** on the Gulf Oil Historic District and no adverse effect on the larger Deep Ellum Historic District to which it is a contributing property.

- **Mt. Auburn/Santa Fe Historic District**—the project proposes acquisition of 0.0012 acres from the front edge of the **contributing property at 4809 Ash Lane (Resource 44)**. TxDOT determined this will not substantially change the house's proximity to the highway or its

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ability to contribute to the understanding of the overall historic district's significance; TxDOT determined this acquisition will have **no adverse effect** at this location, but overall, the project has an adverse effect on the district, as discussed below.

TxDOT determined that the Build Alternative's use of the following historic properties, including their acquisition and demolition, will be **adverse effects** for which there is no prudent and feasible alternative:

- **Commerce/Exposition Historic District**—The project requires acquisition and demolition of two out of 22 contributing resources to the historic district:
    - **Cabell's Building at 710 Exposition Avenue (Resource ID 197**), which is both individually eligible and a contributing resource to the historic district. Its demolition will be an **adverse effect**.
    - **Commercial building at 820 Exposition Avenue A (Resource ID 196A),** contributing resource to the historic district. (Note the building is part of the overall 820 Exposition Avenue parcel but bears signage of 800 Exposition Avenue.) Its demolition will be an **adverse effect**.
- **Mt. Auburn/Santa Fe Historic District**—The project as designed requires acquisition of 0.025 percent of the overall 549,703 acres comprising the NRHP-eligible neighborhood, with demolition of one contributing property, **4937 Lindsley Avenue (Resource 69)**. Its demolition will be an **adverse effect**.

Based on the Section 4(f) evaluation, TxDOT intends to make the following findings under 23 CFR 774 for this project. We request your comments on our findings as the Official With Jurisdiction (OWJ) for the above-referenced historic sites:

1. There is no feasible and prudent avoidance alternative to the use of land from the historic sites;
2. The Build Alternative includes all possible planning to minimize harm to the property resulting from such use, including the proposed mitigation.

Conclusion

In accordance with 36 CFR 800 and our 2015 Section 106 Programmatic Agreement for Transportation Undertakings, I hereby request your signed concurrence with TxDOT's finding of **adverse effect** for the project as a whole and TxDOT's plan to avoid, minimize, and mitigate the adverse effects.

In accordance with 23 CFR 774, I hereby request any comments you may have as the OWJ under
Section 4f on this analysis and findings. TxDOT will integrate your comments on our Section 106 findings into decision-making regarding prudent and feasible alternatives for purposes of

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Section 4(f) evaluations and will render final determinations for the Section 4(f) process pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety, and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at 512/416-2770 or linda.henderson@txdot.gov.

Sincerely,

DocuSigned by:
BCD2B2E1F7EF495...
Linda Henderson

thru: Rebekah Dobrasko, CRM Section Director: RD
attachments: Section 4(f) Evaluation

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:

ADVERSE EFFECTS TO HISTORIC PROPERTIES WITH MITIGATION

Digitally signed by Justin Kockritz
Date: 2023.09.14 17:09:18 -05'00'

NAME: _____ DATE:_____
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON SECTION 4(F) ANALYSIS

Digitally signed by Justin Kockritz
Date: 2023.09.14 17:09:31 -05'00'

NAME: _____ DATE:_____
for Mark Wolfe, State Historic Preservation Officer

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

Electronic Submittal Only
ER 23/0428

November 16, 2023

Rebekah Dobrasko
Section Director, Cultural Resources
Texas Department of Transportation
Rebekah.Dobrasko@txdot.gov

Subject: Comments on the Texas Department of Transportation (TxDOT) Section 4(f) Individual Evaluation for the Interstate 30 (I-30) East Corridor Project in Dallas County, Texas

Dear Ms. Dobrasko:

The United States (U.S.) Department of the Interior (Department) has reviewed the TxDOT individual Section 4(f) evaluation for the I-30 East Corridor Project in Dallas County, Texas.

The Department understands the purpose of the project is to is to meet current roadway design standards and traffic demand to reduce congestion and improve mobility, safety, and access on both sides of I-30 from Interstate 45 to the east of Ferguson Road. The evaluation seeks to analyze impacts to properties that qualify under Section 4(f) of the U.S. Department of Transportation Act.

Section 4(f) of the U.S. Department of Transportation Act specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of Section 4(f) property only if there is no prudent and feasible alternative that avoids the Section 4(f) property and that the project includes all possible planning to minimize harm to the Section 4(f) property; or, FHWA makes a finding that the project has a de minimis impact on the Section 4(f) property. The proposed project's Build Alternative would result in an adverse effect to the following three historic sites that qualify as Section 4(f) properties:

1. The building at 710 Exposition Avenue, also known as the Cabell's Building, is individually eligible for the National Register of Historic Places (NRHP) and is a contributing resource to the Commerce/Exposition Historic District.

2. The building at 800 Exposition Avenue is also a contributing resource to the Commerce/Exposition Historic District.
3. The residence at 4937 Lindsley Avenue is contributing to the Mt. Auburn/Santa Fe Historic District.

In the individual section 4(f) evaluation, TxDOT concluded that the Build Alternative would result in the direct use of the above three Section 4(f) properties and that there are no feasible and prudent alternatives to avoid the use of the historic sites. The proposed action causes the least overall harm, given the statute's preservation purpose and includes all possible planning to minimize harm resulting from use of the historic sites.

The Department has reviewed the individual Section 4(f) evaluation provided by TxDOT for this project, and the Department has no objection to the Section 4(f) evaluation of this project. The Department concurs with the determination that there are no prudent and feasible avoidance alternatives for Section 4(f) use of the historic properties noted, and that the Section 4(f) evaluation describes the affected Section 4(f) resources including properties that are listed or eligible for listing in the NRHP. The Department concurs that the proposal would result in greater–than–*de minimis* impact to three historic properties within the Commerce/Exposition Historic District and Mt. Auburn/Santa Fe Historic District. Pursuant to the 2015 Section 106 Programmatic Agreement and continued consultation with the Texas State Historic Preservation Office, the Department has no objection to Section 4(f) approval of this project.

The Department has a continuing interest in working with TxDOT to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to the Department's Section 4(f) comments, please contact Karen Skaar, NEPA Specialist, National Park Service – Regions 6, 7, and 8 at 303-349-4160 or karen_skaar@nps.gov.

If you have any additional questions for the Department or need assistance, please contact me at 720-814-6167 or rebecca_collins@ios.doi.gov.

Sincerely,

Rebecca Collins,
Regional Environmental Officer
Office of Environmental Policy and Compliance

Cc: Karen Skaar, National Park Service, karen_skaar@nps.gov
Roxanne Runkel, National Park Service, roxanne_runkel@nps.gov

APPENDIX G

SECTION 4(F) DOCUMENTATION

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Section 4(f) Individual Evaluation

I-30 East Corridor

Project limits: I-45 to Ferguson Road

Texas Department of Transportation, Dallas District

Dallas County

CSJ Numbers: 0009-11-252, etc.

November 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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1 INTRODUCTION AND OVERVIEW OF PROPOSED ACTION

1.1 Introduction

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1996, codified as 49 United States Code [USC] 303, specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

The "use" of a protected Section 4(f) property can be classified as a direct use, a temporary occupancy use, or a constructive use. In addition, a *de minimis* impact determination can be made if the use of a Section 4(f) resource is determined to be minor. These terms are defined below.

- Direct Use. A direct use occurs when land from a site protected by Section 4(f) is permanently incorporated into a transportation facility.
- Temporary Occupancy Use. A temporary occupancy use occurs when the transportation project does not incorporate land from a Section 4(f) property, but there is a temporary impact that is considered adverse in terms of the preservation purposes of the Section 4(f) statute.
- Constructive Use. Constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the project causes the Section 4(f) value of the resource to be meaningfully reduced or lost.
- *De Minimis*. A finding of *de minimis* impact may be made for historic sites when the project will have no adverse effect on the historic property in question. For parks, recreation areas, and wildlife and waterfowl refuges, a finding of *de minimis* impact may be made when impacts will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). A *de minimis* impact finding may be made without the evaluation of avoidance alternatives typically required in a Section 4(f) evaluation.

1.2 Overview of Proposed Action

Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, proposes reconstructing and widening improvements to a 5-mile segment of the I-30 East Corridor, from I-45 to Ferguson Road in Dallas, Texas.

The existing I-30 facility from I-45/I-345 to east of Ferguson Road is a controlled-access highway with discontinuous, one-way, frontage roads in each direction. From I-45/I-345 to Haskell Avenue, I-30 is elevated on structure. From Haskell Avenue to Carroll Avenue, I-30 remains elevated but is atop an earthen embankment and bridges over all cross streets except Dolphin Road within project limits. There are no frontage roads where the highway is on structure. A concrete traffic barrier separates the eastbound and westbound mainlanes. Along most of the project limits, there are no sidewalks along the discontinuous frontage roads. The existing right-of-way (ROW) varies widely, ranging from approximately 200 feet to 500 feet. ROW width exceeds 1,000 feet at major intersections.

The proposed project would generally follow the existing alignment; however, portions of I-30 would be shifted to the north and/or south to accommodate expansion for adding capacity to the facility. An estimated 11 acres of proposed ROW would be necessary for the proposed improvements. The proposed mainlanes from I-45/I-345 to Dolphin Road would be depressed to a substantially lower elevation than the proposed frontage roads; the difference in elevation between mainlanes and the surface pavement of cross street bridges/frontage roads would be a minimum of 24 feet to 33 feet, with a typical elevation difference of approximately 26 feet. Access ramps throughout the project corridor would be reconstructed. The project would construct 17 new cross street bridges across the depressed mainlanes at grade and intersect with frontage roads, where such are part of the design; four of these new bridges would reconnect streets severed by the original I-30 construction (i.e., Bank Street, Caldwell Street, Gurley Avenue, and Beeman Avenue), and a fifth new cross street bridge would allow the city to construct a planned 4th Street addition to the city's road grid. Sidewalks would be constructed or reconstructed on both sides of all street crossings of I-30, and a shared use path would be constructed alongside the outer lanes of frontage roads in nearly all cases. The typical proposed ROW width would vary from approximately 300 feet to 500 feet throughout the project area.

The purpose of the proposed project is to meet current roadway design standards and current and future traffic demand, which would reduce congestion and improve mobility and safety; improve

access for all modes of transportation; and reknit communities on both sides of I-30 from I-45 to the east of Ferguson Road.

1.3 Reason for Individual Evaluation

The proposed project's Build Alternative would result in an adverse effect to three historic sites. The building at 710 Exposition Avenue, also known as the Cabell's Building, is individually eligible for the National Register of Historic Places (NRHP) and is a contributing resource to the Commerce/ Exposition Historic District. The building at 800 Exposition Avenue[1] is also a contributing resource to the Commerce/Exposition Historic District. The residence at 4937 Lindsley Avenue is contributing to the Mt. Auburn/Santa Fe Historic District. The Texas Historical Commission (THC) issued concurrence with the findings of adverse effect under Section 106 of the National Historic Preservation Act on June 23, 2023. The project's adverse effects to these properties are a direct use of historic sites protected by Section 4(f).

1.4 Section 4(f) Applicability Statement

This individual Section 4(f) evaluation is being prepared to comply with Section 4(f) of the Department of Transportation Act of 1966 (23 USC 138) and FHWA's regulations implementing Section 4(f) (23 CFR Part 774). The following Section 4(f) evaluation provides an explanation stating that there is no feasible and prudent alternative to the use of the three historic sites, and the proposed action includes all possible planning to minimize harm to the historic sites resulting from such use.

[1] There are multiple buildings on Dallas County parcel 811000001A0000; the appraisal district account indicates that the primary address for the parcel is 820 Exposition Avenue. This address was used for each of the buildings on the parcel documented in the HRSR, which were distinguished by letters (e.g., 820 Exposition Ave A). The building that would be used by the Build Alternative bears signage with an address of 800 Exposition Avenue and was documented in the HRSR as Resource 196A. For accuracy, the property is referred to as 800 Exposition Avenue in this document.

2 DESCRIPTION OF THE PROPOSED ACTION

2.1 Project Location

The I-30 East Corridor Project limits are on I-30 from I-45 to Ferguson Road in Dallas, Texas, and extend for a length of approximately 5 miles. See **Figure 1** in **Appendix A**. The three typical cross sections shown in **Figure 2** are representative of the design elements that characterize the three major segments of the proposed project (see **Appendix A** for an enlarged version of these typical cross sections). The proposed I-30 mainlanes and managed lanes would be depressed from I-45 to Dolphin Road. Accommodations for bicycle and pedestrian travel along the project corridor are a component of the proposed project.

2.2 Purpose and Need

2.2.1 Project Purpose

- To meet current roadway design standards.
- To meet current and future traffic demand.
- To reduce congestion and improve mobility and safety.
- To increase mobility by adding capacity and improve access for all modes of transportation.
- To reknit communities on both sides of I-30 from I-45 to Ferguson Road.

2.2.2 Project Need

The proposed project is needed because I-30 from I-45 to Ferguson Road does not meet current design standards due to aging infrastructure; does not meet current and future traffic demand, resulting in congestion and reduced mobility; does not accomplish local or regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor; and currently serves as a barrier between neighborhoods and communities in Dallas.

Project Need: Supporting Facts and/or Data

The I-30 Corridor

I-30 is a major east/west thoroughfare that spans a large portion of North Central Texas (through the Dallas-Fort Worth metropolitan area and Texarkana) and into parts of Arkansas. Within the city of Dallas, I-30 serves as a major connection between downtown Dallas, Fair Park, and communities to the west and east of downtown Dallas. I-30 also has direct linkage to several other major highways in the region (I-35E, I-635, and the President George Bush Turnpike). Therefore, I-30 remains a vital

corridor for intrastate and interstate movement of people, goods, and services. Improved system linkage and integration of planning and design elements with adjacent corridors is critical.

Corridor History

I-30 was designed and constructed in the late 1950s through the early 1960s as part of the original interstate highway system developed for the United States. TxDOT reconstructed the mainlane shoulders and added frontage roads in 1959, and widened and modified ramps in 1979. To accommodate the increased traffic demand on the corridor, TxDOT widened the mainlanes from two lanes to three and four lanes, and improved ramps and frontage roads between 1995 and 2000.

In 2003, the Dallas Area Rapid Transit (DART) completed a Major Investment Study for its southeast service area that included I-30 from west of I-45 to Dalrock Road. The results of the DART study identified the need for the following:

- Congestion management strategies;
- Bicycle and pedestrian system improvements;
- Improved facilities management;
- Transit improvements;
- Arterial, signal, and intersection improvements;
- I-30 capacity improvements; and
- US 80 capacity improvements.

The study resulted in bicycle and pedestrian facilities like the Santa Fe Trail to the north of I-30, transit improvements such as the DART Green Line, and I-30 capacity improvements with reversible managed lanes. Currently, the high-occupancy vehicle (HOV) lane on I-30 contains a movable barrier system (The Zipper) from west of I-45 to Jim Miller Road. The HOV project was the result of a partnership between TxDOT and DART to help relieve congestion for the short term.

In 2005, Project Pegasus, which included I-30 from Beckley Avenue to east of I-45 and I-35E from Colorado Boulevard to State Highway 183, culminated in an approved schematic design. The purpose of the project was to relieve traffic congestion along these two major interstate highways directly serving downtown Dallas. The limits included the I-30/I-35E interchange on the western edge of downtown Dallas, known as the "Mixmaster," the depressed portion of I-30 south of downtown ("I-30 Canyon"), and the portion of I-35E from Eighth Street to State Highway (SH) 183 (TxDOT 2003). This study led to the construction of the I-30/I-35E Horseshoe Project in 2017. The Horseshoe Project was constructed to improve safety, manage traffic congestion, and improve traffic operations

along I-30, I-35E, and at the Mixmaster, and to replace the aging and deteriorating bridges over the Dallas Floodway (TxDOT 2012).

Although these projects and improvements were constructed to address congestion and improve traffic operations, the improvements do not adequately address the I-30 corridor congestion in east Dallas. Furthermore, the capacity constraints of existing streets and alternative east/west highways near the project area, including the limitations on the availability of right-of-way (ROW) for roadway improvements, have contributed to congestion along the corridor.

Design Deficiencies

In addition to the aging infrastructure of the I-30 corridor, the design standards for freeways and interstates have changed. Design deficiencies present in the I-30 corridor include undesirable grades, horizontal and vertical curves that do not meet the current design speeds, low vertical clearance, inadequate ramp spacing, and discontinuous frontage roads. These design deficiencies have been addressed, where practical, with a proposed schematic design that would improve traffic operations and bring the design of I-30 up to current design standards in addition to making the highway safer for travelers.

Population and Employment Growth

According to NCTCOG's Mobility 2045 MTP, the 12-county Dallas-Fort Worth (DFW) Metropolitan Planning Area is projected to grow to over 11 million residents by 2045, resulting in a 55 percent increase in the area's population from 2017 (NCTCOG 2018). The population of Dallas County is projected to grow 32 percent by 2045, increasing from 2,600,408 people in 2017 to 3,445,204 people by 2045. Dallas County is projected to create the highest number of new jobs in the DFW metropolitan area with an estimated 1,151,186 jobs created by 2045, resulting in a 54 percent increase in jobs available from 2017.

Barrier Between Neighborhoods and Communities

The current I-30 highway is elevated on bridge structure or embankment from I-45 to just west of Dolphin Road with the I-30 mainlanes passing over the city cross streets. I-30 east of Dolphin Road is at the same grade as adjacent neighborhoods. Planning efforts over more than two decades have included a focus on improving the urban community's connectivity that was largely severed during the original construction of I-30 in east Dallas during the years of 1950 through 1969.

Project Goals

Several of the City of Dallas' guiding principles and concepts have contributed to the development of this project. The City of Dallas helped shape the I-30 East Corridor Project's proposed design.

- Accommodate multi-modal connections across the I-30 corridor;
- Incorporate “complete streets” and other urban design elements to frontage roads;
- New I-30 should not be any higher or any wider than the current I-30, and would include at-grade crossings to improve neighborhood connectivity;
- Include better multi-modal connection to the high-speed rail station area;
- Maintain the street grid, where appropriate;
- Maximize development potential of abandoned ROW through ramp reconfiguration;
- Provide for strategic placement of deck parks upon request by the City; and
- Allow for alternative scenarios for I-45 redesign, with preference for designing the I-30 East Corridor Project and making plans for its construction concurrently with plans for improvements to I-45.

TxDOT has been working closely with the City of Dallas, Fair Park, Deep Ellum, Baylor Scott & White Health, and various other stakeholders and community groups along I-30 to identify solutions that address both the need for adding capacity to an already overloaded freeway and for stitching neighborhoods on both sides of I-30 back together. These groups have proposed solutions that include constructing decking facilities that could be used for parks or plazas and accommodating multi-modal connections for pedestrians and bicyclists.

2.3 Proposed Action

2.3.1 Existing Facility

Within these limits from I-45 to Ferguson Road, the existing I-30 facility consists of a nine-lane, controlled-access highway with eight general purpose lanes and one reversible HOV lane. Extending eastward from Haskell Avenue, the interim HOV system uses a movable barrier to convert one of the general-purpose mainlanes (off peak direction) into a HOV lane (peak direction). Once the peak flow subsides, the barrier is returned to the center median and each freeway direction operates under normal conditions. The existing I-30 mainlanes and HOV lane are on an elevated bridge structure from I-45 to Haskell Avenue with subsequent mainlane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous within these limits. The existing ROW typically varies, ranging from approximately 200 feet to 500 feet in width, and the ROW width exceeds 1,000 feet at major intersections.

2.3.2 Project Alternatives

No-Build Alternative

Under the No-Build Alternative, TxDOT would not construct the proposed I-30 East Corridor Project. The No-Build Alternative would not require the conversion of approximately 12 acres from existing land uses to transportation use nor would other project-related impacts occur. The No-Build Alternative would prolong public use of a highway facility that does not meet current design standards and would require continuous maintenance to address aging infrastructure. The No-Build Alternative would not have travel capacity to meet current and projected future traffic demand, resulting in increased congestion and reduced mobility for this important urban transportation corridor. This alternative would not contribute to local and regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor. The No-Build Alternative would perpetuate the effects of the I-30 corridor serving as a barrier between neighborhoods and communities. Consequently, the anticipated mobility benefits and reknitting of communities from the proposed project would not be realized. For these reasons, the No-Build Alternative does not meet the project's purpose and need.

Build Alternative

The proposed project would generally follow the existing alignment; however, portions of I-30 would be shifted to the north and/or south to accommodate expansion for adding capacity to the facility. The project improvements include reconstructing and widening the facility from eight general purpose lanes to ten general purpose lanes throughout the project limits and constructing or reconstructing four to six lanes of discontinuous frontage roads where practicable. The proposed mainlanes from I-45 to Dolphin Road would be depressed to a substantially lower elevation than the proposed cross street bridges and frontage roads; the difference in elevation between mainlanes and the surface pavement of cross street bridges/frontage roads would be a minimum of 24 feet to 33 feet, with a typical elevation difference of approximately 26 feet. Access ramps throughout the project corridor would be reconstructed. Cross streets would bridge across the depressed mainlanes at grade and intersect with frontage roads, where such are part of the design. Sidewalks would be constructed or reconstructed on both sides of all street crossings of I-30, and a shared use path would be constructed alongside the outer lanes of frontage roads in nearly all cases. The typical proposed ROW width would vary from approximately 300 feet to 500 feet throughout the project area. Although the proposed project's eastern terminus is Ferguson Road, construction activity would continue eastward for approximately 1.1 miles from that point to complete pavement transition from the proposed improvements to the existing I-30 facility.

The major design attributes of the proposed I-30 facility are summarized below:

- Ten general purpose lanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- Two reversible managed lanes in the center median of I-30 (12-foot lanes) with 10-foot outside and 4-foot inside shoulders;
- A barrier to separate the managed lanes from the mainlanes;
- Two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs;
- As feasible, a 10-foot-wide shared use path (bicycle and pedestrian) adjacent to frontage roads;
- Reconstruction of access ramps; and
- Construction of 17 new cross street bridge structures across I-30, plus DART bridge with a pedestrian bridge next to it; however, the existing Dolphin Road bridge crossing of I-30 would be reconstructed.

Project costs, including engineering design, ROW acquisition, and construction, would be primarily federally funded and supplemented by state funding. Total project costs are estimated to be approximately $1,250,313,352, per the 2023–2026 Statewide Transportation Improvement Program (STIP). TxDOT has assigned two unique Control-Section-Job (CSJ) numbers to the proposed project: 0009-11-252 (main CSJ) for I-30 mainlanes, bridges, ramps, frontage roads, shared use path/sidewalks, and cross streets; and 0009-11-251 for the proposed reversible managed lanes.

The three typical cross sections are representative of the design elements that characterize the three major segments of the proposed project (see **Figures 2a-c** in **Appendix A**). The proposed I-30 mainlanes and managed lanes would be depressed from I-45 to Dolphin Road. Accommodations for bicycle and pedestrian travel along the project corridor are a component of the proposed project.

3 DESCRIPTION OF SECTION 4(F) PROPERTIES

TxDOT completed a Historical Resources Survey Report (HRSR) in April 2023 (TxDOT 2023a). As there are scores of historic properties in the Area of Potential Effects (APE), this section describes only the Section 4(f) properties that would be used by the Build Alternative or avoidance alternatives considered in this document, including uses with a *de minimis* impact. Each of the below properties are privately owned; access is not open to the public. Each of the below properties is a historic site. All Resource Numbers assigned to each property come from the HRSR.

Per the FHWA Section 4(f) Policy Paper, Section 4(f) applies to individual sites that are contributing to a historic district, as well as any individually eligible site within the district. Descriptions of the historic districts where uses occur at contributing sites are provided in this section for context. The Build Alternative would not require the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge land of national, state, or local significance protected by Section 4(f).

3.1 Mt. Auburn/Santa Fe Historic District

The Mt. Auburn/Santa Fe Historic District is located north of I-30 and roughly bounded by the W R. L. Thornton Access Road on the south, Willow Street/Santa Fe Trail (the former Santa Fe rail corridor) on the west, Cameron Avenue on the north, and E Grand Avenue on the east (see **Figure 3** in **Appendix A**). Property types within the district are predominantly residential and include a collection of intact bungalows and shotgun houses exemplifying typical working-class housing in Dallas during the early-twentieth century. Within the surveyed portion of the neighborhood that extends into the APE, representative contributing buildings date from between 1902 and 1950 and illustrate the National Folk, Craftsman, Minimal Traditional, and Tudor Revival styles. A commercial and institutional corridor runs along E. Grand Avenue, while several small commercial nodes are scattered through the district. Large lots scattered through the district include significant historic religious buildings. The district is eligible for listing in the NRHP under Criteria A and C in the areas of Architecture, Community Planning & Development, and Ethnic Heritage (Mexican-American) at the local level of significance, with a period of significance from 1902 through 1973. Within the APE, survey of the proposed district documented 77 resources, including 65 contributing resources (84 percent) and 12 noncontributing resources (16 percent). The survey form for this district is included in **Appendix B**.

3.1.1 4809 Ash Lane (Resource 44)



Resource 44 is a circa (ca.) 1910 single-family residence with a bungalow form located at 4809 Ash Lane on Dallas County parcel 752232101. The one-story, wood-clad residence has a gable-on-hip roof and a projecting, partial-width front porch. Resource 44 is the sole resource on the parcel and is contributing to the Mt. Auburn/Santa Fe Historic District. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 44).

3.1.2 4937 Lindsley Avenue (Resource 69)



The residence at 4937 Lindsley Avenue on Dallas County parcel 145375000000 is a ca. 1923 duplex with a bungalow form. The one-story, wood-clad residence has a front gable roof and projecting, partial-width front porch. It reflects elements of the Craftsman style, including knee braces under the eaves and brick porch supports with battered piers. Resource 69 is the sole resource on the parcel and is contributing to the Mt. Auburn/Santa Fe Historic District. TxDOT determined the property is not individually NRHP eligible. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 69).

3.2 Commerce/Exposition Historic District

The Commerce/Exposition Historic District is south of I-30 and roughly bounded by the DART alignment at the north, Parry Avenue at the east, the alley between 1st Avenue and Exposition Avenue at the south, and Ash Lane at the west (see **Figure 4** in **Appendix A**). Property types in the district are commercial and generally fill the entire lot and share party walls with adjacent resources, though a few auto-oriented resources are set back to allow for vehicle access. Within the surveyed portion of the district that extends into the APE, representative contributing buildings date from between 1923 and 1976 and illustrate the American Commercial, Renaissance Revival, and Prairie styles. As a representative example of an auto-oriented commercial district reflecting significant local trends in the mid-twentieth century, the district is eligible for listing in the NRHP under Criteria A and C in the areas of Architecture and Commerce at the local level of significance. The period of significance dates from 1922 through 1962. Reconnaissance-level survey documented 23 resources

in the APE, including 22 contributing resources (96 percent) and 1 noncontributing resource (4 percent). The survey form for this district from the HRSR is included in **Appendix B**.

3.2.1 800 Exposition Avenue (Resource 196A)



The two-part commercial block building at 800 Exposition Avenue on Dallas County parcel 811000001A0000 was built ca. 1928.[2] The building spans the entire length of the block from Exposition Avenue to Commerce Street. A 1922 Sanborn map indicates that Resource 196A is of brick construction, but it has been covered in non-historic stucco on all elevations other than the east elevation, which exhibits the original brick (painted). TxDOT determined this property is a contributing resource to the Commerce/Exposition Commercial District but not individually eligible for NRHP designation. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 196A).

3.2.2 710 Exposition Avenue (Cabell's Building, Resource 197)



The two-part commercial block building at 710 Exposition Avenue on Dallas County parcel 811000001A0000 was built in 1962. The building was constructed as Cabell's Inc. It is a rectilinear building clad in running bond brick with a soldier course dividing the upper and lower floors. Historic-age double-hung sashes fenestrate all four sides of the second story and the first floor of the south elevation, where one window has been infilled with plywood. Garage bays located along the building's eastern exterior are covered with non-historic rolling metal doors with fixed lights. TxDOT

[2] There are multiple buildings on Dallas County parcel 811000001A0000; the appraisal district account indicates that the primary address for the parcel is 820 Exposition Avenue. This address was used for each of the buildings on the parcel documented in the HRSR, which were distinguished by letters (e.g., 820 Exposition Ave A). The building that would be used by the Build Alternative bears signage with an address of 800 Exposition Avenue and was documented in the HRSR as Resource 196A. For accuracy, the property is referred to as 800 Exposition Avenue in this document.

determined the property is individually eligible for listing in the NRHP at the local level of significance under Criterion A in the area of Industry and under Criterion C in the area of Architecture in the 2020 IH-30 Canyon Improvements Project HRSR (TxDOT 2020). The property also contributes to the Commerce/Exposition Historic District. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 197).

3.3 Deep Ellum Historic District[3]

The Deep Ellum Historic District is roughly bounded by the DART alignment and Elm Street (north), S. Hall Street (south), North Central Expressway (west), and East R. L. Thornton Freeway (I-30) (east) (see **Figure 5** in **Appendix A**). The Deep Ellum Historic District is an urban district characterized by dense historic-age commercial and industrial development. Nearly all properties in the district are commercial or industrial and feature masonry construction. Several buildings in the district display ornamentation and high-style architectural influences, and a collection of early-twentieth-century warehouses and manufacturing facilities have Chicago-style influences. Most buildings in Deep Ellum, though, are modest. Many were built in the American Commercial style or are utilitarian. The Deep Ellum Historic District was listed in the NRHP in June 2023 under Criterion A at the local level of significance in the areas of Ethnic History, Commerce, and Social History with a period of significance of 1872-1973. The survey form for this district is included in **Appendix B**.

3.3.1 Gulf Oil Distribution Facility Historic District /501 S 2nd Avenue (Resource 11)



Resource 11 is the Gulf Oil Distribution Facility at 501 S 2nd Avenue on Dallas County parcel 129037000000. The district's brick and concrete buildings are executed in an industrial style with steel windows and low stepped parapets. The National Park Service listed the Gulf Oil Distribution Facility in the NRHP in 2010 under Criterion A at the local level of significance for its association with the growth of the oil industry in Dallas during the early-twentieth century. All six of the resources in the district (11A-F) were built in 1921 and are contributing to the Gulf Oil Distribution Facility as well as the Deep Ellum NRHP

[3] Text from the Deep Ellum Historic District NRHP Nomination: https://www.thc.texas.gov/public/upload/preserve/national_register/draft_nominations/Dallas%2C%20Deep%20Ellum%20HD%20SBR%20Draft.pdf

Historic District. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 11).

3.4 Jubilee Park Historic District

The Jubilee Park Historic District is located south of I-30, roughly bounded by Ash Lane on the northwest, the East R. L. Thornton (I-30) Access Road on the north, Philip Avenue on the southeast, and S. Carroll Avenue on the southwest (see **Figure 6** in **Appendix A**). Property types within the district are predominantly residential and include a collection of intact shotgun houses and bungalows—both single-family and duplexes—that exemplify typical working-class housing in Dallas during the early-twentieth century. Within the surveyed portion of the neighborhood that extends into the APE, representative contributing buildings date from 1910 to 1938 and illustrate the National Folk, Craftsman, Minimal Traditional, and Tudor Revival styles. Religious buildings within the district are typically modest in scale and style, drawing connections with the district's significant associations with the Black community in Dallas. The district is eligible for the NRHP under Criterion A in the areas of Ethnic Heritage (Black) and Community Planning & Development at the local level of significance, with a period of significance from 1910 through 1973. The survey form for this district from the HRSR is included in **Appendix B**.

3.4.1 5115 Philip Avenue (Resource 269)



The residence at 5115 Philip Avenue on Dallas County parcel 146245000000 was built ca. 1921 and has a bungalow form. The one-story, wood-clad residence has a front gable roof and projecting, partial-width, screened front porch. The residence is the sole resource on the parcel and is contributing to the NRHP-eligible Jubilee Park Historic District but not individually eligible for NRHP listing. The survey form for this property from the HRSR is included in **Appendix B** (Resource ID 269).

4 IMPACTS TO SECTION 4(F) PROPERTIES

The Build Alternative would result in a direct use at each of the following historic sites. The Build Alternative would not result in any direct use, temporary occupancy use, or constructive use of any other Section 4(f) property. As noted above, per the FHWA Section 4(f) Policy Paper, Section 4(f) applies to properties that are contributing to a historic district, as well as any individually eligible property within the district.

4.1 Mt. Auburn/Santa Fe Historic District

The boundaries of the Mt. Auburn/Santa Fe Historic District encompass approximately 550 acres. The Build Alternative would require the conversion of 0.1357 acres from within the NRHP boundary to transportation use, representing less than one-tenth of one percent of the district. The ROW impacts from the Build Alternative would occur at three parcels, two of which contain dwellings that contribute to the district (4809 Ash Lane and 4937 Lindsley Avenue). The third parcel in the district that would be impacted by the Build Alternative is 5007 Lindsley Avenue, which does not contribute to the historic district.

4.1.1 4809 Ash Lane (Resource 44)

The Build Alternative would widen and slightly realign the ROW for Ash Lane near its intersection with Caldwell Street, north of I-30. As a result, approximately 0.0012 acres of ROW from the 0.17-acre parcel containing the residence would be converted to transportation use, comprising less than 1 percent of the parcel (see **Figure 7** in **Appendix A**). No contributing resources would be demolished or physically damaged, and the Build Alternative would not affect any significant facilities, functions, activities, features, or attributes. The proposed project would have no adverse effect to the property under Section 106, and the Section 4(f) impact would be *de minimis*.

4.1.2 4937 Lindsley Avenue (Resource 69)

The Build Alternative would construct a roundabout at the intersection of S Munger Boulevard and Lindsley Avenue, north of I-30. The proposed Build Alternative would require 0.1344 acres from the parcel containing 4937 Lindsley Avenue be converted to transportation use (see Resource 69 on **Figure 8** in **Appendix A**). The proposed project would result in the demolition of the residence, which is the only building on the parcel. This adverse effect, directly impacting all the property's functions, activities, and features, constitutes a Section 4(f) direct use of a historic site. All facilities and features of the site would be affected.

4.2 Commerce/Exposition Historic District

The boundaries of the Commerce/Exposition Historic District encompass approximately 20 acres. The Build Alternative requires the conversion of 0.3001 acres from within the NRHP boundary to transportation use, representing approximately 1.5 percent of the district. As described below, the Build Alternative would require the demolition of two buildings that are contributing to the district; no other properties in the district would be impacted.

4.2.1 800 Exposition Avenue (Resource 196A)

The Build Alternative would require approximately 0.1447 acres of the 3.82-acre parcel associated with 800 Exposition Avenue to be converted to transportation use, and the building would be demolished (see resource 196A on **Figure 9** in **Appendix A**). This adverse effect, directly impacting all the building's functions, activities, and features, constitutes a Section 4(f) direct use of a historic site.

4.2.2 710 Exposition Avenue (Cabell's Building, Resource 197)

At the Cabell's Building location, I-30 currently has four mainlanes in each direction. An elevated entrance ramp connects 1st Avenue to I-30 eastbound by crossing over Exposition Avenue and running along the west elevation of the Cabell's Building, which directly abuts the I-30 ROW and is approximately 5 to 15 feet from the eastbound upper deck structure. The proposed Build Alternative would require acquisition of the parcel and would result in the demolition of Resource 197 (see **Figure 9** in **Appendix A**). This adverse effect, directly impacting all the property's functions, activities, and features, constitutes a Section 4(f) use of a historic site. All facilities and features of the site would be affected.

4.3 Deep Ellum Historic District

The NRHP-listed Deep Ellum Historic District encompasses 162.25 acres. The Build Alternative would require that 0.007734 acres from within the NRHP boundary be converted to transportation use, representing a fraction of a percentage of the district. This impact at the Gulf Oil Distribution Facility is the only direct use within the district boundaries; no other parcels within the district would be impacted.

4.3.1 Gulf Oil Distribution Facility / 501 S 2nd Avenue (Resource 11)

As noted above, the Build Alternative would require 0.007734 acres from within the 2.26-acre NRHP boundary of the Gulf Oil Distribution Facility District (also within the Deep Ellum Historic District) to

be converted to transportation use but would not demolish or physically impact any resources contributing to the district. No significant facilities, functions, activities, features, or attributes of the property would be affected. The district would retain sufficient integrity of design, materials, workmanship, setting, feeling, and association to continue to be eligible for listing in the NRHP. The proposed project would have no adverse effect to the district under Section 106, and the Section 4(f) impact to the contributing resources of the Gulf Oil Distribution Facility District would be *de minimis* (see **Figure 10** in **Appendix A**).

4.4 Jubilee Park Historic District

The NRHP-eligible Jubilee Park Historic District encompasses approximately 106 acres. The Build Alternative would require 0.0002 acres from within the eligible NRHP boundary be converted to transportation use, representing a fraction of a percentage of the district. This impact at a single parcel is the only direct use within the district boundaries; no other parcels within the district would be impacted.

4.4.1 5115 Philip Avenue (Resource 269)

At the northeastern edge of Jubilee Park, the Build Alternative would convert the existing eastbound frontage road to a local roadway, as well as make improvements to I-30 in this vicinity. As a result, approximately 0.0002 acres of ROW from the 0.14-acre parcel containing the residence would be converted to transportation use, comprising less than 1 percent of the parcel (see **Figure 11** in **Appendix A**). No contributing resources would be demolished or physically damaged, and the Build Alternative would not affect significant facilities, functions, activities, features, or attributes of the property. The proposed project would have no adverse effect to the property under Section 106, and the Section 4(f) impact would be *de minimis*.

5 SECTION 4(F) AVOIDANCE ALTERNATIVES

Consideration of avoidance alternatives is consistent with the statute's intent and FHWA policy to avoid, or where avoidance is not feasible and prudent, minimize the use of significant public parks, recreation areas, wildlife and waterfowl refuges, and historic sites, which collectively are described as Section 4(f) properties (FHWA N.D.). Unless the use of a Section 4(f) property is determined to have a *de minimis* impact, FHWA must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (see 23 CFR 774.3) (FHWA 2012).

Feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (23 CFR 774.17) (FHWA 2012). According to the regulations, an avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment (23 CFR 774.17). An alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
2. It results in unacceptable safety or operational problems;
3. After reasonable mitigation, it still causes:
    i. Severe social, economic, or environmental impacts;
    ii. Severe disruption to established communities;
    iii. Severe disproportionate impacts to minority and low-income populations; or
    iv. Severe impacts to environmental resources protected under other federal statutes.
4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors as outlined above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

5.1 Alternatives that Avoid Use of Any 4(f) Property

5.1.1 No-Build Alternative

Under the No-Build Alternative, TxDOT would not construct the proposed I-30 East Corridor Project. The No-Build Alternative would prolong public use of a highway facility that does not meet current design standards and would require continuous maintenance to address aging infrastructure. The No-Build Alternative would not have capacity to meet current and projected future traffic demand, resulting in increased congestion and reduced mobility for this important urban transportation

corridor. This alternative would not contribute to local and regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor. The No-Build Alternative would perpetuate the adverse effects of the I-30 corridor serving as a barrier between neighborhoods and communities in the City of Dallas. Consequently, the anticipated mobility benefits and reknitting of communities from the proposed project would not be realized. For these reasons, the No-Build Alternative does not meet the purpose and need. While the No-Build Alternative would avoid the use of historic sites and is a feasible avoidance alternative, it is not prudent because it does not meet the project's purpose and need.

5.1.2 Transportation Systems Management/Transportation Demand Management Alternative

TxDOT considered Transportation Systems Management (TSM) strategies as a method to achieving congestion mitigation through enhanced operations of existing I-30 and surrounding roadways. TSM, including Travel Demand Management (TDM), offers efficient strategies to balance access and mobility through optimization of the performance of existing roadway infrastructure with the implementation of systems and services that preserve capacity, improve reliability, and improve safety. Improvements to the existing infrastructure and enhancement of other transportation modes can improve mobility on I-30.

The NCTCOG's *Mobility 2045* long range transportation plan includes funding and strategies for Regionally Significant Arterials, including arterials alongside I-30. The NCTCOG also implements a Regional Traffic Signal Retiming Program to prioritize traffic signal retiming and optimize the flow of traffic on arterial streets. Optimized traffic signals on arterials in the vicinity of I-30 would ease access to and from the interstate by reducing intersection delay and mitigating vehicle queuing; however, arterial improvements and traffic signal retiming alone would not offset the anticipated impact to the freeway generated by regional population growth and subsequent traffic demand as a stand-alone alternative.

To reduce I-30 congestion through TDM, multiple entities, including TxDOT, City of Dallas, NCTCOG, and DART, have developed plans to enhance rail, bike, and pedestrian transportation modes. As a TDM strategy to mitigate congestion, TxDOT identified directional managed lanes to best fit the traffic demand for the corridor based on historical traffic counts and traffic projections developed for the project. NCTCOG and DART developed plans for rail extensions in the region, and it is expected that the enhanced rail system will be operational by 2045, accommodating a significant number of trips in the area of influence. NCTCOG is also committed to enhancing the regional Veloweb (off-street shared-use paths for bicyclists, pedestrians, and other non-motorized forms of transportation)

by increasing the shared-use path network to a total of 1,883 miles in ten counties. Based on the NCTCOG regional modeling plan, the rail extensions and bike and pedestrian accommodations as a stand-alone alternative would not offset the anticipated demand to the freeway generated by regional population growth and subsequent traffic demand.

As the TSM/TDM Alternative would avoid the use of any Section 4(f) property, TxDOT analyzed feasibility and prudence. This alternative can be built as a matter of sound engineering judgement; therefore, it is a feasible alternative. However, the alternative is not prudent because it does not meet the purpose and need of the project. While TSM (including TDM) strategies are proven concepts to ease traffic congestion and improve travel times, a TSM alternative alone would not address issues associated with an aging roadway system linkage and substandard roadway geometrics. Moreover, the TSM alternative alone would do nothing to ameliorate the separation of neighborhoods that resulted by the original construction of I-30 decades ago, nor would it be consistent with other City of Dallas plans for improving communities (e.g., potential decking options for I-30).

5.2 Alternatives Analysis for Each Historic Site Where the Use Would be Greater than a *de minimis* Impact

5.2.1 Avoidance Alternatives for the use of 710 and 800 Exposition Avenue

Bridge over the Properties

This alternative would follow the alignment of the Build Alternative but would require demolition of the existing I-30 structure and construction of a new bridge from 4th Avenue to Carroll Avenue to span both 710 and 800 Exposition Avenue. To meet the vertical clearances at the current cross streets, the new bridge would have to be 20 feet higher than the existing I-30 structure, which is already elevated over grade. Geometric profiles for both entrance and exit ramps would require redesign for this section. Although there would be drastic differences in connecting profiles, this alternative is assumed to be feasible (i.e., can be built as a matter of sound engineering judgement). TxDOT finds that the bridge alternative would not be prudent because it involves multiple factors as outlined 23 CFR 774.17, that cumulatively cause impacts of extraordinary magnitude. Each of the factors is described below.

Meeting Need and Purpose

The bridge alternative would meet most aspects of the project need and purpose. It would result in a facility that meets current roadway design standards; meets current and future traffic demand; reduces congestion and improves safety; increases mobility by adding capacity; and improves access for all modes of transportation. However, reconnecting Bank Street and Caldwell Street as cross streets near the end of the elevated section would not be possible with the bridge alternative due to insufficient vertical clearances between the elevated section and the base design. This limitation of the alternative would detract from the project's purpose to reknit communities but would not compromise the project to the degree that it makes it unreasonable to proceed. Even though the bridge would prevent the reconnection of two streets that would be accomplished with the preferred alternative, overall, the number of at-grade street crossings of I-30 within project limits would still increase from two streets to 17 streets.

Unacceptable Safety or Operational Problems

TxDOT did not identify any unacceptable safety or operational problems for this alternative.

"Severe" Impacts

This prudence factor considers whether, after reasonable mitigation, the avoidance alternative still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe or disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other Federal statutes.

If the bridge alternative were implemented and consequently the Bank and Caldwell streets were not reconnected over I-30, the project would not achieve the goal of reconnecting the community in this area. Potential mitigation for this would be to construct a pedestrian bridge at one of these locations, which could include stairs and/or ramps to overcome the vertical constraint that would prevent the full cross street reconnection. This pedestrian connection is estimated to add $960,000 to the project and would not fully mitigate the social and economic impacts.

Census Bureau data shows the buildings at 710 and 800 Exposition Avenue are within environmental justice (EJ) and limited English Proficiency (LEP) populations (see **Figure 12** in

Appendix A).[4] The Census Bureau data shows EJ populations would be affected by the failure to reconnect Bank Street and Caldwell Street. Industrialization, expansion of the railway system, and the initial construction of I-30 and I-45 led to the loss of homes and buildings, the conversion of neighborhoods to industrial areas, and isolation and bifurcation of communities. I-30 and I-45 act as boundaries and hard edges delineating neighborhoods and districts and have created separation between neighborhoods. Public comments received for the project supported the project's potential to reconnect neighborhoods and city streets. This alternative would hinder opportunities for reconnection, maintain existing disruptions, and introduce a new physical barrier between neighborhoods.

Under the bridge alternative, eight City street bridges included in the preferred alternative would no longer have direct access to I-30 from exit and entrance ramps, limited direct access to the I-30 mainlanes, and reduced optimization of operation of traffic signal intersections. These conditions would result in economic impacts for businesses and residents, including increased travel time, increased costs of vehicle maintenance and gasoline, and significant reduction of access to the DART system. This alternative would also result in reduced access to the Fair Park Complex (Cotton Bowl Stadium, annual State Fair, Dallas Aquarium, and several museums), Dallas Fire Station 44, Baylor Scott & White Medical Complex, and the Deep Ellum entertainment District.

Costs of Extraordinary Magnitude

The construction of the bridge alternative is estimated to increase project costs by approximately $51.3 million (see Table 6). The pedestrian connection is estimated to add $960,000 to the project.

Table 6. Bridge Alternative Cost Estimate

	Description	Measure	Quantity	Unit Price	Amount
	Bridge Prestressed I Shaped Beam Managed Lanes	SF	179,200	$100.00	$17.9 Million
	Bridge Prestressed I Shaped Beam General Purpose Lanes and Ramps	SF	973,100	$100.00	$97.3 Million
	Cross Streets under Bridges	SY	25,000	$80.00	$2.0 Million
	Total Bridge Alternative Construction Costs				$117.3 Million

[4] Census Tract 201 has a majority-minority population and a median household income below that of the Department of Health and Human Services (DHHS) poverty guideline, based on 2021 American Community Survey (ACS) 5-year estimates.

	Description	Measure	Quantity	Unit Price	Amount
	Bridge Prestressed I Shaped Beam Managed Lanes	SF	179,200	$100.00	$17.9 Million
	Project Cost of Preferred Alternative Cost within limits of Bridge Alternative:				$66 Million
	Cost Difference				$51.3 Million

The additional cost of building a bridge over the properties represents approximately four percent of the overall project construction cost of $1.23 billion (including engineering design, ROW acquisition, and construction). The cost of maintenance for this section, estimated about 0.10% of the construction cost, would be approximately $117,300 a year. That of the preferred alternative, estimated at 0.20% of the construction cost of the depressed roadway within this segment (roughly $66.0 million), would be approximately $132,000 a year, not a substantial cost difference. While there is no statutory definition of "extraordinary magnitude" at 23 CFR 774.17, the cost of this alternative, although significant, does not appear to meet the definition when considered in the context of the overall cost of the project.

Other Unique Problems or Unusual Factors

The bridge alternative would create additional physical barriers between communities and increase visual and aesthetic impacts, when compared to the proposed depressed facility. Building a bridge higher than the existing bridge also would be in violation of the City of Dallas' guiding principles for new projects, the 360 Plan, and Complete Streets Design Manual. The differences in connecting profiles would cause significantly lower speed differentials going up grade for semi-tractors and other vehicles, increased stopping and deacceleration distances for all vehicles going down grade, increased potential for vehicle accidents during inclement weather, and potential bridge closures during winter weather conditions. These factors, while unsatisfactory, are not considered unique or unusual.

Consideration of Cumulative Factors

Although the previous factors do not individually render the bridge avoidance alternative not prudent, cumulatively they result in an alternative that causes unique problems or impacts of extraordinary magnitude. The alternative would only partially meet the need and purpose of the project, would prevent reconnection of Bank and Caldwell Streets within an EJ community, would limit access to surrounding neighborhoods, and would add significant construction costs. It also would violate the

City of Dallas' guiding principles for new projects by constructing a facility higher than the existing elevated roadway. As a result, the alternative is not prudent.

Tunnel under the properties

Tunneling under 710 and 800 Exposition Boulevard would require demolition of the existing I-30 structure and construction of two tunnels: one 60-foot-wide tunnel to accommodate five lanes (two lanes stacked over three of eastbound traffic at least 60 feet below ground surface); and a second, 40-foot-wide eastbound frontage road tunnel at least 40 feet below ground surface. The tunnel would likely be constructed using a sequential cut and cover construction method and take approximately two years to construct. See **Figure 13** in **Appendix A** for proposed tunnel location. The tunnel alternative can be built as a matter of sound engineering judgement; therefore, it is a feasible alternative. The six prudence criteria are evaluated below.

Meeting Need and Purpose

The Tunneling Alternative would meet most aspects of the project need and purpose. It would result in a facility that meets current roadway design standards; meets current and future traffic demand; increases mobility by adding capacity; and improves access for all modes of transportation. However, the westernmost constructable tunnel entrance would be Haskell Avenue, resulting in reduced mobility and increased congestion to eastbound surface road traffic. This limitation of the alternative would detract from the project's purpose to reduce congestion and improve mobility but would not compromise the project to the degree that it makes it unreasonable to proceed.

Unacceptable Safety or Operational Problems

At up to 60 feet below the ground surface, the depth of the tunnels would be lower than the existing water table and require a series of pumps to prevent any flooding throughout the tunnel (the depressed lanes of the Build Alternative are designed at 24 to 33 below ground surface). In addition, fire, safety, and emergency measures for tunnels would be required, such as an emergency ventilation system, fixed fire-fighting system, and closed-circuit television monitoring of the entire tunnel; these measures would add to both construction costs and ongoing operational costs. During operations, there would be restricted fire/emergency access in the eastbound lanes in the tunnel due to the elimination of existing access to I-30 and the frontage road between 1st Avenue and Haskell Avenue. However, these issues are common with tunnel construction and do not meet the definition of "unacceptable" safety or operational problems for the alternative to be considered not prudent based on this factor alone.

"Severe" Impacts

As noted in the bridge alternative, EJ and LEP populations occur on both sides of I-30, and 710 and 800 Exposition Boulevard are located within an EJ Census geography. Because this alternative would remove infrastructure that severed community cohesion in EJ geographies when I-30 was constructed, the tunnel alternative would allow the reconnection of the communities on the north and south sides of the current I-30 alignment. As a result, it would not result in severe disruption to established communities or severe or disproportionate impacts to minority or low-income populations. This alternative is not anticipated to result in severe economic impacts or severe impacts to environmental resources protected under other Federal statutes.

Costs of Extraordinary Magnitude

The construction of the Cabell's Building Tunnel Alternative is estimated to increase project costs by approximately $1.39 billion (see **Table 7**).

Table 7. Avoidance Alternative: Stacked Eastbound I-30 and Frontage Road Tunnel Estimated Additional Cost

Tunnel	Width	Length	Duration	Cost
I-30 Avoidance Alternative Tunnels	60 feet for I-30 5 lanes	3500 feet	2 years	$850 Million
Frontage Roads	40 feet frontage road 2 lanes	3500 feet	2 years	$560 Million
Total				$1.41 Billion
Cost of Preferred Alternative Cost within limits of Tunnel Alternative:				$20 Million
Cost Difference:				$1.39 Billion

The cost of the tunnel alone exceeds the overall project construction cost of $1.23 billion (including engineering design, ROW acquisition, and construction). In addition, annual maintenance costs are estimated at $2.1 million per year. The significant construction cost and maintenance cost of the tunnel would be a cost of "extraordinary magnitude" in the context of Section 4(f) prudence.

Other Unique Problems or Unusual Factors

The Mill Creek Drainage Relief Tunnel, a 5-mile-long underground drainage system, is currently under construction. It is designed to intercept and divert stormwater drainage in East Dallas to White Rock Creek and reduce flooding risk for thousands of commercial and residential properties. Due to the

depth required for the I-30 tunnel alternative to pass beneath existing building foundations, it would be in direct conflict with the Mill Creek Tunnel. Redesigning the drainage project and relocating the Mill Creek drainage relief tunnel to accommodate this alternative presents a unique problem. If relocating the drainage relief is feasible, it would require significant additional costs to the estimated construction cost for the tunnel alternative.

Additionally, the groundwater in this area is highly contaminated and would require significant remediation for hazardous materials during construction and operation of the tunnel.

Consideration of Cumulative Factors

The tunneling alternative is not prudent due to a cost of extraordinary magnitude and the unique problem presented by the construction of the Mill Creek Tunnel; therefore, the consideration of cumulative factors is not necessary. However, the alternative would also create new mobility and congestion problems at the western end of the project area from I-45 to Haskell Avenue, would limit access to surrounding neighborhoods, and would add significant time to the construction schedule.

5.2.2 Avoidance Alternatives for the use of 4937 Lindsley Avenue

Eliminate roundabout

In order to meet the need and purpose of the project in the vicinity of the Mt. Auburn/Santa Fe Historic District, the Build Alternative includes intersection improvements at Munger and Lindsley Avenue and is not limited to a redesign of the I-30 mainlanes. Removing the roundabout from the proposed project would avoid the use of 4937 Lindsley Avenue but would not accommodate intersection improvements and at-grade local roadway connections, which are a critical component of the project. Removing the roundabout would compromise the project to a degree that it would be unreasonable to proceed with the project in light of its stated purpose and need; thus, this alternative is not prudent.

Tunnel under the property

As noted above, improving at-grade connections for the neighborhood is a critical component of the project. An underground alignment that would avoid the use of 4937 Lindsley Avenue would not allow for at-grade connections. This alternative would also compromise the project to a degree that it would be unreasonable to proceed in light of its stated purpose and need; it is therefore not prudent. Furthermore, based on the cost estimates developed for a tunnel under the Exposition properties, a tunnel at this location would also likely have a cost of extraordinary magnitude.

Shift to the south

TxDOT considered an alternative that would shift the roundabout to the south to avoid a use of 4937 Lindsley Avenue (see **Figure 14** in **Appendix A**). After evaluating the resulting "fastest path" speed curves for movements through the roundabout, TxDOT determined that the shift would significantly impact intersection safety. Under this alternative, the southbound Lindsley alignment would be offset far to the right of the roundabout center circle and the I-30 exit ramp would also be offset further right, which allows a more direct path with less deflection and natural speed control (see **Figure 15** in **Appendix A**). Per FHWA's National Cooperative Highway Research Program Report 672 on Roundabout Design, allowing high speed entries for major movements "increases the risk for more severe crashes for vehicles, bicycles, and pedestrians." A design waiver or changing posted speed limits would not improve the safety or operations of the roundabout design. Speed control is not governed by speed limits, signs, or pavement markings. It is a product of the geometric configuration, approach angles, and curvature physically required for vehicles to travel through the intersection. While this alternative would be feasible and would not use the Section 4(f) site, TxDOT determined it is not prudent due to unacceptable safety and operational problems.

6 ALL POSSIBLE PLANNING TO MINIMIZE HARM

Given the high concentration of historic properties along the I-30 project limits and the desire of the community for improvements to I-30 to result in a highway that is no higher or wider than the current condition, TxDOT carefully designed the project to limit ROW acquisition from the outset. As detailed in the EA, TxDOT held several meetings with the City of Dallas, key stakeholders, and the public to inform the design of the improvements. Creative solutions incorporating components like depressed traffic lanes, retaining walls, and cantilevered frontage roads allowed designers to minimize not only the project footprint but also visual and auditory effects to the surrounding historic sites and Section 4(f) properties.

According to the FHWA Section 4(f) Policy Paper, minimization of harm includes alternative design modifications that reduce the amount of Section 4(f) property used. TxDOT explored multiple alternatives in an attempt to minimize harm to the Section 4(f) sites. The following alternatives would impact a greater amount of Section 4(f) sites than the Built Alternative, which was designed in a manner to minimize harm to the greatest number of Section 4(f) sites.

6.1 Shift north at Exposition Avenue

TxDOT considered shifting the I-30 alignment to the north to avoid 710 and 800 Exposition Avenue, but this alternative would result in the use of two other Section 4(f) properties on the north side of I-30. Shifting the alternative north in this location would result in demolition and adverse effects to the Texas Ice House building and one of the buildings in the Gulf Oil Company Distribution Facility (see location on **Figure 5** in **Appendix A**). The Texas Ice House is individually eligible for listing in the NRHP and also contributes to the NRHP-listed Deep Ellum Historic District. Resource 11C contributes to both the Gulf Oil Company Distribution Facility Historic District as well as the Deep Ellum Historic District (Payne et al. 2023). The alternative is, therefore, not an avoidance alternative and would use two Section 4(f) sites. Additionally, a shift north would result in the demolition of a large self-storage facility, an athletic club, multiple small office buildings, industrial warehouses, a building for electrician services, several auto repair businesses, a tire store, a fresh food supply service, and a supplier of trailer and truck accessories.

6.2 6-leg intersection at Lindsley Avenue

TxDOT considered a "6-leg intersection," rather than a traffic circle at the intersection of Lindsley and Munger. However, this alternative would have operational issues and would still require the demolition of 4937 Lindsley Avenue. The alternative is, therefore, not an avoidance alternative and does not minimize harm to the Section 4(f) site.

6.3 Shift roundabout east at Lindsley Avenue

TxDOT also considered a shift of the roundabout to the east to avoid the use of 4937 Lindsley Avenue. Moving the roundabout to avoid this historic property would require a shift of 114 feet to the east/southeast. This shift would result in the demolition of the historic site on the east side of the intersection (5004 Lindsley Ave) and would require substantial ROW acquisition of the front yard of the adjacent historic site (5010 Lindsley Ave). These two properties are contributing resources to the Mt. Auburn/ Sante Fe Historic District. This alternative would result in an adverse effect and a direct use of two Section 4(f) properties (versus one with the Build Alternative) and is therefore not an avoidance alternative and does not minimize harm.

6.4 Elevate roundabout at Lindsley Avenue

Finally, TxDOT considered elevating the intersection at Lindsley and Munger but dismissed the option early in the planning process. Not only would it require a similar footprint to an at-grade roundabout option, with at least one demolition of a contributing property to the Mt. Auburn/Santa Fe Historic

District, but an elevated roundabout would cause additional impacts to individual driveway connections and views of and from additional contributing properties at the intersection. In addition, an elevated intersection would more dramatically change the setting and feeling of the residential streets and introduce a new visual barrier between the houses. See **Figure 16** in **Appendix A** for the concentration of contributing historic properties at the existing intersection. An elevated roundabout alternative would result in adverse effects and a direct use of historic sites. It is therefore not an avoidance alternative and does not minimize harm.

6.5 Mitigation Measures

TxDOT proposes mitigation to further minimize the project's harm to historic sites. Property-specific mitigation includes NRHP nominations or equivalent documentation for certain historic districts, digital photography of exteriors and interiors of properties proposed for demolition, and additional research into Cabell's and Excalibur Collision Center's business histories. Further mitigation measures may include providing printed and electronic copies of the project HRSR and map data to local repositories and an interpretive plan for impacted historic districts. Interpretive products may include a "neighborhood story walk;" interpretive panels, landscaping, etc., to be installed on a new Lindsley Avenue location; or production of historic content that could be used by Deep Ellum Foundation, City of Dallas, DART, and/or Commerce/Exposition property owners for use as appropriate per their own local design and decision-making processes.

7 SECTION 106 COORDINATION

7.1.1 Consultation and Public Involvement

TxDOT held an in-person public meeting for the project on June 8, 2021, with the virtual public meeting component from June 8, 2021, to June 23, 2021. The public did not make any comments regarding historic properties/historic places.

TxDOT coordinated the results of a 2022 HRSR prepared by HNTB. As part of that effort, TxDOT sent emails to the parties listed below on February 28, 2023, notifying them of the project and requesting comment on known historic resources and local landmarks.

- African American Museum of Fair Park
- City of Dallas Landmark Commission
- City of Dallas Office of Historic Preservation
- Dallas County Certified Local Government
- Dallas County Historical Commission
- Dallas Heritage Village
- Dallas Historical Society

- Friends of Fair Park
- Jubilee Park and Community Center
- Preservation Dallas
- Preservation Texas
- Texas Historical Commission

Based on comments from the THC, TxDOT conducted additional survey investigations in 2023. On May 26, 2023, TxDOT formally transmitted the final reconnaissance HRSR (April 2023) to the THC. The THC responded on June 23, 2023, and concurred with TxDOT's findings.

TxDOT also consulted with the City of Dallas Office of Historic Preservation on the results of April 2023 HRSR (OHP), which serves as a Certified Local Government program. TxDOT also contacted other previously identified groups and individuals with an interest in historic preservation and the historic resources and neighborhoods along the project corridor. The HRSR contains a full list of the groups and individuals contacted. No groups or individuals provided TxDOT with any further comments or concerns.

TxDOT held a public hearing on the project on June 29, 2023, and a virtual public hearing from June 29 through July 24, 2023. TxDOT disclosed the Section 4(f) uses and findings to the public as part of the hearing notice and within the public hearing materials. TxDOT did not receive any public comments on historic properties or its Section 4(f) findings during the public hearing comment period.

7.1.2 Programmatic Agreement

As part of the Section 106 process, TxDOT will enter into a Programmatic Agreement for the project (Project PA). The draft PA includes mitigation measures to resolve adverse effects.

Pursuant to 36 CFR § 800.6(b)(1)(iv), TxDOT must file the final Section 106 agreement document and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106.

8 SECTION 4(F) COORDINATION

Section 4(f) of the U.S. DOT Act requires consultation with the U.S. Department of the Interior (DOI) and the official(s) with jurisdiction (OWJ) over the Section 4(f) property. Accordingly, the Draft Section 4(f) Individual Evaluation will be submitted to them for comment for a minimum of 30 days. If

comments are not received within 15 days after the comment deadline, TxDOT may assume a lack of objection and proceed with the action.

8.1.1 U.S. Department of the Interior

To comply with Section 4(f) coordination requirements, TxDOT submitted the Draft Individual Section 4(f) Evaluation to the U.S. Department of the Interior (DOI) on October 18, 2023, for a minimum 30-day review. The EA concluded that no parks or recreation areas funded by the Land and Water Conservation Fund (LWCF) are within the proposed project limits; therefore, an evaluation under Section 6(f) of the LWCF Act is not required (54 USC 200305; 36 CFR Part 59). DOI responded on November 17, 2023, that they reviewed the 4(f) Evaluation and had no objection to it, concurring with TxDOT's findings including that there were no prudent and feasible avoidance alternatives for the use of the historic properties adversely affected by the proposed project. See Appendix D for copy of SHPO/OWJ letter.

8.1.2 State Historic Preservation Officer (SHPO)

Per 23 CFR 774.5(b), the OWJ must be informed of the intent to make *a de minimis* impact determination and must concur regarding a finding of no adverse effect or no historic properties affected under 36 CFR 800. The THC (the Texas SHPO) is the OWJ for Section 4(f) historic sites. On May 26, 2023, the THC was informed of the intent to make a *de minimis* impact determination for 501 S 2nd Avenue, 4809 Ash Lane, and 5115 Philip Avenue. On June 23, 2023, the OWJ concurred that the Build Alternative would have no adverse effect on these three properties. TxDOT submitted the Draft Individual Section 4(f) Evaluation to the OWJ September 6, 2023, and received a concurrence to the overall Section 106 determinations for the project and no comments on the Section 4(f) Evaluation on September 14, 2023. See Appendix C for copy of SHPO/OWJ letter.

9 CONCLUSION

The Build Alternative would result in the direct use of Section 4(f) properties (see **Table 8**). The Build Alternative would not result in temporary or constructive use.

Table 8. Summary of Section 4(f) Properties and Use Determination for Build Alternative

	Section 4(f) Resource	Impact to Resource from Build Alternative	Section 106 Effect Section 4(f) Use
	501 S 2nd Ave (contributing to Deep Ellum Historic District and Gulf Oil Distribution Facility)	Minor use of land with no loss of contributing resources or character-defining features	No Adverse Effect *De minimis* Impact
	4809 Ash Ln (contributing to Mt. Auburn/ Santa Fe Historic District)	Minor use of land with no loss of contributing resources or character-defining features	No Adverse Effect *De minimis* Impact
	4937 Lindsley Ave (contributing to Mt. Auburn/Santa Fe Historic District)	Demolition of contributing resource	Adverse Effect **Direct Use**
	800 Exposition Ave (contributing to Commerce/Exposition Historic District)	Physical destruction/demolition of contributing resource	Adverse Effect **Direct Use**
	710 Exposition Ave (Cabell's Building, individually eligible and contributing to Commerce/Exposition Historic District)	Physical destruction/demolition of contributing resource	Adverse Effect **Direct Use**
	5115 Philip Ave (contributing to Jubilee Park Historic District)	Minor use of land with no loss of contributing resources or character-defining features	No Adverse Effect *De minimis* Impact

A summary of the avoidance alternatives analysis is contained in **Table 9.** Although other alternatives are discussed in this document, only the avoidance alternatives (i.e., those that avoid the use of any Section 4(f) property) are summarized below.

Table 9. Summary of Avoidance Alternatives Analysis

Avoidance Alternative	Feasible?	Prudent?	Prudence factor violated
No-Build	Yes	No	Does not meet need and purpose
TSM/TDM	Yes	No	Does not meet need and purpose
Shift roundabout south	Yes	No	Results in unacceptable safety or operational problems
Bridge Alternative	Yes	No	Involves multiple factors that cumulatively cause unique problems or impacts of extraordinary magnitude
Tunnel Alternative	Yes	No	Results in additional construction, maintenance, or operational costs of extraordinary magnitude

Based upon the foregoing, there is no feasible and prudent alternative to avoid the use of historic sites. The proposed action causes the least overall harm, given the statute's preservation purpose and includes all possible planning to minimize harm resulting from use of the historic sites.

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Appendix A: Figures



Figure 1 Project Area

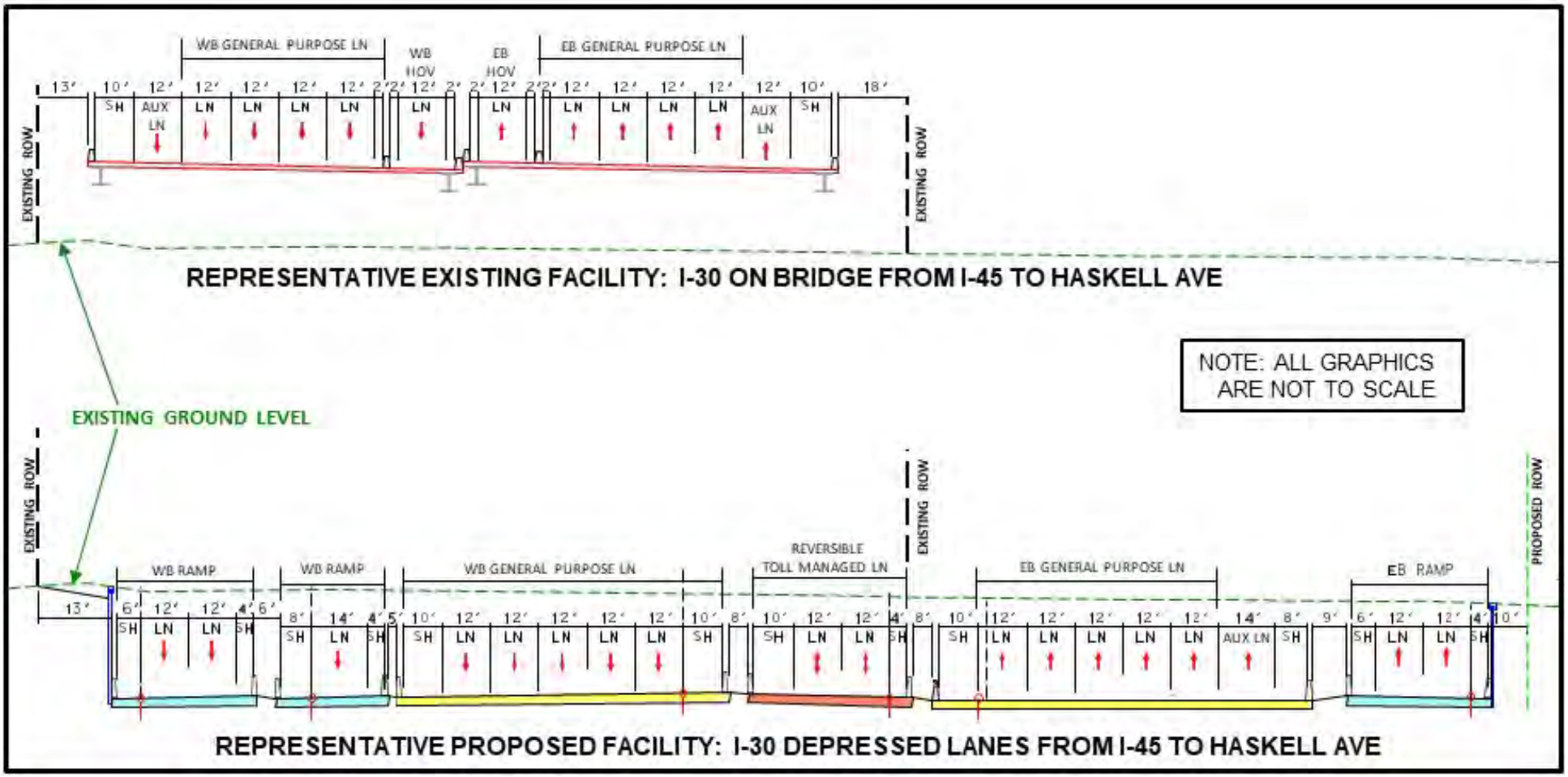


Figure 2a Representative Existing and Proposed Facility: West Segment

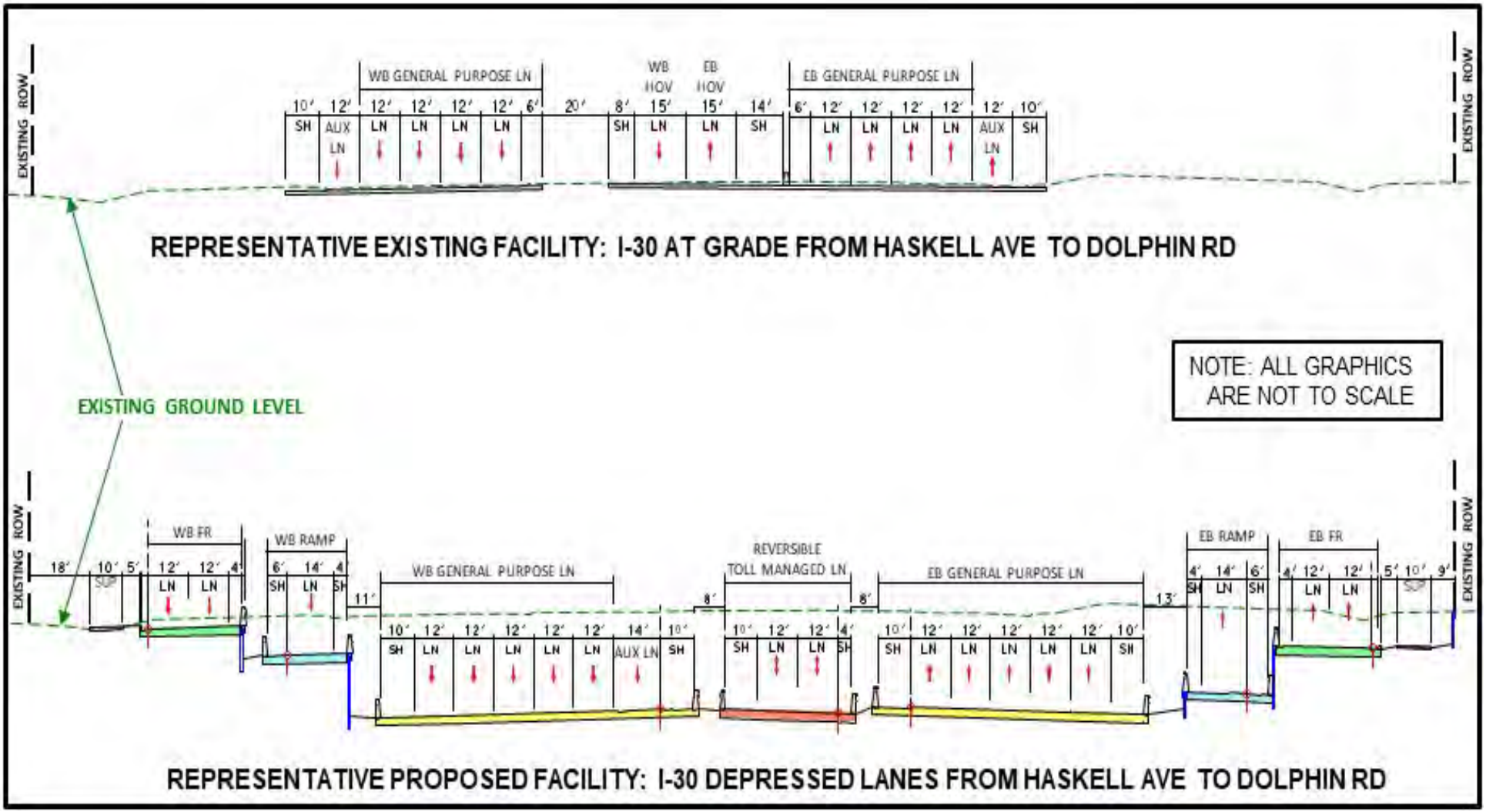


Figure 2b Representative Existing and Proposed Facility: Center Segment

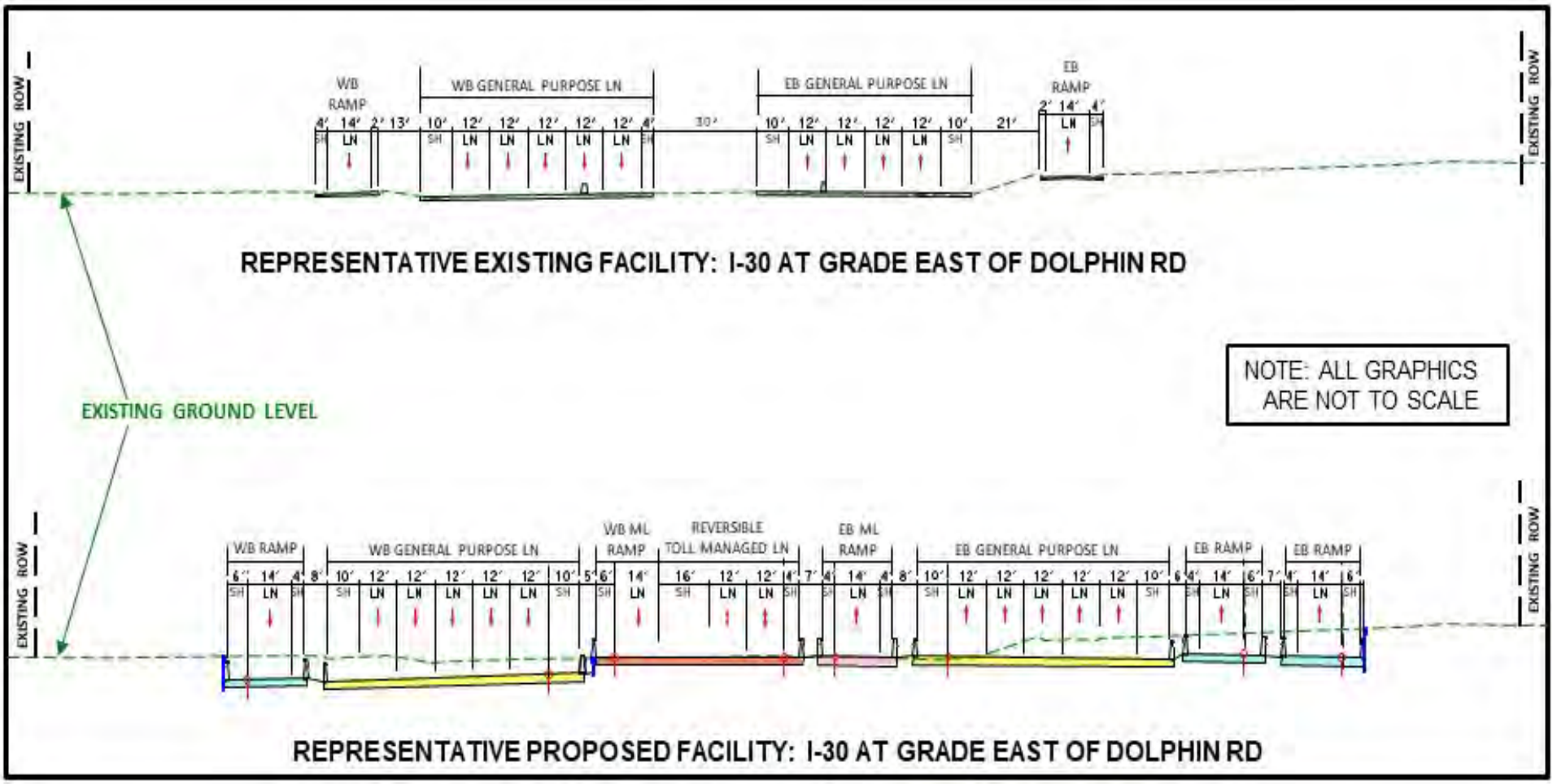


Figure 2c Representative Existing and Proposed Facility: East Segment

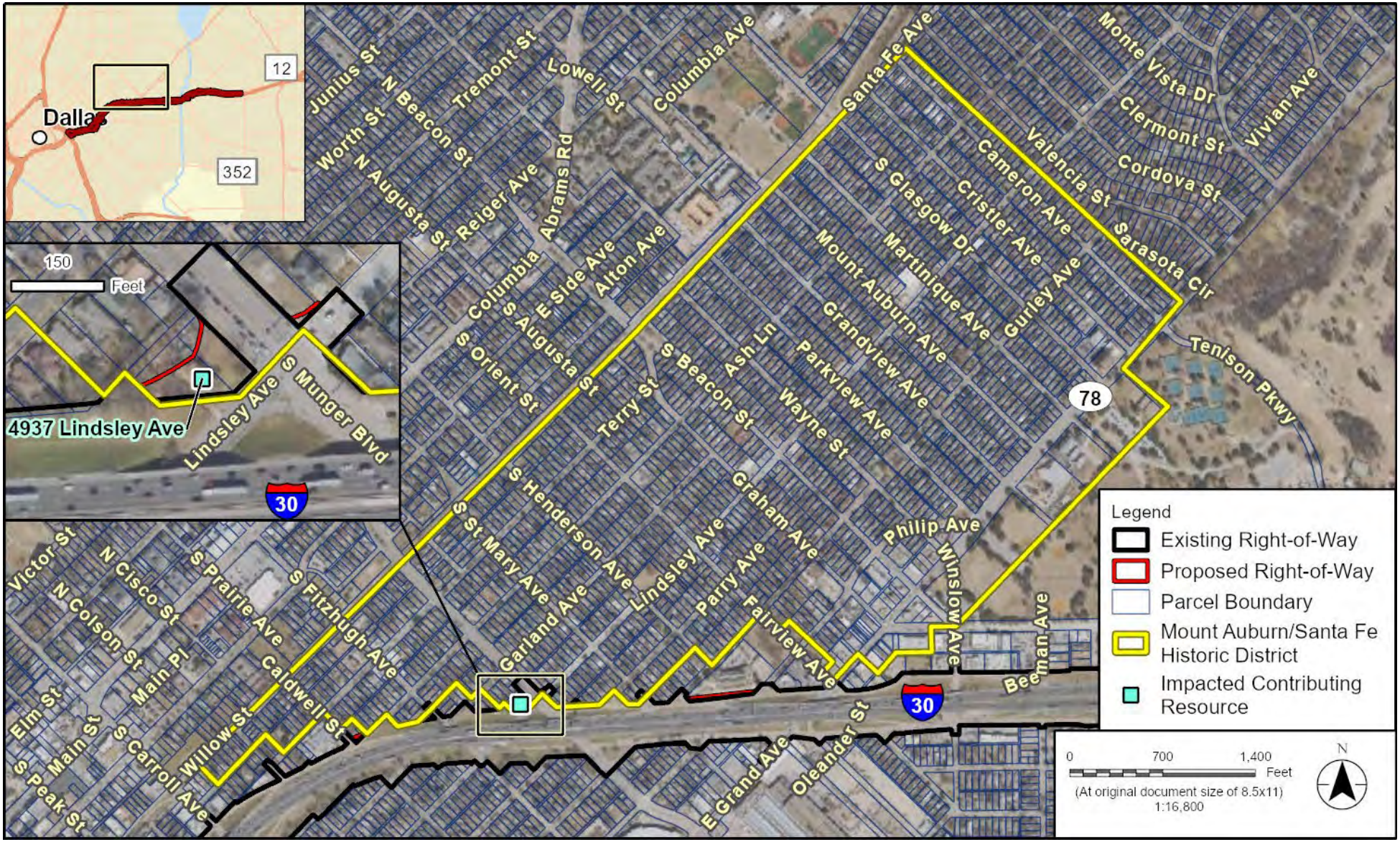


Figure 3 Mt. Auburn/Santa Fe Historic District and 4937 Lindsley Avenue

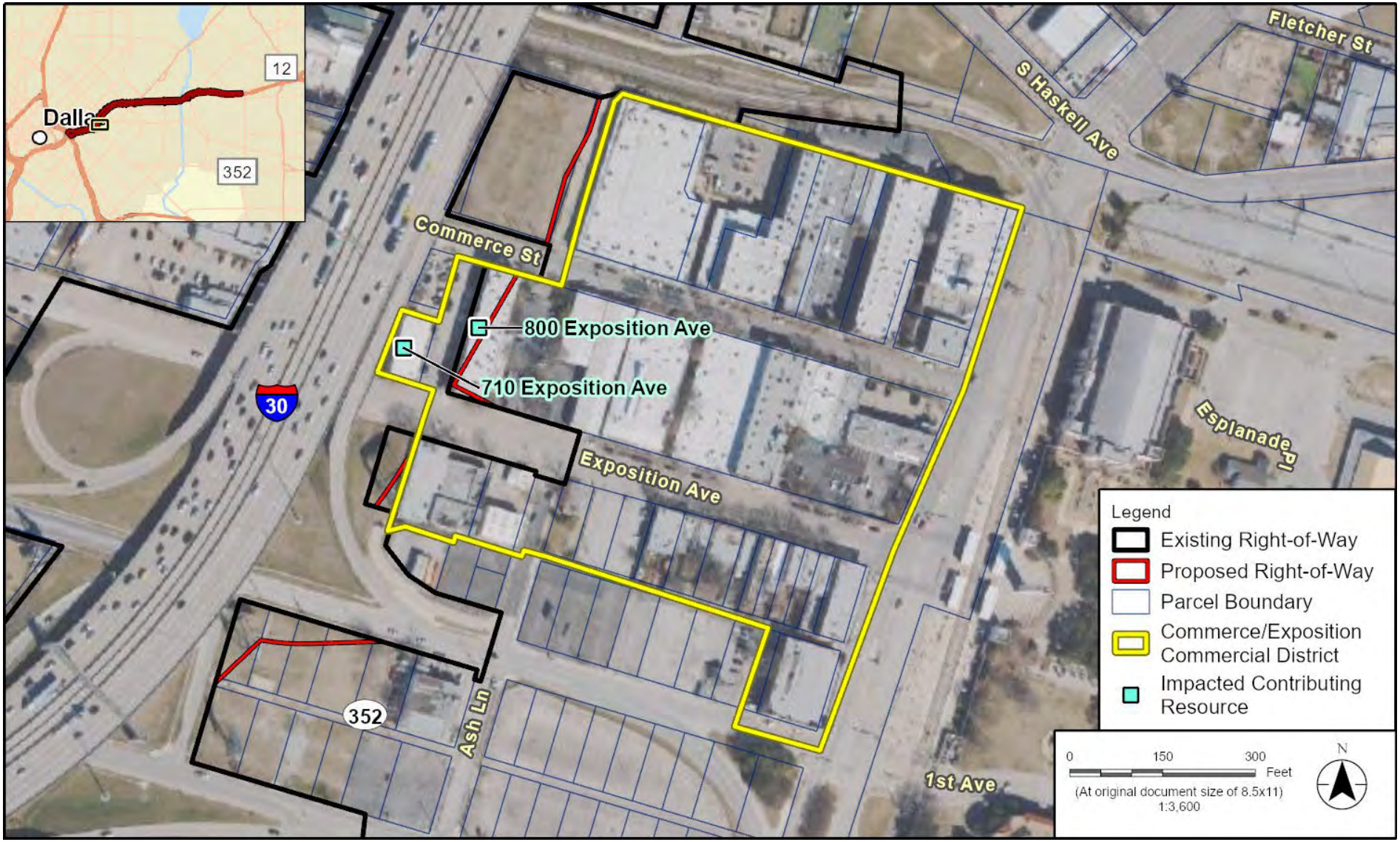


Figure 4 Commerce/Exposition Historic District and Contributing Resources 710 and 800 Exposition Avenue

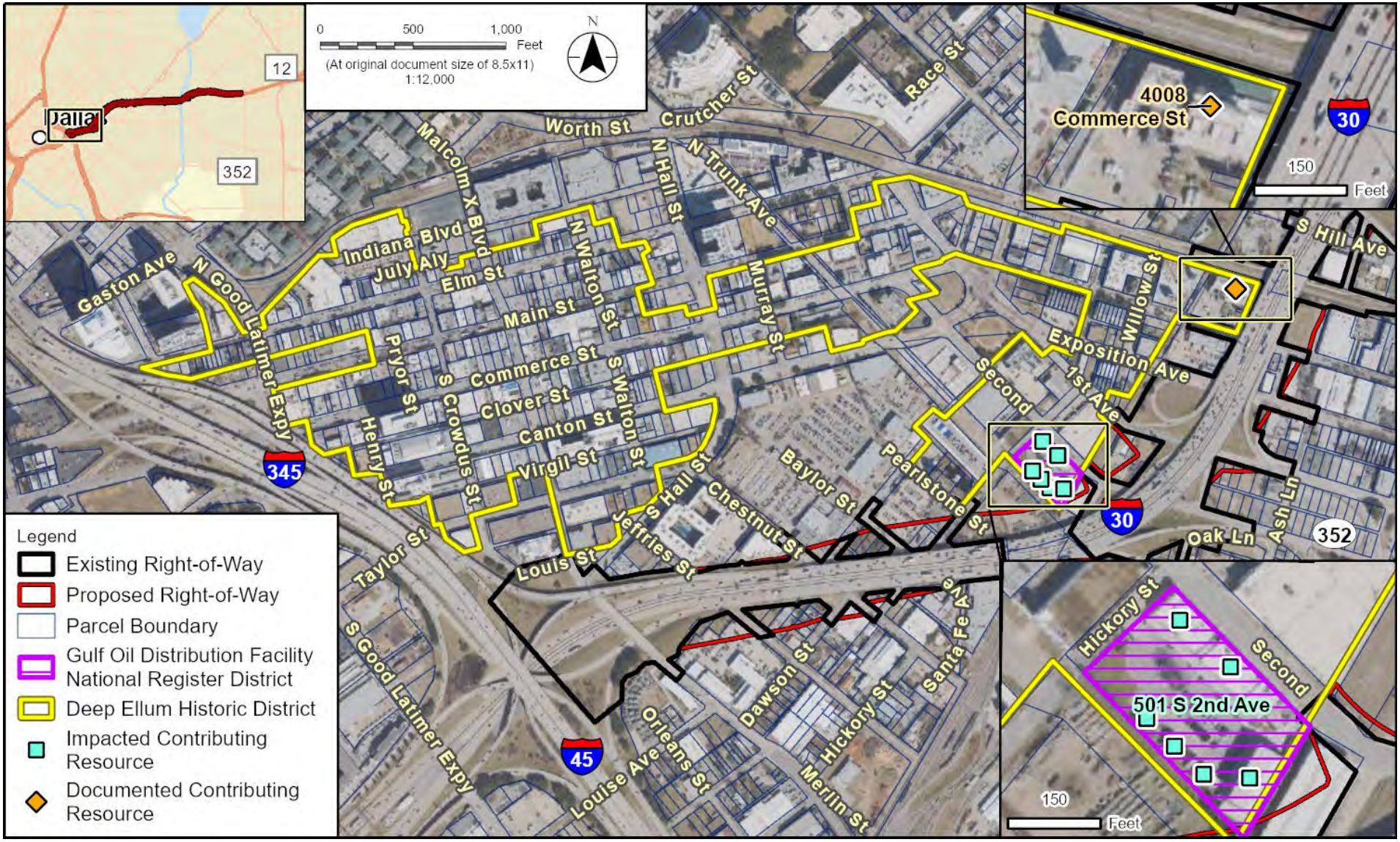


Figure 5 Deep Ellum and Gulf Oil Distribution Facility National Register Historic Districts

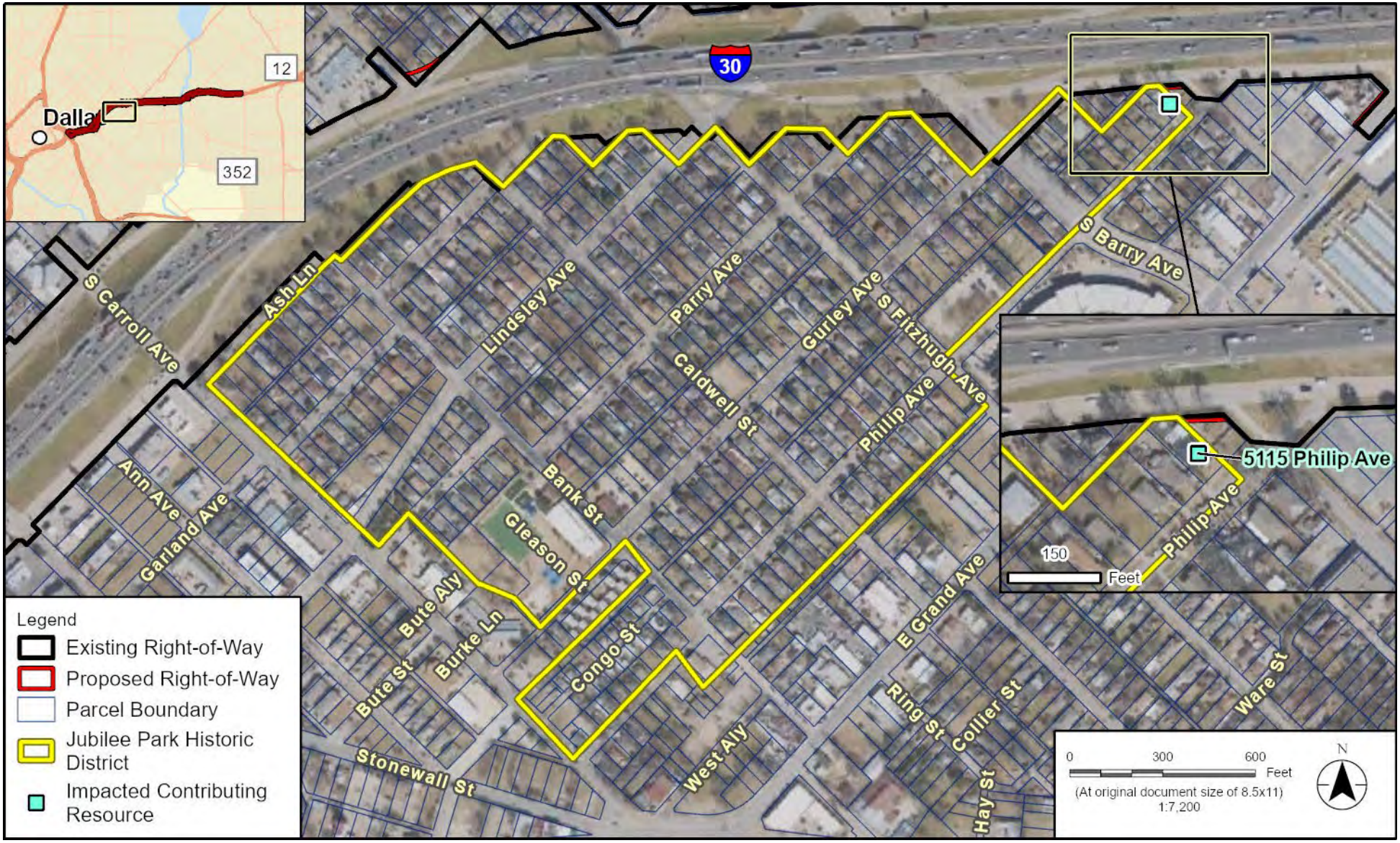


Figure 6 Jubilee Park National Register Historic District and Contributing Resource 5115 Philip Avenue



Figure 7 *De minimis* impact to 4809 Ash Lane (contributing to Mt. Auburn/Santa Fe Historic District)

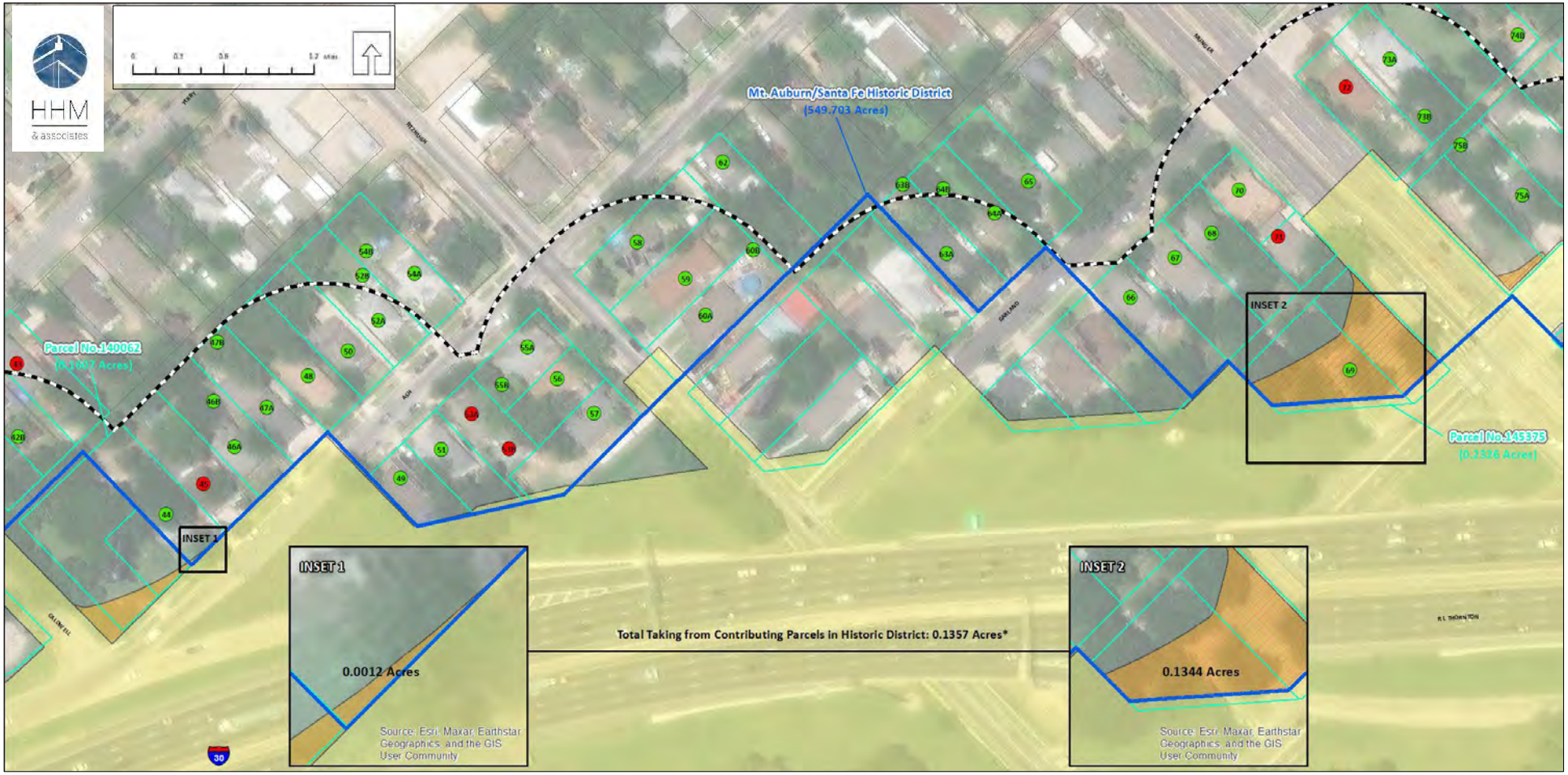


Figure 8 Impacts to Mt Auburn/Santa Fe Historic District

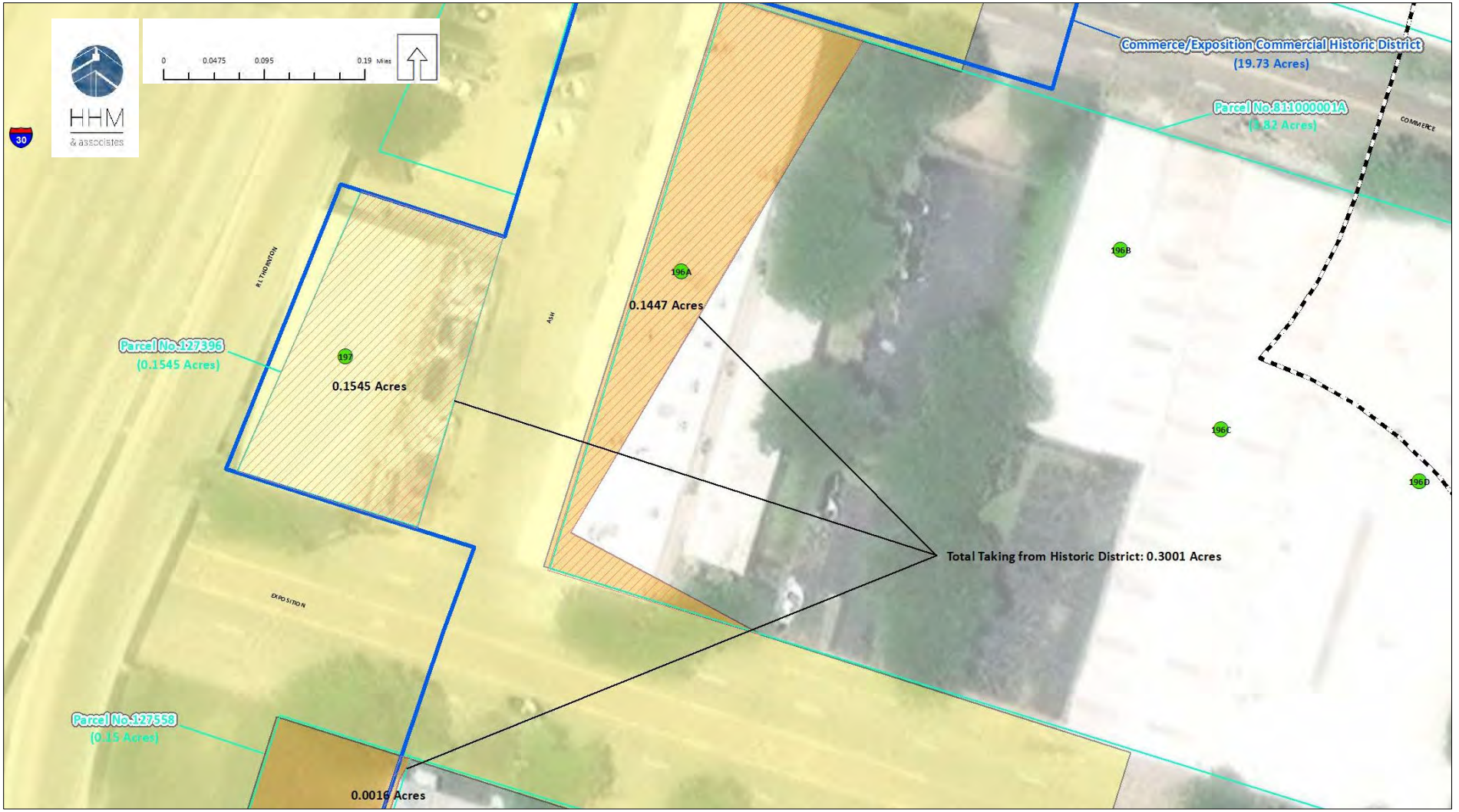


Figure 9 Impacts to Commerce/Exposition Historic District (710 and 800 Exposition Avenue)



Figure 10 *De minimis* impact to 501 S 2nd Avenue (contributing to Gulf Oil Distribution Facility and Deep Ellum Historic Districts)



Figure 11 *De minimis* impact to 5115 Philip Avenue (contributing to Jubilee Park Historic District)

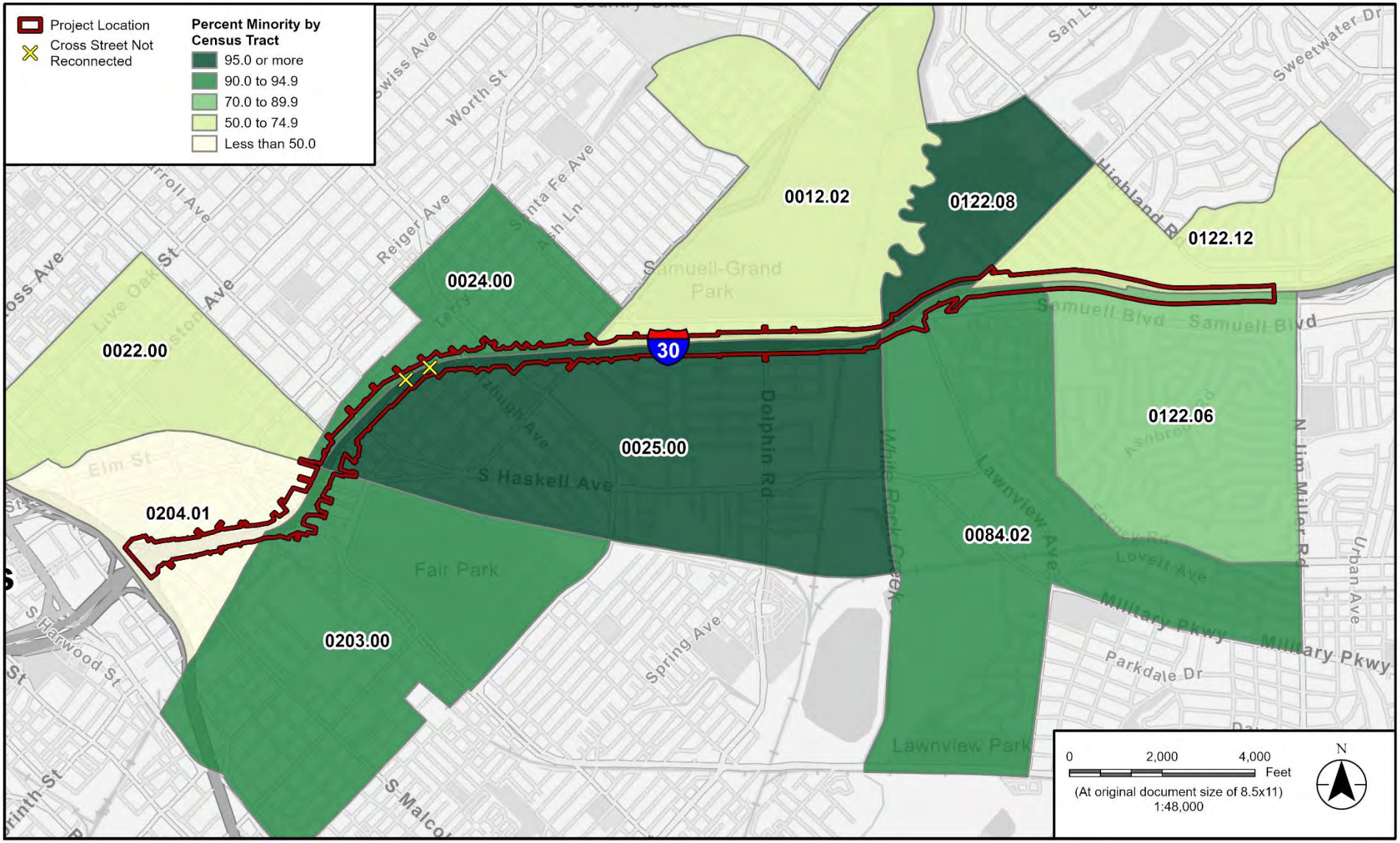


Figure 12 Race by Census Tract (Census 2020) in Project Area with areas where Bank Street and Caldwell Streets would not be reconnected for the bridge alternative, affecting EJ geographies to the south of I-30

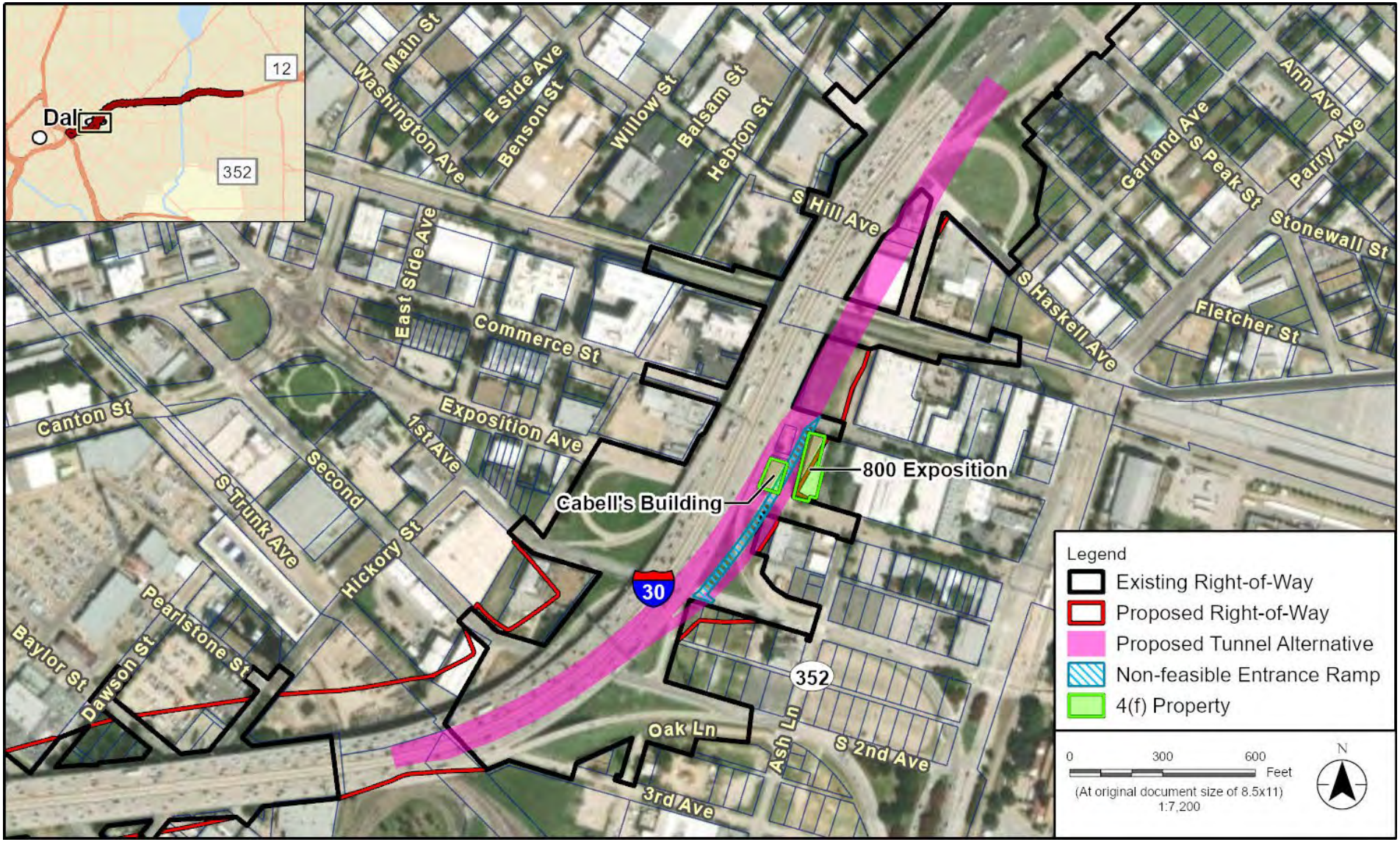


Figure 13 Tunnel Alternative that avoids the use of 710 and 800 Exposition Avenue

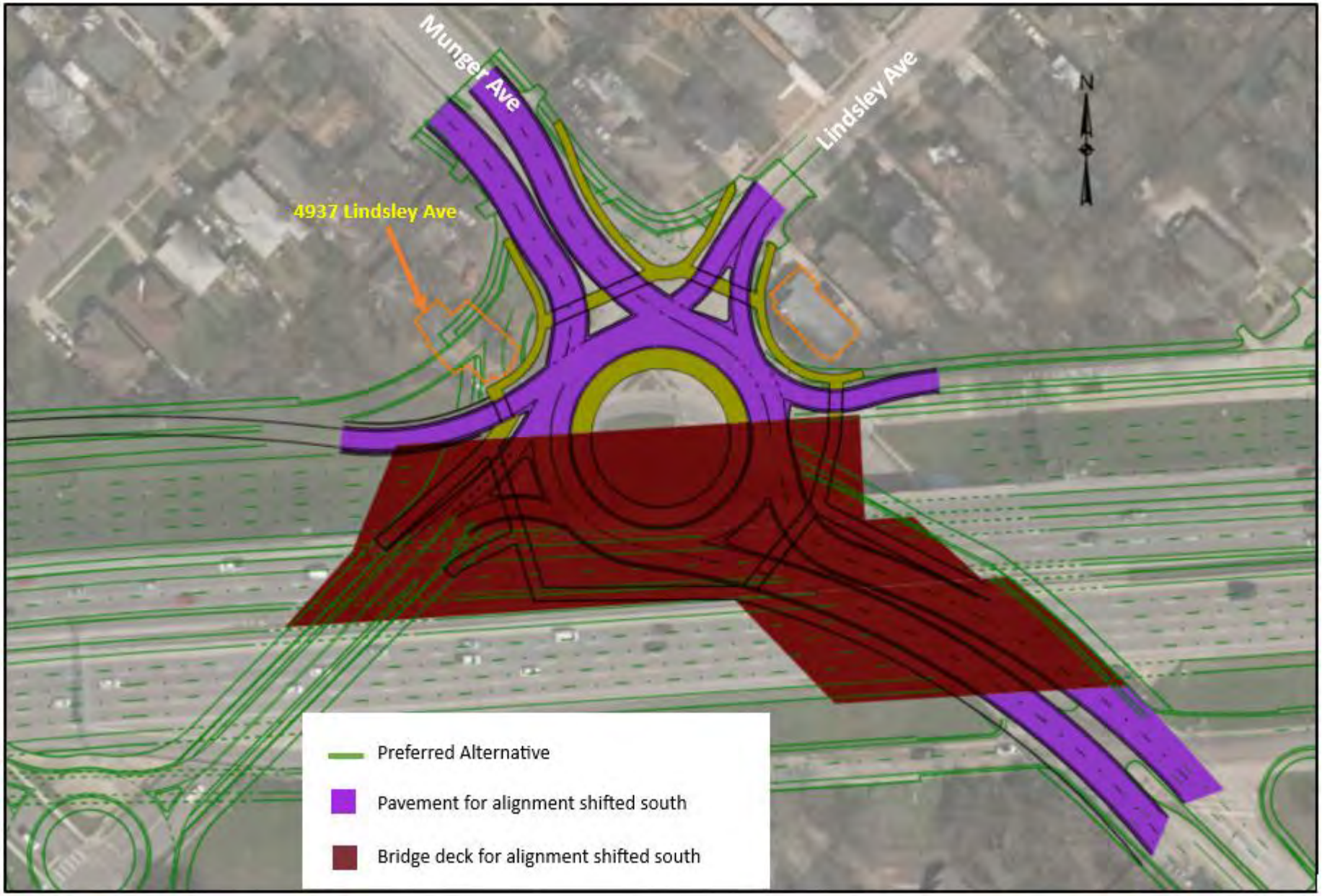


Figure 14 Roundabout shifted south to avoid 4937 Lindsley Avenue

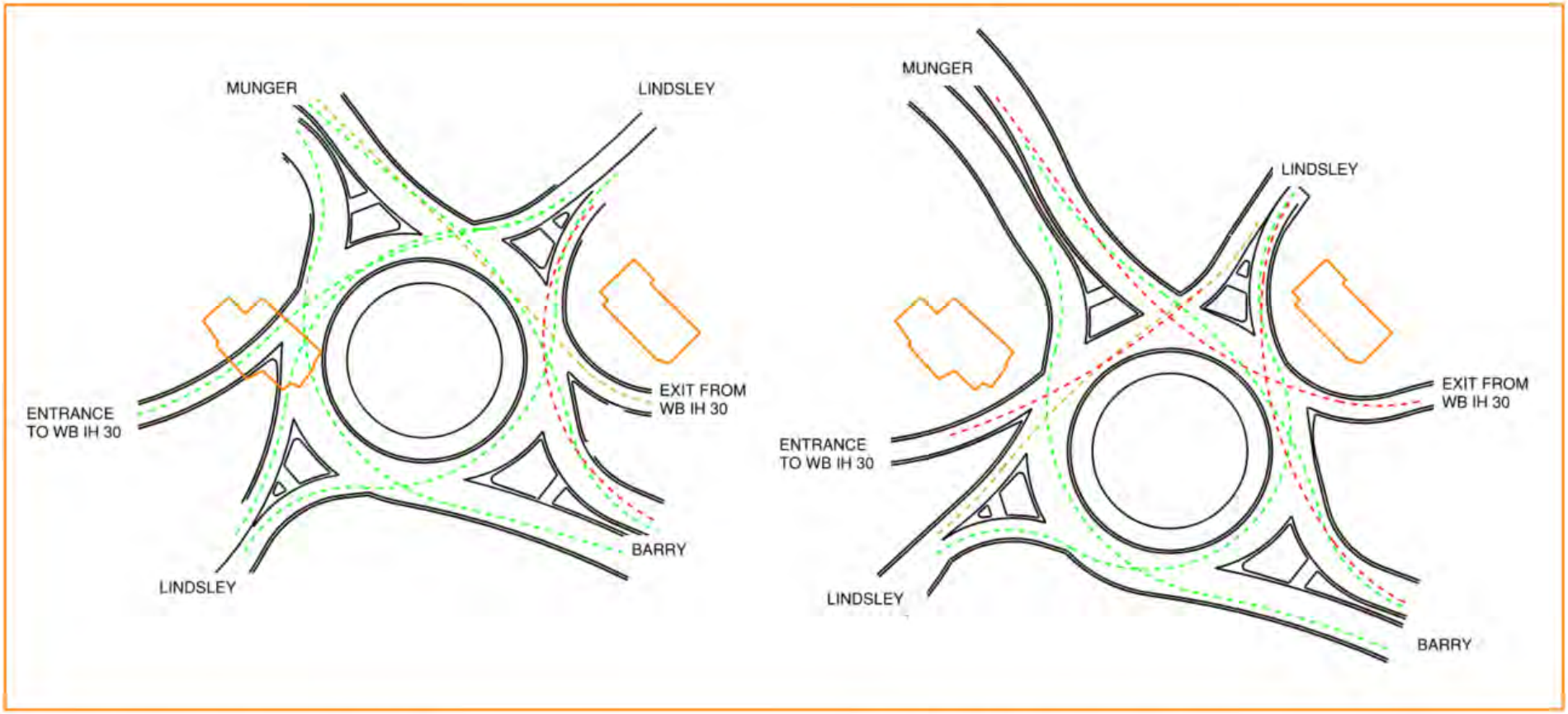


Figure 15 Speed Curve Evaluation for roundabout shifted south



Figure 16: Green polygon shows the boundary of the Mt. Auburn/Santa Fe Historic District.

Dots on parcels indicate historic properties contributing to that district. Parcel 134719 is 4937 Lindsley Avenue (circled in red), proposed for demolition under the Build Alternative.

Shifting or elevating the proposed roundabout results in shifting the impact to other contributing properties at the existing intersection. Elevating a roundabout at the intersection would require changes to driveway connections at street level.

Appendix B: HRSR Survey Forms for Impacted Properties

Note that the Historic Resources Survey Report (HRSR) for this project compiles forms collected during four different recent surveys. While the most recent survey updated numbers, maps, and photos as appropriate for a consistent final product, survey forms bear a watermark and other information indicating their source:

- 2020 survey of the I-30 Canyon corridor (conducted by HNTB),
- 2022 survey of Downtown Dallas and Deep Ellum,(conducted by HHM),
- 2022 draft survey of the I-30 East corridor (conducted by HNTB, and
- 2023 survey update of the I-30 East corridor (conducted by HHM).

Within this Appendix, find the forms for all properties listed in Section 3 of this Section 4(f) evaluation. Page numbers reflect the pages within the 2023 HRSR.

Note also that for Resource 196A, there are multiple buildings associated with the same Dallas County appraisal parcel number. Refer to page 15 of the Section 4(f) Evaluation (including footnote) for more information about the property and to Figure 9 in Appendix A for a map of its specific location.

Survey Date:	12/27/2022 (HHM)
District Name:	**MT. AUBURN/ SANTA FE HISTORIC DISTRICT (HHM)**
Resource Nos.:	**39A-B, 41-60B, 62-98, 102**
Project Location:	Dallas County, Dallas District
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251
Rough Boundaries:	W R L Thornton Access Road on the south, Willow Street/Santa Fe Trail (the former Santa Fe rail corridor) on the west, Cameron Avenue on the north, and E. Grand Avenue on the east
Functions/ Subfunctions:	Residential, Commercial/ Single-family house, Duplex house, Store
Forms:	Bungalow, Square plan hipped-roof, One-part commercial block
Stylistic Influence(s):	National Folk, Craftsman, Minimal Traditional
Construction Dates:	1900-1950 (Appraisal district)
NRHP Eligibility:	Eligible as a district
NR District, Status:	Mt. Auburn/ Santa Fe,
Criteria, Notes:	Criterion A, Criterion C, Architecture, Community Planning & Development, Ethnic Heritage, Local level of significance; Period of significance 1902-1973; Borderline integrity in some areas; intensive would be needed to refine boundaries
Alterations/ Additions:	Windows and doors sometimes changed, Masonry veneers and garden walls sometimes signify shift to Mexican American ethnic heritage/
Integrity Notes:	
Effect:	Adverse effect to contributing resource 4937 Lindsley Avenue (Resource ID 69); *de minimis* ROW acquisition at parcel encompassing contributing resource at 4809 Ash Lane (Resource ID 44)

Overview map showing the recommended Mt. Auburn/Santa Fe Historic District. Boundary shown in blue, contributing resources in green, noncontributing resources in red. See Appendix D for a larger-scale map and legend.



Recommended Mt. Auburn/Santa Fe Historic District, contextual photos (outside of APE).













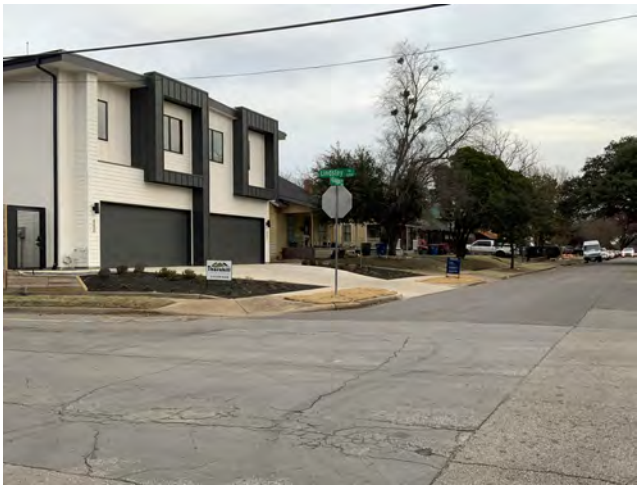
Recommended Mt. Auburn/Santa Fe Historic District, contextual photos (outside of APE).

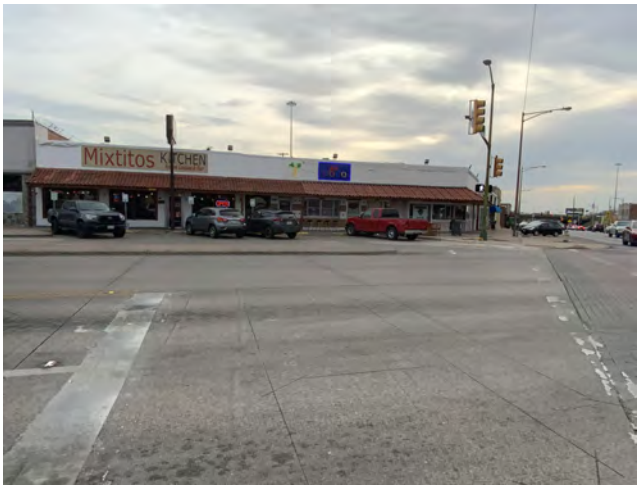












Recommended Mt. Auburn/Santa Fe Historic District, contextual photos (outside of APE).













Survey Date:	12/29/2022	
Resource No:	**44 (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	4809 ASH LN, 32.791133000000002/ -96.761015256	
Function/ Subfunction:	Residential	Single-family house
Form:	Modified L-plan	
Stylistic Influence(s):	National Folk	
Construction Date:	1910 (Appraisal district)	
Occupants/ History:		
Prior Designation:		
Prior Documentation:	I-30 East Corridor Project (HNTB, Sept. 2022, Resource #21) (Not eligible)	
NRHP Eligibility:	Within district eligible for NRHP	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Mt. Auburn/ Santa Fe, Contributing	
Criteria, Notes:	Criterion A, Criterion C, Architecture, Community Planning & Development, Ethnic Heritage, Local level of significance	
Alterations/Additions:	Door replaced, Porch rail altered	
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 44	***See photos on following pages.***

Survey Date:	01/25/2022
Resource No:	44 (HHM) [21 (HNTB)]
Project Location:	Dallas
Project Name and CSJ:	I-30 East Corridor Project; 0009-11-252
Address, Lat/Long:	4809 Ash Lane; 32.791821, -96.761850
Function/Sub-function:	Residence
Construction Date:	1910
NRHP Eligibility:	See HHM 2023 survey form (contributing to Mt. Auburn/Santa Fe Historic District) (Not Eligible per HNTB)
Integrity/Comments:	See HHM survey form; Retains sufficient integrity for district threshold per Table G-2 in Appendix G (HHM). Per HNTB: Resource 44 is a one-story house standing on wood piers. The house faces southeast and is clad in historic-age clapboards. Two windows and a non-historic door fenestrate the main elevation. The two windows are obscured by metal bars. The house has a Dutch gable roof clad in non-historic asphalt shingles. The gable wall is clad in staggered shingle siding and has two vents. The main elevation is accessed from a porch on the ride side of the main elevation. The porch is covered in a projected gable roof and supported by historic-age wood posts. The projected gable wall is clad in historic-age clapboards and has one vent. The wood piers under the porch are covered by non-historic wooden fiber board. A non-historic wood railing fences the porch. The northwest side elevation has two windows obscured by metal bars. Resource 44 retains integrity in the aspects of location and setting only. The property stands in its original location within a residential setting. The replacement of the original door and changes to historic-age materials including non-historic alterations to the porch have reduced integrity in the aspects of design, materials, and workmanship. Without the ability to convey significance in the aspect of design, the building no longer evokes a sense of a residence in the early-twentieth century. Due to the design changes, Resource 44 no longer possesses adirect link to the past and does not retain integrity in the aspect of association. Research did not reveal an association between Resource 44 and any events or people that have made significant contributions to history in Dallas. Therefore, the property is recommended not eligible under Criterion A or B. The property was evaluated under Criterion C and is recommended not eligible. Although it retains some aspects of integrity, changes to historic-age materials inhibit its ability to convey significance of a particular era.

HNTB Draft HRSR September 2022



Resource 44 (HHM) [21 (HNTB)]: view of façade (southeast elevation)

HNTB Draft

Survey Date:	12/29/2022	
Resource No:	**69 (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	4937 LINDSLEY AVE, 32.791527000000002/ -96.757154999999997281	
Function/ Subfunction:	Residential	Duplex house
Form:	Front-Gable Bungalow	
Stylistic Influence(s):	Craftsman	
Construction Date:	1923 (Appraisal district)	
Occupants/ History:		
Prior Designation:		
Prior Documentation:	I-30 East Corridor Project (HNTB, Sept. 2022, Resource #31) (Not eligible)	
NRHP Eligibility:	Within district eligible for NRHP	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Mt. Auburn/ Santa Fe, Contributing	
Criteria, Notes:	Criterion A, Criterion C, Architecture, Community Planning & Development, Ethnic Heritage, Local level of significance	
Alterations/Additions:	Some windows replaced	Small rear addition
Integrity Notes:	Some alterations historic-age	
Effect:	Adverse Effect	

Resource No. 69	***See photos on following pages.***

Survey Date:	01/25/2022
Resource No:	69 (HHM) [31 (HNTB)]
Project Location:	Dallas
Project Name and CSJ:	I-30 East Corridor Project; 0009-11-252
Address, Lat/Long:	4937 Lindsley Avenue (HHM) [HNTB 801 South Munger Boulevard]
Function/Sub-function:	Residence
Construction Date:	1923
NRHP Eligibility:	See HHM 2023 survey form (contributing to Mt. Auburn/ Santa Fe Historic District) (Not
Integrity/Comments:	Retains sufficient integrity for district threshold per Table G-2 in Appendix G (HHM). Per HNTB: Resource 69 is a front-gable bungalow with elements of the craftsman style that include exposed rafter tails and knee braces. Exterior materials are a mix of historic-age and non-historic and include historic-age wood clapboard and non-historic pressed or cement board. Windows are a combination of original wood framed units and non-historic replacements of varying materials; some windows are covered with plywood. The exposed pier foundation has been covered with non-historic metal sheeting. Though not accessible due to a fence, it appears that the rear of the house has numerous historic-age and non-historic-age additions that have altered the access within and into the house, as well as changing the overall fenestration pattern. The façade has a central projecting gable that creates an entry porch over what appear to be two front doors. This is corroborated by two separate house numbers on the porch supports, indicating that the house is a duplex. The porch is entirely protected by metal security bars. Resource 69 sits on a corner lot that has both grassy lawn and a gravel parking area. The house has a historic-age concrete walkway and steps, but access is blocked by a chain-link fence. Resource 69 retains integrity in the aspect of location only, because it has not been moved. Resource 69 no longer retains any other aspect of integrity. Numerous additions to the rear of the house, changes in exterior cladding materials, and the installation of non-historic windows and doors has negated integrity of materials, design, and workmanship. Integrity of setting has been significantly impacted by the construction of I-30 and the loss of all other historic-age houses on this section of Lindsley Avenue. Though Resource 69 is identifiable as a bungalow and expresses some elements of the craftsman style, the numerous rear additions, changes in exterior materials, and significant change in historic setting, it no longer retains feeling or association necessary to convey its historic identity. Therefore, Resource 69 is recommended not eligible for the NRHP under Criterion C. Resource 69 does not appear to have an association with significant historical events or individuals important to development of Dallas, Texas. Therefore, Resource 69 is recommended not eligible for the NRHP under Criteria A or B.

HNTB Draft for TAC September 2022



Resource 69 (HHM) [31 (HNTB)]: view of façade (southeast elevation)

HNTB Draft



Resource 69 (HHM) [31 (HNTB)]: view of façade oblique showing rear additions, facing north

HNTB Draft

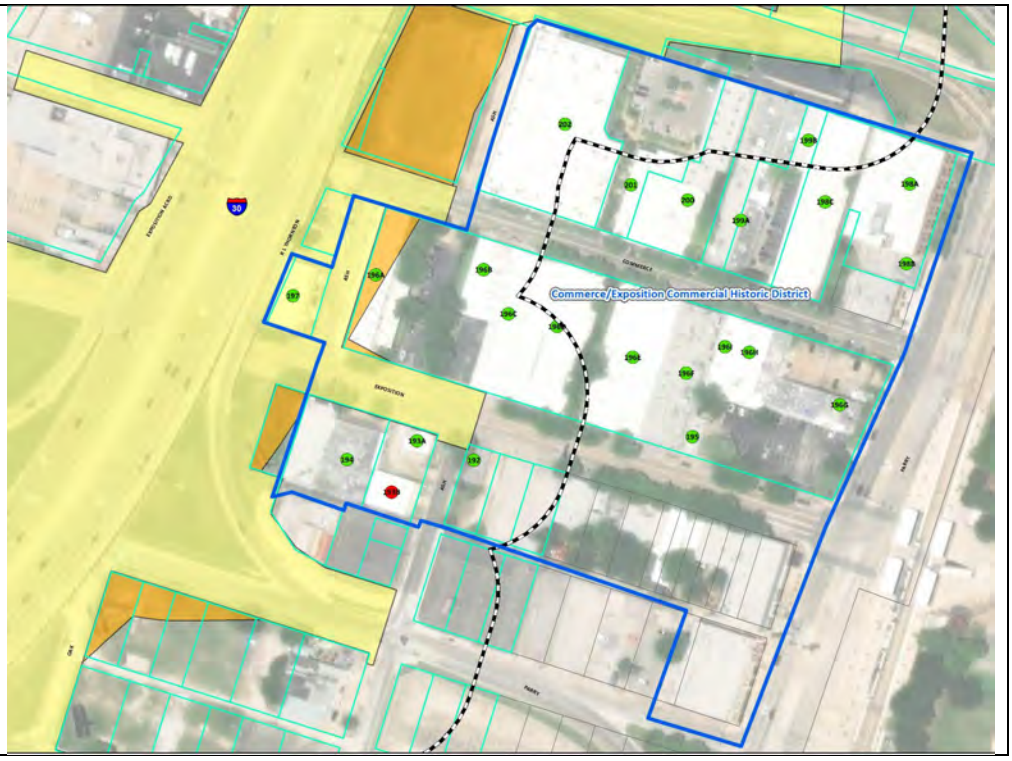


Resource 69 (HHM) [31 (HNTB)]: view of northeast elevation

HNTB Draft

Survey Date:	12/27/2022 (HHM)
District Name:	**COMMERCE/ EXPOSITION HISTORIC DISTRICT (HHM)**
Resource Nos.:	**192-202**
Project Location:	Dallas County, Dallas District
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251
Rough Boundaries:	Texas & Pacific (T&P) railroad tracks at the north, Parry Avenue at the east, the alley between 1st Avenue and Exposition Avenue at the south, and Ash Lane at the west
Functions/ Subfunctions:	Commercial/ Store, Warehouse
Forms:	One-part commercial block, Two-part commercial block
Stylistic Influence(s):	Commercial
Construction Dates:	1920-1940 (Appraisal district)
NRHP Eligibility:	Eligible as a district
NR District, Status:	Commerce/ Exposition Commercial District,
Criteria, Notes:	Criterion A, Criterion C, Architecture, Commerce, Local level of significance; Period of significance 1922-1962
Alterations/ Additions:	
Integrity Notes:	
Effect:	Adverse effects to individually eligible/contributing resource at 710 Exposition Ave. (Cabell's Inc., Resource ID 197) and contributing resource at 820 Exposition Ave. A (Resource ID 196A); de minimis ROW acquisition (no adverse effect) on parcel encompassing contributing resources 820 Exposition Avenue B-I (Resource IDs 196B-I) and 832 Exposition Avenue (Resource ID 195)

Overview map showing the recommended Commerce/Exposition Historic District. Boundary shown in blue, contributing resources in green, noncontributing resources in red. See Appendix D for a larger-scale map and legend.



Recommended Commerce/Exposition Historic District, contextual photos (outside of APE).









Survey Date:	12/27/2022	
Resource No:	**196A (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	820 EXPOSITION AVE, 32.783191000000002/ -96.768517000000003519	
Function/ Subfunction:	Commercial	Warehouse
Form:	Two-part commercial block	
Stylistic Influence(s):	No stylistic influences visible	
Construction Date:	1923 (Appraisal district)	
Occupants/ History:		
Prior Designation:		
Prior Documentation:	I-30 East Corridor Project (HNTB, Sept. 2022, Resource #13a) (Not eligible)	
NRHP Eligibility:	Within district eligible for NRHP	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Commerce/ Exposition Commercial District, Contributing	
Criteria, Notes:	Criterion A, Criterion C, Architecture, Commerce, Local level of significance	
Alterations/Additions:	Some exterior wall materials covered, Some window replaced, Doors replaced	Shed-roof metal porch added between 1956 and 1968
Integrity Notes:	Alterations compatible	
Effect:	Adverse Effect	

Resource No. 196A (2571693B-A3D7-4B2C-8809-53C6728F2C78.jpeg)

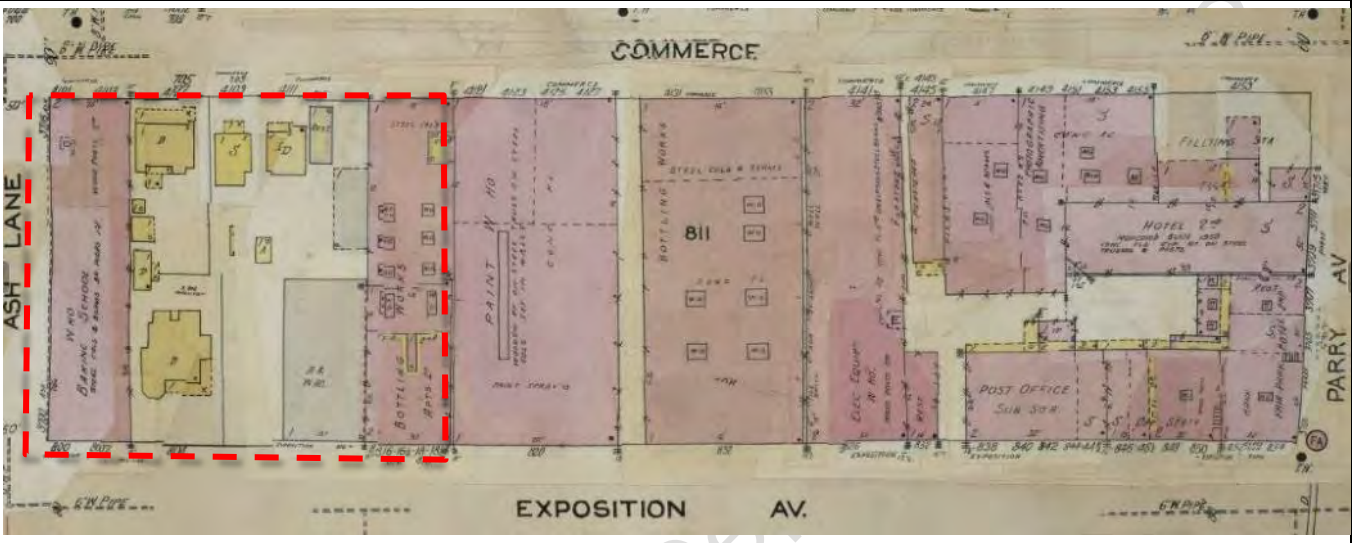


Resource No. 196A (1BE90D30-D0D6-456E-A4E3-074866554133.jpeg)	

Survey Date:	01/25/2022
Resource No:	196A (HHM) [13a (HNTB)]
Project Location:	Dallas
Project Name and CSJ:	I-30 East Corridor Project; 0009-11-252
Address, Lat/Long:	800-832 Exposition Avenue, 4115 and 4145-4253 Commerce Street, 3711-3715 Parry Avenue; 32.782617, -96.767334
Function/Sub-function:	Commercial
Construction Date:	ca .1928
NRHP Eligibility:	See HHM 2023 survey form (contributing to Commerce/Exposition Historic District) (Not Eligible per HNTB)
Integrity/Comments:	See HHM survey form; Retains sufficient integrity for district threshold per Table G-2 in Appendix G (HHM). Per HNTB: Resource 196 is a row of historic-age buildings fronting Exposition Avenue between Ash Lane and Parry Avenue, as well as buildings fronting Commerce Street and Parry Avenue. Though they now occupy a single Dallas County parcel, they were originally constructed as separate buildings, and only those located within the APE of the proposed project are assessed in this report. Within the APE, Resource 196 is comprised of three buildings. Resource 196A is located at 800 Exposition Avenue and was constructed in c. 1928. Resource 196B is located at 4115 Commerce Street and was constructed c. 1960. Resource 196C is located at 816 Exposition Avenue and was constructed c. 1928. Resource 196A is a two-story, flat-roofed building that spans the entire length of the block from Exposition Avenue to Commerce Street. A 1922 Sanborn map indicates it is of brick construction, but it has been covered in non-historic stucco on all elevations other than the east elevation which exhibits the original brick, though painted. Windows throughout the building are a mix of historic-age and non-historic units. Original windows are steel framed, multi-light units with a central awning panel of lights that appear operational. Replacement units are aluminum framed and are either multi-light and awning replicas of the originals or are plate glass storefront windows. Exterior doors are all non-historic metal slab or metal and glass replacements. There are no non-historic additions to the building, but there is a shed-roof metal porch on the east elevation that was added sometime between 1956 and 1968. Access to the rest of the east elevation was limited by a non-historic metal fence. Resource 196A retains integrity in the aspect of location only, because it has not been moved from its original site of construction. Resource 196A no longer retains integrity in the aspects of setting, materials, design, workmanship, feeling, or association. Integrity of setting has been compromised by the construction of I-30 and the loss of many surrounding resources that dated to the resource's historic period. All three buildings exhibit historic-age and non-historic material and design changes that have heavily impacted their integrity of materials, design, and workmanship. None of the three buildings operate in their original capacities and all have altered so that they no longer convey their original uses or time periods, thus negating integrity of feeling and association

HNTB Draft HRSR September 2022

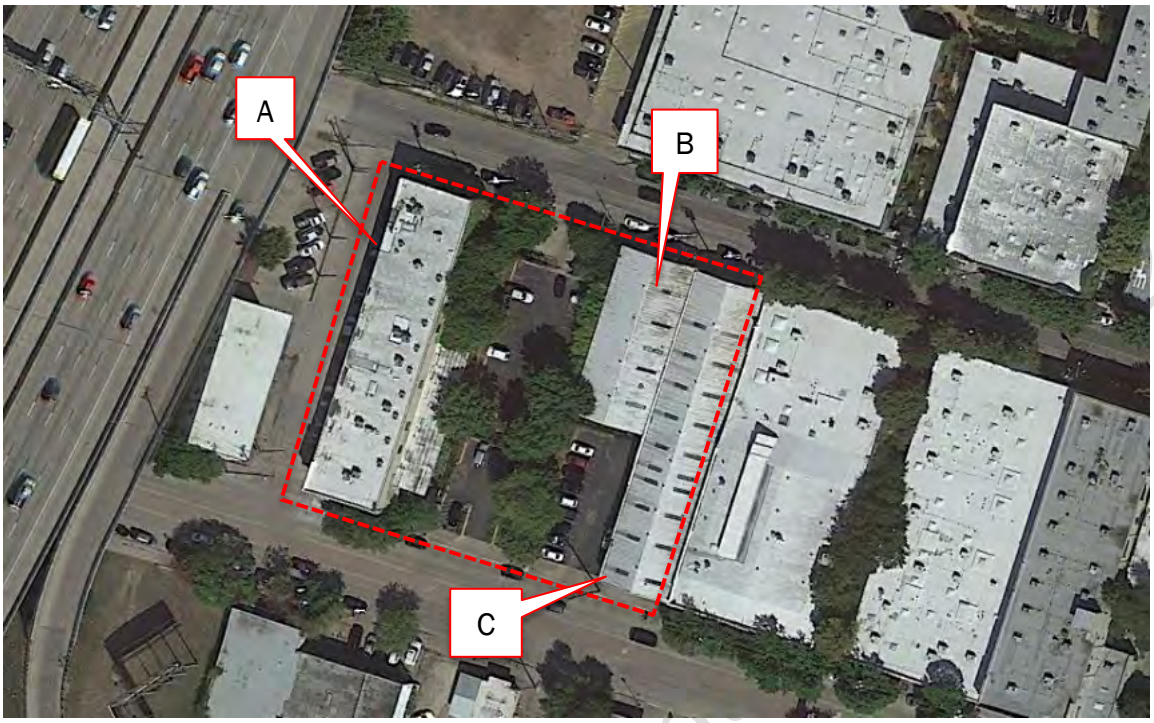
	to any particular function or period of significance. Therefore, Resource 196A is recommended not eligible under Criterion C. Resource 196A does not appear to have an association with significant historical events or individuals important to development of Dallas, Texas. Therefore, Resource 196A is recommended not eligible for the NRHP under Criteria A or B.



Resource 196A (HHM) [13a (HNTB)]: 1922 Sanborn Map vol. 4, revised in 1950, sheet 418

Source: Library of Congress

HNTB Draft HRSR Section



Resource 196A (HHM) [13a (HNTB)]: 2021 aerial showing Resources 13a, 13b, and 13c
Source: Google Earth Pro

HNTB Draft HRSR



Resource 196A (HHM) [13a (HNTB)]: view of north elevation from Commerce Street

HNTB Draft H



Resource 196A (HHM) [13a (HNTB)]: view of south elevation from Exposition Avenue

HNTB Draft

Survey Date:	12/28/2022	
Resource No:	**197 (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	710 EXPOSITION AVE, 32.783105999999997/ -96.768913999999995500	
Function/ Subfunction:	Commercial	Office, Warehouse
Form:	Two-part commercial block	
Stylistic Influence(s):	No stylistic influences visible	
Construction Date:	1962 (Appraisal district)	
Occupants/ History:		
Prior Designation:		
Prior Documentation:	TxDOT Historic Resources Aggregator (Survey date: NA), IH 30 Canyon (2020) (Eligible for Individual Listing in NRHP (Aggregator), Recommended NRHP Eligible (2020))	
NRHP Eligibility:	Individually eligible for NRHP, Within district eligible for NRHP	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Commerce/ Exposition Commercial District, Contributing	
Criteria, Notes:	Criterion A, Criterion C, Architecture, Commerce, Local level of significance	
Alterations/Additions:	Garage doors replaced	
Integrity Notes:	Alterations compatible	
Effect:	Adverse Effect	

Resource No. 197 (3922BD96-B76D-4DA9-9CF6-E1B8AB61B84B.jpeg)



Resource No. 197 (4EE00834-3F63-4920-AB25-D96C4D13A70F.jpeg)	

Survey Date:	8/4/20
Resource No:	197 (HHM) [27 (I-30 Canyon 2020)]/Cabell's, Inc.
Project Location:	Dallas County
Project Name and CSJ:	IH 30 Canyon Improvements Project; 0009-11-254
Address, Lat/Long:	710 Exposition Avenue; 32.78311 -96.76891
Function/Sub-function:	Commerce/Automotive Repair Shop
Construction Date:	1962
NRHP Eligibility:	Eligible; also see HHM 2023 survey form (additionally contributing to Commerce/Exposition Historic District)
Integrity/Comments:	Resource 19727/Cabell's, Inc. is a two-story rectilinear building clad in running bond brick with a soldier course dividing the upper and lower floors. Historic-age double-hung sashes fenestrate all four sides of the second story and the first floor of the south elevation, where one window has been infilled with plywood. Garage bays located along the building's eastern exterior are ~~coveredwith~~covered with non-historic rolling metal doors with fixed lights. The building is sited on a paved parking lot with nearby parcels containing a mix of historic-age and non-historic commercial and residential development. In an informal interview, the current property owner informed researchers that the building once served as the corporate headquarters for Cabell's, Inc. Founded by Earle Cabell and his brothers in the 1930s, Cabell's, Inc. began as an ice cream company. Eventually operating in multiple Texas cities, Cabell's became one of the first convenience store chains in the state. The company's Dallas ice cream plant was located at 4003 Commerce Street (see Resource 16)~~28~~). The plant has been significantly altered and no longer shares an association with Resource 19727/Cabell's, Inc. After selling the company to Southland Corporation in 1959, Earle Cabell entered a career in politics serving as mayor of Dallas and a US Congressman. Resource 19727/Cabell's, Inc. retains integrity in the areas of setting, location, design, materials, workmanship, feeling, and association. The building sits in its original location in a largely commercial section of Dallas. The building's historic windows and exterior materials allow it to retain integrity in the areas of materials, design, and workmanship. Though the former headquarters' garage bays have been covered with non-historic doors, this change does not impact the building's ability to convey significance as a mid-twentieth century commercial building. The metal garage doors do not visually distract from the overall historic character of the property and the building retains integrity in the area of feeling. With its direct link to its past as a corporate headquarters intact, Resource 19727/Cabell's Inc. retains integrity in the area of association. Resource 19727/Cabell's, Inc. was evaluated under Criterion A in the area of commerce for its association with the Cabell's brand of ice cream shops and convenience stores. While the building represents a later period of the company's history (the company was founded in the 1930s and this resource was constructed in 1962), research did not reveal other buildings that exemplify the history of Cabell's, Inc. in Dallas. As the headquarters of a locally- founded business, Resource 19727/Cabell's, Inc. represents a specific period of commercial history in Dallas and is recommended eligible for inclusion on the National Register. Resource 19727/Cabell's, Inc. was evaluated under Criterion B for its association with Earle Cabell, a prominent businessman and politician in Dallas during the mid-twentieth century. Mr. Cabell's association with Cabell's, Inc. is only one example of his many contributions to Dallas history. His historic contributions as a business owner were ~~surpassedduring~~surpassed during his years as a politician and Mr. Cabell's association with Resource 19727/Cabell's, Inc. does not

I-30 Canyon HHM 2020

	best represent his productive years in Dallas. Therefore Resource 19727/Cabell's, Inc. is not recommended eligible under Criterion B. Resource 19727/Cabell's, Inc. was evaluated under Criterion C for architecture and is recommended eligible. Although the building does not represent an academic type or style, its intact historic windows and exterior features allow it to express significance as a mid- twentieth century commercial building. By embodying the materials and methods of construction of the 1960s, Resource 19727 continues to evoke a sense of commercial life in historic Dallas.



Resource 197 (HHM) [27 (I-30 Canyon 2020)]27: view southwest toward north and east elevations

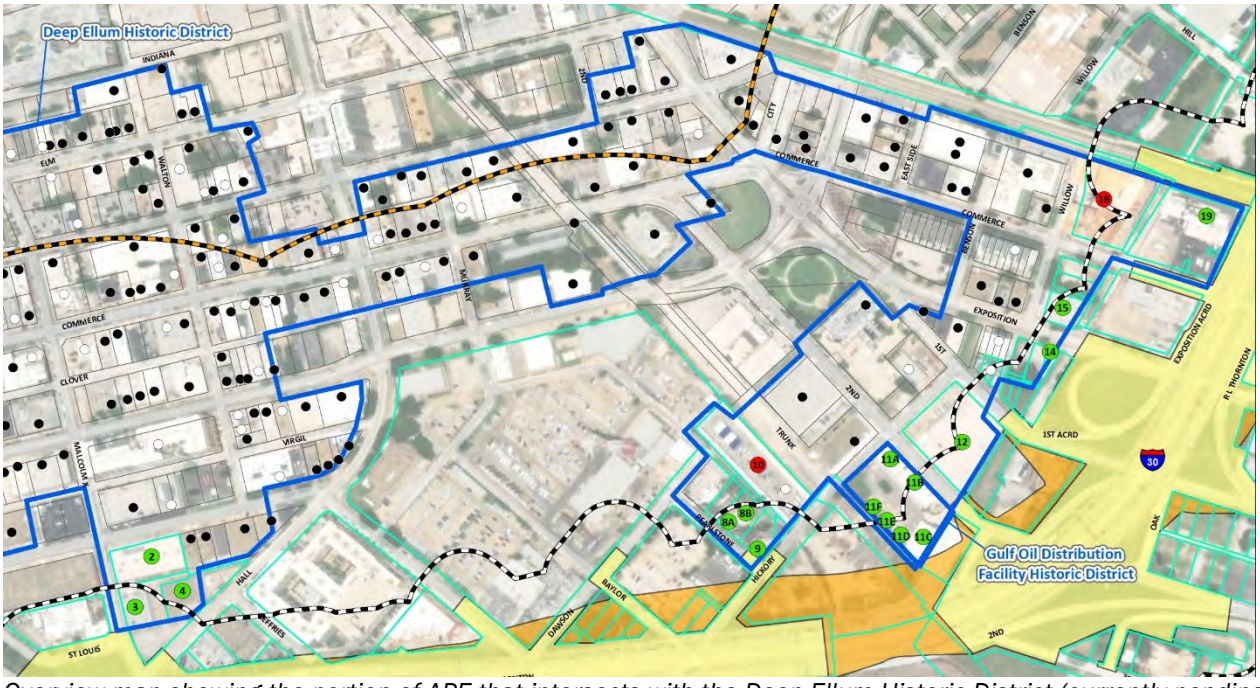
I-30 Canyon 2020



Resource 197 (HHM) [27 (I-30 Canyon 2020)]~~27~~: view northeast toward west and south elevations

I-30 Canyon

Survey Date:	1/12/2023 (HHM)
District Name:	**DEEP ELLUM HISTORIC DISTRICT (HHM)**
Resource Nos.:	**2, 3, 4, 8A-B, 9, 10, 11A-F, 12, 14, 14, 15, 18, 19**
Project Location:	Dallas County, Dallas District
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251
Rough Boundaries:	South Hall Street to the south, North Central Expressway to the east, Dallas Area Rapid Transit (DART) alignment and Elm Street to the north, and E. R. L. Thornton Freeway (IH 30) to the west.
Functions/ Subfunctions:	Commercial, Industrial/ Office, Restaurant, Theater, Auto Sales/Service
Forms:	One-part commercial block, Two-part commercial block
Stylistic Influence(s):	Commercial, Mid-century Modern
Construction Dates:	1872-2023 (NR nomination)
NRHP Eligibility:	Maintain previous NRHP listing
NR District, Status:	Deep Ellum,
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance; Period of significance 1872-1973
Alterations/ Additions:	See survey form (HHM Deep Ellum 2021)/
Integrity Notes:	
Effect:	*De minimis* encroachment at NRHP-listed Gulf Oil Distribution Facility at 501 S. 2nd Avenue (Resource IDs 11A-F)



Overview map showing the portion of APE that intersects with the Deep Ellum Historic District (currently pending NRHP listing). District boundary shown in blue, contributing resources within the APE are marked in green, noncontributing resources in the APE in red, and resources outside the APE in black. See Appendix D for a larger-scale map and legend.

Pending Deep Ellum NRHP Historic District, contextual photos (outside of APE).



Rail corridor, 3208 Commerce St.



2528 Elm St.



3200 Main St.



2551 Elm St.



3414 Elm St.



3816 Commerce St.

Deep Ellum Historic District, contextual photos (outside of APE).



2600 Block Elm St.



3018 Commerce St.



2814 Main St.



3418 Main St.

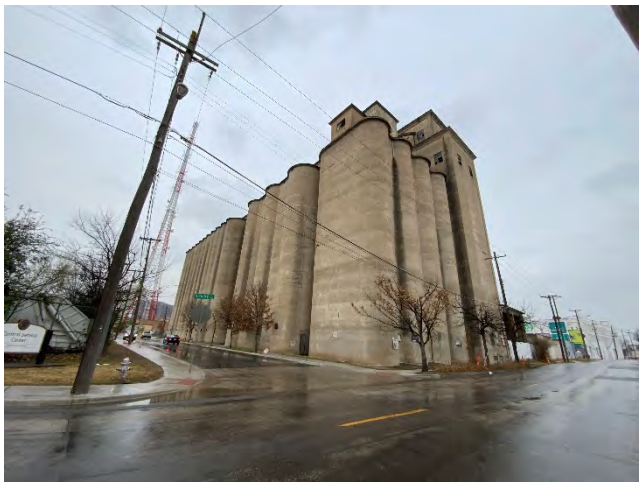


3713 Canton St.



210 S. Walton St.

Deep Ellum Historic District, contextual photos (outside of APE).



3200 Hickory St.



3800 Commerce St.



3117 Commerce St.



2921 Canton St.



3012 Commerce St.



3210 Main St.

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11A (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.782290000000003/ -96.772844000000006168	
Function/ Subfunction:	Commercial	Repair shop
Form:	One-part commercial block	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:	Stucco added	
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11A	***See photos on following pages.***

501 S 2ND AVE A

HHM ID No. 11A (2023)





IDENTIFICATION

Address	501 S 2ND AVE A	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type	Building	Current Use	Commercial
Property Type	Repair shop	Historic Use	Commercial
Form/Plan	One-part commercial block		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	Brick
No. Stories	1	Exterior Features	
Ground-Level Bays		Upper-Level Bays	8

ROOF

Roof Form/Type	Flat
Roof Materials	
Parapet	Stepped

DOORS AND WINDOWS

Door Type(s)	Single door(s) primary entrance
Door Material(s)	Metal
Door Features	
Storefront	
Window type(s)	Casement
Window Material(s)	Metal
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Dec

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil Company repair shop
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)			
Historical Sources			

INTEGRITY

Alterations	Stucco added	Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11B (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.782077999999998/ -96.772581000000002169	
Function/ Subfunction:	Commercial	Warehouse
Form:	One-part commercial block	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:		
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11B	***See photos on following pages.***

501 S 2ND AVE B

HHM ID No. 11B (2023)



IDENTIFICATION

Address	501 S 2ND AVE B	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type	Building	Current Use	Commercial
Property Type	Warehouse	Historic Use	Commercial
Form/Plan	One-part commercial block		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	Brick
No. Stories	1	Exterior Features	
Ground-Level Bays		Upper-Level Bays	

ROOF

Roof Form/Type	Flat
Roof Materials	
Parapet	Stepped

DOORS AND WINDOWS

Door Type(s)	
Door Material(s)	
Door Features	
Storefront	
Window type(s)	Casement
Window Material(s)	Metal
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Deep Ellum 2022

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil Company garage
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)			
Historical Sources			

INTEGRITY

Alterations		Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11C (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.781582/ -96.772490000000005170	
Function/ Subfunction:	Industrial	Warehouse
Form:	Two-part commercial block	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:		
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11C	***See photos on following pages.***

501 S 2ND AVE C

HHM ID No. 11C (2023)



IDENTIFICATION

Address	501 S 2ND AVE C	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type	Building	Current Use	Commercial
Property Type	Warehouse	Historic Use	Industrial
Form/Plan	Two-part commercial block		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	
No. Stories		Exterior Features	
Ground-Level Bays		Upper-Level Bays	

ROOF

Roof Form/Type	
Roof Materials	
Parapet	

DOORS AND WINDOWS

Door Type(s)	
Door Material(s)	
Door Features	
Storefront	
Window type(s)	
Window Material(s)	
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Deep Ellum 2022

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil Company warehouse
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)	Industry - Petroleum		
Historical Sources			

INTEGRITY

Alterations		Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11D (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.781601999999999/ -96.772730999999993126	
Function/ Subfunction:	Industrial	Shop building
Form:	Rectangular	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:		
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11D	***See photos on following pages.***

501 S 2ND AVE D

HHM ID No. 11D (2023)



IDENTIFICATION

Address	501 S 2ND AVE D	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type	Building	Current Use	Commercial
Property Type	Shop building	Historic Use	Industrial
Form/Plan	Rectangular		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	
No. Stories		Exterior Features	
Ground-Level Bays		Upper-Level Bays	

ROOF

Roof Form/Type	
Roof Materials	
Parapet	

DOORS AND WINDOWS

Door Type(s)	
Door Material(s)	
Door Features	
Storefront	
Window type(s)	
Window Material(s)	
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Deep Ellum 2022

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil cooper shop
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)			
Historical Sources			

INTEGRITY

Alterations		Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11E (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.781730000000003/ -96.772882999999993173	
Function/ Subfunction:	Industrial	Boiler
Form:	Rectangular	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:		
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11E	***See photos on following pages.***

501 S 2ND AVE E

HHM ID No. 11E (2023)



IDENTIFICATION

Address	501 S 2ND AVE E	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type		Current Use	Commercial
Property Type	Boiler	Historic Use	Industrial
Form/Plan	Rectangular		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	
No. Stories		Exterior Features	
Ground-Level Bays		Upper-Level Bays	

ROOF

Roof Form/Type	
Roof Materials	
Parapet	

DOORS AND WINDOWS

Door Type(s)	
Door Material(s)	
Door Features	
Storefront	
Window type(s)	
Window Material(s)	
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Deep Ellum 2022

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil Company boiler
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)			
Historical Sources			

INTEGRITY

Alterations		Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	3/06/2021 (HHM)	
Resource No:	**11F (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	501 S 2ND AVE, 32.781855/ -96.773026000000002245	
Function/ Subfunction:	Industrial	Pump House
Form:	Rectangular	
Stylistic Influence(s):	Commercial	
Construction Date:	1921 (NR nomination)	
Occupants/ History:		
Prior Designation:	Contributing to a Listed NRHP District, Contributing to a Pending NRHP District (Gulf Oil Distribution Facility, Deep Ellum Historic District)	
Prior Documentation:	Downtown Dallas & Deep Ellum (HHM, 2021) (Maintain previous district listing, Within eligible district)	
NRHP Eligibility:	Maintain previous NRHP listing	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Deep Ellum, Contributing	
Criteria, Notes:	Criterion A, Ethnic History, Commerce, Social History, Local level of significance	
Alterations/Additions:		
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 11F	***See photos on following pages.***

501 S 2ND AVE F

HHM ID No. 11F (2023)



IDENTIFICATION

Address	501 S 2ND AVE F	Legal Description	
City Council District	District 2	CAD Parcel ID	1.29037e+11

CLASSIFICATION

Resource Type		Current Use	Commercial
Property Type	Pump house	Historic Use	Industrial
Form/Plan	Rectangular		

ARCHITECTURAL DETAILS

Stylistic Influence(s)	Commercial	Exterior Material(s)	
No. Stories		Exterior Features	
Ground-Level Bays		Upper-Level Bays	

ROOF

Roof Form/Type	
Roof Materials	
Parapet	

DOORS AND WINDOWS

Door Type(s)	
Door Material(s)	
Door Features	
Storefront	
Window type(s)	
Window Material(s)	
Window Features	

ANCILLARY BUILDINGS AND LANDSCAPE

Ancillary Buildings	
Landscape Features	

HHM Survey of Downtown and Deep Ellum 2022

HISTORY

Current Name	Hickory Street Annex	Historic Name	Gulf Oil Company pump house
Year Built	1921	Architect	
Source Year Built	NR nomination	Builder	
Associated People			
Historical Significance			
Associated Historic Context Theme(s)			
Historical Sources			

INTEGRITY

Alterations		Relocation	
Additions			

PRIOR DOCUMENTATION

Designation(s)	Contributing to NR district
Designation Name(s)	Gulf Oil Distribution Facility

LOCAL RECOMMENDATIONS

Recommendation	Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	

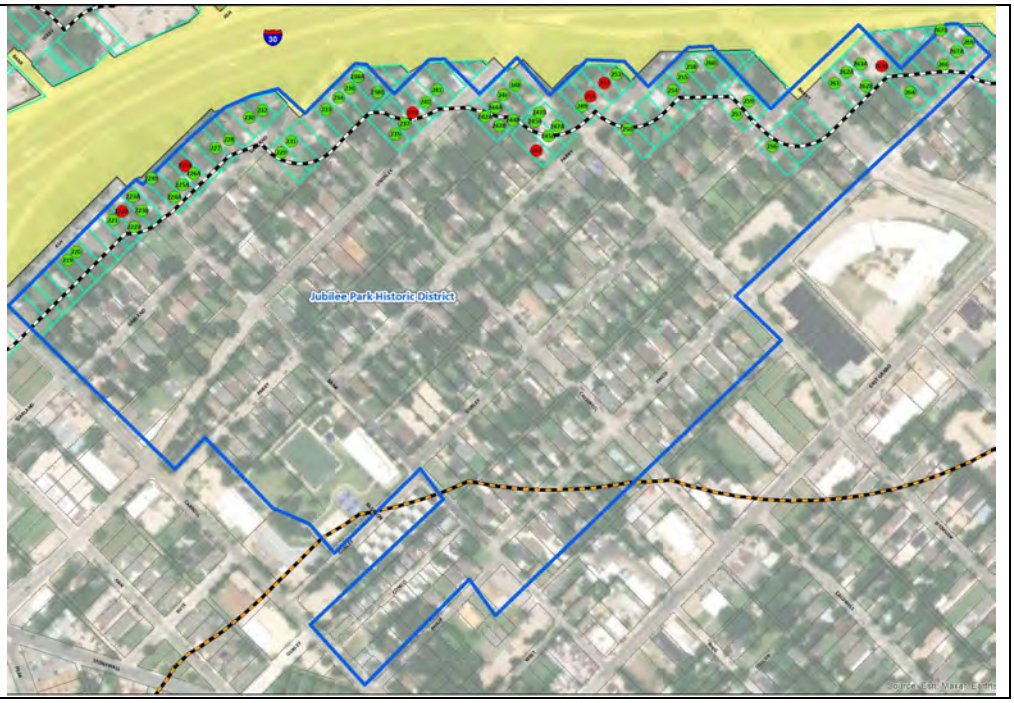
NATIONAL REGISTER (NRHP) RECOMMENDATIONS

Recommendation	Maintain previous district listing, Within district
Justification	Possesses integrity and contributes to district
Potential District Name	Deep Ellum
Status (N/C)	Contributing
Criteria	
Area of Significance	

HHM Survey of Downtown and Deep Ellum 2022

Survey Date:	12/27/2022 (HHM)
District Name:	**JUBILEE PARK HISTORIC DISTRICT (HHM)**
Resource Nos.:	**219-264, 266-267B, 269**
Project Location:	Dallas County, Dallas District
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251
Rough Boundaries:	Ash Lane on the northwest, the E R L Thornton Access Road on the north, Philip Avenue on the southeast, and S. Carroll Avenue on the southwest
Functions/ Subfunctions:	Residential, Religious
Forms:	Bungalow, Shotgun
Stylistic Influence(s):	National Folk, Craftsman, None
Construction Dates:	1910-1973 (Appraisal district)
NRHP Eligibility:	Eligible as a district
NR District, Status:	Jubilee Park,
Criteria, Notes:	Criterion A, Ethnic Heritage, Community Planning & Development, Local level of significance; Period of significance 1910-1973
Alterations/ Additions:	
Integrity Notes:	
Effect:	De minimis ROW acquisition (no adverse effect) at rear of parcel encompassing contributing resource at 5115 Philip Avenue (Resource ID 269)

Overview map showing the recommended Jubilee Park Historic District. Boundary shown in blue, contributing resources in green, noncontributing resources in red. See Appendix D for a larger-scale map and legend.



Recommended Jubilee Park Historic District, contextual photos (outside of APE).













Survey Date:	12/29/2023	
Resource No:	**269 (HHM)**	
Project Location:	Dallas County, Dallas District	
Project Name, CSJ:	I-30 East: I-45 to Ferguson Road; 0009-11-252 and 0009-11-251	
Address, Lat/Long:	5115 PHILIP AVE, 32.790508000000003/ -96.753271999999996391	
Function/ Subfunction:	Residential	Single-family house
Form:	Bungalow	
Stylistic Influence(s):	No stylistic influences visible	
Construction Date:	1921 (Appraisal district)	
Occupants/ History:		
Prior Designation:		
Prior Documentation:	I-30 East Corridor Project (HNTB, Sept. 2022, Resource #25c) (Not eligible)	
NRHP Eligibility:	Within district eligible for NRHP	
Justification:	Retains sufficient integrity & significance	
NR District, Status:	Jubilee Park, Contributing	
Criteria, Notes:	Criterion A, Ethnic Heritage, Community Planning & Development, Local level of significance	
Alterations/Additions:	All windows replaced, Porch screened	
Integrity Notes:		
Effect:	No adverse effect (de minimis ROW acquisition)	

Resource No. 269 (9017803F-9E70-42E6-856F-C4933963D3DC.jpeg)



Resource No. 269 (9E654C0D-F146-45F4-BA9E-E0DF50998E24.jpeg)	

Survey Date:	01/25/2022
Resource No:	269 (HHM) [25c (HNTB)]
Project Location:	Dallas
Project Name and CSJ:	I-30 East Corridor Project; 0009-11-252
Address, Lat/Long:	5115 Phillip Avenue; 32.790450, -96.753276
Function/Sub-function:	Residence
Construction Date:	1921
NRHP Eligibility:	Not Eligible
Integrity/Comments:	Resource 269 is a historic-age house located just west of the intersection of Philip Avenue and South St. Mary Avenue, approximately 85 feet south of I-30 within Jubilee Park Historic District. It is individually assessed within this report because it has proposed ROW acquisition. Resource 269 is a front-gable bungalow with nesting gables, the smaller of which shelters a front entry porch. Aggressive dogs and privacy fencing limited visibility of the resource. Resource 269 is clad in what appears to be original wood clapboard. The front porch has been non-historically enclosed with cement board and fiberglass screens. The front door and any windows within the porch were not visible. One brick porch support base is visible on the northeast elevation, partially encased by the non-historic porch cladding. It can be assumed that the porch originally featured battered wood supports atop brick bases. Knee braces are also present, though they are partially encased in eave soffits. This suggests that Resource 269 originally had exposed eaves and rafter tails that have been boxed in. A dark screen and a window air conditioning unit blocked any view of the one façade window, so its age and materials are unknown. Windows visible on the northeast elevation are non-historic vinyl replacements. The only non-historic addition visible during survey is a metal framed canopy on the rear elevation that appears to serve as a carport. Aerial photography shows a second building or structure at the rear of the parcel, but it was not visible during survey and cannot be evaluated. Historic aerial photography shows that it is not of historic age. Resource 269 sits on a grassy lot with a historic-age concrete driveway. The house is accessed by a historic-age concrete walkway with steps. The side and rear of the property are defined by metal privacy fencing. Resource 269 is typical of the historic-age housing within Resource 269 and Jubilee Park and represents one of the more commonly observed building forms. Resource 269 retains integrity in the aspect of location only, because it has not been moved. Resource 269 does not retain integrity in the aspects of setting, materials, design, workmanship, or feeling. The construction of I-30 fundamentally altered the historic setting of the resource. Large swaths of the once-vibrant historic community were demolished, historic vehicular and pedestrian pathways were closed, and the viewshed is dominated by the interstate, which is directly across the street from Resource 269, completely negating integrity of setting. Though Resource 269 maintains its historic-age form and evidence of original craftsman elements, all visible windows have been replaced; the front porch has been non-historically enclosed as a screen porch; and character-defining craftsman elements like knee braces, brick porch supports, and exposed rafter tails have been encased in non-historic materials. These changes have all compromised integrity of

HNTB Draft HRSR September 2022

	materials, design, workmanship, feeling and association. Therefore, Resource 269 is recommended not eligible under Criterion C. Research did not reveal an association between Resource 269 and any events or people that have made significant contributions to history in Dallas. Therefore, the property is recommended not eligible under Criterion A or B. Although it retains some aspects of integrity, changes to historic-age materials inhibit its abilityto convey significance of a particular era. Due to compromised integrity and a lack of significance, Resource 269 does not contribute to the eligibility of Jubilee Park Historic District or of the larger Jubilee Park.



Resource 269 (HHM) [25c (HNTB)]: view of non-historically enclosed front porch and partially boxed eaves, facing north



Resource 269 (HHM) [25c (HNTB)]: view of façade (southeast elevation) showing non-historic porch enclosure

HNTB Draft



Resource 269 (HHM) [25c (HNTB)]: façade oblique, facing west

HNTB Draft

Appendix C: SHPO/OWJ Review and Concurrence

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Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

September 6, 2023

SECTION 106 REVIEW: DETERMINATION OF ADVERSE EFFECT
SECTION 4(f) REVIEW: INDIVIDUAL ALTERNATIVE ANALYSIS & DE MINIMIS IMPACTS
District: Dallas
County: Dallas
CSJ#s: 0009-11-252 and 0009-11-251
Highway: IH-30 (Project IH-30 East Corridor)
Project Limits: From I-45 to Ferguson Road

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our December 2015 Section 106 Programmatic Agreement for Transportation Undertakings (PA), this letter continues Section 106 consultation for the above-referenced project.

Initial Section 106 Consultation: Eligibility and Effect

TxDOT sent initial Section 106 consultation to your office in May 2023, sharing the project description and the associated Historic Resources Survey Report (HRSR) with you and other potential consulting parties. Through response to that letter, you concurred with our determinations of eligibility of historic properties in the project's Area of Potential Effect (APE) and our initial determinations of effect for the project.

Concurrent to consulting with your office, TxDOT consulted with the Dallas County Historical Commission and the City of Dallas's Office of Historic Preservation, which is a Certified Local Government, as well as with Preservation Dallas, Deep Ellum Foundation, and other organizations listed within the HRSR. TxDOT conducted virtual and in-person meetings in May and June to discuss the findings of the HRSR and the proposed project's effects to the historic properties. TxDOT held a public hearing on the project in late June, providing opportunities to comment on historic properties and the larger environmental factors considered under the National Environmental Policy Act through the project's Environmental Analysis (EA) process. TxDOT notified the Advisory Council of Historic Preservation (ACHP) of the project's adverse effects, providing them the opportunity to consult on the project; ACHP declined to participate. To date, no information about additional historic properties has come to TxDOT through your

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office, from other potential Section 106 consulting parties, or in comments received at the public hearing.

Consideration of Avoiding and Minimizing Adverse Effects

In discussing the findings of the HRSR with consulting parties, TxDOT presented the considerations taken to avoid and minimize adverse effects to historic properties. Due to the location of the highway corridor, there are significant historic properties on both sides of it. Consulting parties and TxDOT recognize the current and past effects of the existing highway facility, which divided commercial and residential areas and created a visual and physical barrier. In addition to providing safety and operational improvements, the project planners worked to meet local goals of removing that barrier and to reconnect the neighborhoods on either side of the highway.

Despite efforts to minimize the footprint and effects of the project, no design options offered a solution to meeting the project's purpose and need with no adverse effects to historic properties. See Section 4(f) discussion below for more information on that analysis.

Programmatic Agreement: Mitigation and Future Design Review

To mitigate for the adverse effects and to plan on future design review and development of appropriate protection measures to avoid additional adverse effects to historic properties. TxDOT is developing a project-level Programmatic Agreement (Project PA) under Section 106 consultation. As discussed with you and other consulting parties, TxDOT has proposed the following components for the Project PA, which is still under development:

- The full list of historic properties within the project APE.
- Stipulations for review of and consultation on project information at key design and construction stages to:
    - determine if TxDOT needs to update the APE and list of historic properties based on design changes or late discoveries,
    - ensure project plans include no construction activities on parcels with historic properties,
    - develop vibration monitoring and other protective measures for historic properties as appropriate to construction activities.
- Plan for mitigation through documentation and interpretative products suitable to the types of properties affected, including TxDOT providing:
    - digital and/or physical copies of HRSR to repositories identified by the consulting parties,
    - National Register nominations or equivalent documentation for Commerce/Exposition Historic District and Mt. Auburn/Santa Fe Historic District
    - interpretive products about history of affected properties and districts, with electronic and hard copy options for distribution and use by local organizations,
    - interpretive panels about historic residential neighborhoods on Lindsley Avenue bridge and/or roundabout.

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Under the development of the Project PA and through the life of the project, TxDOT will continue to solicit feedback from affected stakeholders and those with an interest in participating in the Section 106 process.

Section 4(f) Individual Evaluation

TxDOT's Environmental Analysis for the project outlines the potential environmental impacts of the project, including displacements, noise, and access to community resources. It also provides the project's purpose and need, placing the reason for pursuing it within the context of local, state, and national goals and requirements for safe transportation facilities in urban areas.

Under Section 4(f) of the U.S. DOT Act and its implementing regulations at 23 CFR 774, TxDOT considered prudent and feasible alternatives to the project's adverse effects to historic properties. TxDOT evaluated options for minimizing the roadway, placing lanes in a tunnel or on a new elevated structure, and different intersection configurations that might enable us to meet the project's purpose and need while avoiding adverse effects. The attached 4(f) analysis documents the options considered.

TxDOT finds that the proposed acquisition of parcels containing historic properties constitutes a use subject to analysis under Section 4(f). TxDOT determined there are no prudent and feasible alternatives that meet the project's purpose and need that would avoid the project's adverse effects, which are the same as those disclosed in the May 2023 letter.

TxDOT determined that the use at certain locations would have **no adverse effect** and as such would be ***de minimis* impacts** under Section 4(f):

- **Jubilee Park Historic District**—The project proposes acquiring 0.0002 acres of ROW from the rear edge of 5115 Philip Avenue (Resource 269), a contributing resource to the historic district. The acquisition constitutes 0.145 percent of the 0.1378-acre parcel, which is minimal and will not detract from the property's ability to contribute to the historic district. TxDOT determined this to have **no adverse effect** on the contributing resource or to the district overall.

- **Deep Ellum Historic District and Gulf Oil Distribution Facility** (501 S. 2nd Avenue, or Resources 11A–F)—By proposing a project alignment shifted more toward the Commerce/Exposition Historic District, TxDOT avoids and minimizes effects to the Deep Ellum Historic District and it resources. The project proposes ROW acquisition of 0.007734 acres (0.342 percent) of the 2.26-acre Gulf Oil district. This acquisition constitutes 0.005 percent of the overall 162.25 acres of the Deep Ellum district. TxDOT determined the project will have **no adverse effect** on the Gulf Oil Historic District and no adverse effect on the larger Deep Ellum Historic District to which it is a contributing property.

- **Mt. Auburn/Santa Fe Historic District**—the project proposes acquisition of 0.0012 acres from the front edge of the **contributing property at 4809 Ash Lane (Resource 44)**. TxDOT determined this will not substantially change the house's proximity to the highway or its

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ability to contribute to the understanding of the overall historic district's significance; TxDOT determined this acquisition will have **no adverse effect** at this location, but overall, the project has an adverse effect on the district, as discussed below.

TxDOT determined that the Build Alternative's use of the following historic properties, including their acquisition and demolition, will be **adverse effects** for which there is no prudent and feasible alternative:

- **Commerce/Exposition Historic District**—The project requires acquisition and demolition of two out of 22 contributing resources to the historic district:
    - **Cabell's Building at 710 Exposition Avenue (Resource ID 197**), which is both individually eligible and a contributing resource to the historic district. Its demolition will be an **adverse effect**.
    - **Commercial building at 820 Exposition Avenue A (Resource ID 196A),** contributing resource to the historic district. (Note the building is part of the overall 820 Exposition Avenue parcel but bears signage of 800 Exposition Avenue.) Its demolition will be an **adverse effect**.
- **Mt. Auburn/Santa Fe Historic District**—The project as designed requires acquisition of 0.025 percent of the overall 549,703 acres comprising the NRHP-eligible neighborhood, with demolition of one contributing property, **4937 Lindsley Avenue (Resource 69)**. Its demolition will be an **adverse effect**.

Based on the Section 4(f) evaluation, TxDOT intends to make the following findings under 23 CFR 774 for this project. We request your comments on our findings as the Official With Jurisdiction (OWJ) for the above-referenced historic sites:

1. There is no feasible and prudent avoidance alternative to the use of land from the historic sites;
2. The Build Alternative includes all possible planning to minimize harm to the property resulting from such use, including the proposed mitigation.

Conclusion

In accordance with 36 CFR 800 and our 2015 Section 106 Programmatic Agreement for Transportation Undertakings, I hereby request your signed concurrence with TxDOT's finding of **adverse effect** for the project as a whole and TxDOT's plan to avoid, minimize, and mitigate the adverse effects.

In accordance with 23 CFR 774, I hereby request any comments you may have as the OWJ under
Section 4f on this analysis and findings. TxDOT will integrate your comments on our Section 106 findings into decision-making regarding prudent and feasible alternatives for purposes of

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Section 4(f) evaluations and will render final determinations for the Section 4(f) process pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety, and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at 512/416-2770 or linda.henderson@txdot.gov.

Sincerely,

DocuSigned by:
BCD2B2E1F7EF495...
Linda Henderson

thru: Rebekah Dobrasko, CRM Section Director: DS RD _____
attachments: Section 4(f) Evaluation

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:

ADVERSE EFFECTS TO HISTORIC PROPERTIES WITH MITIGATION

Digitally signed by Justin Kockritz
Date: 2023.09.14 17:09:18 -05'00'

NAME: _____ DATE:_____
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON SECTION 4(F) ANALYSIS

Digitally signed by Justin Kockritz
Date: 2023.09.14 17:09:31 -05'00'

NAME: _____ DATE:_____
for Mark Wolfe, State Historic Preservation Officer

Appendix D: DOI Review and Concurrence

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

Electronic Submittal Only
ER 23/0428

November 16, 2023

Rebekah Dobrasko
Section Director, Cultural Resources
Texas Department of Transportation
Rebekah.Dobrasko@txdot.gov

Subject: Comments on the Texas Department of Transportation (TxDOT) Section 4(f) Individual Evaluation for the Interstate 30 (I-30) East Corridor Project in Dallas County, Texas

Dear Ms. Dobrasko:

The United States (U.S.) Department of the Interior (Department) has reviewed the TxDOT individual Section 4(f) evaluation for the I-30 East Corridor Project in Dallas County, Texas.

The Department understands the purpose of the project is to is to meet current roadway design standards and traffic demand to reduce congestion and improve mobility, safety, and access on both sides of I-30 from Interstate 45 to the east of Ferguson Road. The evaluation seeks to analyze impacts to properties that qualify under Section 4(f) of the U.S. Department of Transportation Act.

Section 4(f) of the U.S. Department of Transportation Act specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of Section 4(f) property only if there is no prudent and feasible alternative that avoids the Section 4(f) property and that the project includes all possible planning to minimize harm to the Section 4(f) property; or, FHWA makes a finding that the project has a de minimis impact on the Section 4(f) property. The proposed project's Build Alternative would result in an adverse effect to the following three historic sites that qualify as Section 4(f) properties:

1. The building at 710 Exposition Avenue, also known as the Cabell's Building, is individually eligible for the National Register of Historic Places (NRHP) and is a contributing resource to the Commerce/Exposition Historic District.

2. The building at 800 Exposition Avenue is also a contributing resource to the Commerce/Exposition Historic District.
3. The residence at 4937 Lindsley Avenue is contributing to the Mt. Auburn/Santa Fe Historic District.

In the individual section 4(f) evaluation, TxDOT concluded that the Build Alternative would result in the direct use of the above three Section 4(f) properties and that there are no feasible and prudent alternatives to avoid the use of the historic sites. The proposed action causes the least overall harm, given the statute's preservation purpose and includes all possible planning to minimize harm resulting from use of the historic sites.

The Department has reviewed the individual Section 4(f) evaluation provided by TxDOT for this project, and the Department has no objection to the Section 4(f) evaluation of this project. The Department concurs with the determination that there are no prudent and feasible avoidance alternatives for Section 4(f) use of the historic properties noted, and that the Section 4(f) evaluation describes the affected Section 4(f) resources including properties that are listed or eligible for listing in the NRHP. The Department concurs that the proposal would result in greater–than–*de minimis* impact to three historic properties within the Commerce/Exposition Historic District and Mt. Auburn/Santa Fe Historic District. Pursuant to the 2015 Section 106 Programmatic Agreement and continued consultation with the Texas State Historic Preservation Office, the Department has no objection to Section 4(f) approval of this project.

The Department has a continuing interest in working with TxDOT to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to the Department's Section 4(f) comments, please contact Karen Skaar, NEPA Specialist, National Park Service – Regions 6, 7, and 8 at 303-349-4160 or karen_skaar@nps.gov.

If you have any additional questions for the Department or need assistance, please contact me at 720-814-6167 or rebecca_collins@ios.doi.gov.

Sincerely,

Rebecca Collins,
Regional Environmental Officer
Office of Environmental Policy and Compliance

Cc: Karen Skaar, National Park Service, karen_skaar@nps.gov
Roxanne Runkel, National Park Service, roxanne_runkel@nps.gov

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PROGRAMMATIC AGREEMENT BETWEEN
TEXAS DEPARTMENT OF TRANSPORTATION AND
TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING IH-30 EAST CORRIDOR,
DALLAS COUNTY, TEXAS
(CSJ: 0009-11-252)

WHEREAS, the Texas Department of Transportation (TxDOT) proposes to improve the Interstate 30 (IH-30) East Corridor from IH-45 to Ferguson Road in Dallas, Dallas County, Texas (Project); and

WHEREAS, the Federal Highway Administration (FHWA) provides and administers funds to the State of Texas through TxDOT under the Federal-Aid Program as authorized by 23 U.S.C. § 104(b); and

WHEREAS, FHWA assigned to TxDOT responsibilities for compliance with the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA) and related regulations pursuant to the "Memorandum of Understanding between the Federal Highway Administration and the Texas Department of Transportation Concerning State of Texas' Participation in the Project Delivery Program Pursuant to 23 U.S.C. § 327 (July 17, 2025)"; among other legal requirements, TxDOT assumed responsibility for compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended; and

WHEREAS, TxDOT is preparing an Environmental Assessment (EA) for the Project pursuant to NEPA and has coordinated the NEPA process with consultation pursuant to Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended, and its implementing regulations at 36 C.F.R. § 800 (collectively referred to as "Section 106") and is serving as the Lead Agency responsible for compliance with NEPA and Section 106; and

WHEREAS, a full description of the Project, including the Preferred Alternative and the project's need and purpose, is in the EA; and

WHEREAS, the use of FHWA funds and the nature of this project would constitute an undertaking requiring compliance with Section 106 of the NHPA; and

WHEREAS, the "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" established protocols for Section 106 consultation for FHWA undertakings in Texas, including defining the Areas of Potential Effect (APE), identifying and evaluating historic properties that are listed and/or potentially eligible for listing in the National Register of Historic Places (NRHP), assessing an undertaking's effect on historic properties, and resolving any adverse effects on historic properties (Statewide Section 106 PA); and

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WHEREAS, TxDOT, in consultation with the Texas Historical Commission, referred to herein as the State Historic Preservation Officer (SHPO), has determined that it is appropriate to enter into this Programmatic Agreement (PA) pursuant to 36 C.F.R. § 800.14(b)(1)(ii) to clarify TxDOT and SHPO's roles and responsibilities regarding the Project's effects on historic properties as the Project moves into the final design and construction phases; and

WHEREAS, in accordance with 36 C.F.R. § 800.14(b)(1)(ii), TxDOT notified the Advisory Council on Historic Preservation (ACHP) of its intention to enter into a PA, and the ACHP, in a response letter dated August 2, 2023, elected not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, TxDOT completed archeological investigations of the APE in May 2022, including both background research and an archeological survey of portions of the APE with potential to contain archeological historic properties; and

WHEREAS, TxDOT consulted with federally recognized tribes in July and August 2022 (see Appendix B) and received no comments or concerns other than a response from the Shawnee Tribe, which stated that while no properties of cultural or historical significance occurred within the project APE, TxDOT should contact them should archeological materials be discovered during construction; and

WHEREAS, TxDOT determined two twentieth-century archeological sites, 41DL575 and 41DL576, as not eligible for inclusion in the NRHP, consulting with SHPO in March 2023 and receiving concurrence that the project would have no effect on archeological historic properties; and

WHEREAS, TxDOT, through its 2023 Historic Resources Survey Report (HRSR) for the project and in consultation with the SHPO and consulting parties, evaluated properties within the Project APE and identified 273 non-archeological historic properties that are individually listed or eligible for listing in the NRHP, or are contributing resources to historic districts that are listed or eligible for listing in the NRHP (Appendix C); and

WHEREAS, TxDOT identified parties with a demonstrated interest in the Project pursuant to 36 C.F.R. §800.2(c) (see Appendix B) and invited them to participate in consultation on the project through both in-person and virtual meetings, treating them as consulting parties under the Section 106 process and providing them opportunity to review and comment on project documents; and

WHEREAS, TxDOT in consultation with the SHPO and consulting parties, determined the Project would have an adverse effect on the following historic properties and districts:

- commercial property (Cabell's Building) at 710 Exposition Avenue (HRSR Resource 197), which is NRHP eligible both individually and as a contributing property to the NRHP-eligible Commerce/Exposition Historic District;
- commercial property at 820 Exposition Avenue, Unit A, (HRSR Resource 196A, also

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documented as 800 Exposition Avenue due to parcel records) eligible as a contributing resource of the NRHP-eligible Commerce/Exposition Historic District;

- residential property at 4937 Lindsley Avenue (HRSR Resource 69), eligible as a contributing resource of the NRHP-eligible Mt. Auburn/Santa Fe Historic District; and

WHEREAS, the consulting parties had an opportunity to review and comment on a draft of this PA; and

NOW, THEREFORE, TxDOT and SHPO agree that the Project will be implemented in accordance with the following Stipulations in order to take into account the effects of the Project on historic properties.

STIPULATIONS

I. GENERAL

A. Applicability

1. TxDOT shall ensure that the Project is constructed as shown in the EA and follow the process outlined in Stipulation II to address any project changes from the EA.

2. TxDOT shall ensure that the terms of this PA are incorporated in their entirety on all design and construction contracts, licenses, or other approvals for this undertaking.

B. Roles and Responsibilities

1. TxDOT shall be responsible for the items below:

a) TxDOT staff meeting the Secretary of the Interior's Professional Qualifications Standards (SOI-qualified staff) shall serve as historic properties subject matter experts to review design changes, APE investigations, consultations, mitigation, and any components related to the stipulations and implementation of this PA.

b) TxDOT shall update staff working on the project about the existence of commitments and best practices in this PA, as appropriate.

c) TxDOT shall serve as point of contact for its design consultants and construction contractor (collectively, Contractor) with questions and concerns about project scope changes and historic properties and may, at its discretion, rely on the Contractor for assistance with responsibilities set forth in this PA, including conducting any updated technical studies as needed.

d) TxDOT shall ensure all commitments and best practices related to historic properties, as described in this PA, are included in the appropriate plans, specifications, estimates, and contracts, and shall require the Contractor to follow all historic property commitments and best practices.

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e) TxDOT shall continue consultation on the project with SHPO and consulting parties for review of components listed in Stipulations II and III. TxDOT will follow a consulting protocol of providing information through email and other electronic tools, providing a concurrent review period for SHPO and consulting parties, facilitating virtual meetings as requested, and considering comments before finalizing the plans or proposals. TxDOT will provide final plans or proposals. If any disputes occur, then TxDOT will consult further and, if necessary, follow the dispute resolution process in this PA.

f) TxDOT shall distribute annual reports for this PA per Stipulation VI.B.

2. SHPO shall be responsible for the items below:

a) SHPO shall review changes to project plans, APE delineation, and evaluations within 20 days of transmittal by TxDOT and provide any comments or concurrence.

b) SHPO shall provide technical assistance for building preservation standards, best practices, and mitigation as requested by TxDOT and its Contractor.

c) SHPO shall participate in TxDOT meetings regarding historic properties as requested.

3. Consulting Parties

a) Consulting parties under Section 106 have no obligation to continue consulting on the Project or perform tasks related to TxDOT fulfilling its responsibilities under this PA.

b) Should a consulting party not inform TxDOT of a change in contact information, as outlined in Stipulation VI.A, or should a party not respond to TxDOT within 30 calendar days on project updates or ongoing consultation, TxDOT may assume the party has no concerns with the project updates and may proceed as appropriate.

C. Other Federal Agencies

1. Should another federal agency not initially a party to or subject to this PA receive an application for funding/license/permit for the Project as described in this PA, that agency may fulfill its Section 106 responsibilities by stating in writing it concurs with the terms of this PA and notifying TxDOT, SHPO, and the ACHP that it intends to do so.

2. Any necessary amendments will be considered in accordance with Stipulation VI.C.

II. PROJECT SCOPE AND PLAN DEVELOPMENT

A. Design Phases and Review

1. Design Review

a) TxDOT staff shall review the project plans at the 60% and 95% design stage to:

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i. ensure that the project plans and construction methods follow best practices for protection of historic properties, including during staging, demolition, and construction activities based on Appendix D and E and the Historic Property Protection Plan as described in Stipulation II.B.3;

ii. review the project plans and field measurements to confirm that no further historic properties require vibration monitoring; and

iii. determine steps, if any, to document changes in project scope that would require additional Section 106 consultation as described in Stipulation II.A.2 and/or Stipulation IV for Post-Review Discoveries, including:

(i) project design components not included or not fully developed at the EA stage, such as demolition and construction details that may result in adverse effects not previously considered to historic properties; and

(ii) changes to project plans reviewed during previous Section 106 consultation and earlier design stages, whether the changes are proposed by TxDOT or its Contractor.

2. Consultation and Reporting during Design Development and Construction Activities

a) If TxDOT SOI-qualified staff determine that project plan developments or changes do not require an expansion of the APE and that there are no historic properties or districts listed in Appendix C affected by the proposed developments or changes, TxDOT will document the finding, add the documentation to the project file, and include a brief summary of the finding in the annual progress report (see Stipulation VI.B).

b) If TxDOT SOI-qualified staff determine that project plan developments or changes do not require an expansion of the APE but may change a previous determination of effect to a historic property or district (Appendix C), TxDOT will notify the consulting parties of the change, determine the effect of the change on historic properties, and seek the consulting parties' concurrence with the proposed effects determination. The notification shall include a description of the change and a map showing the location.

c) If TxDOT SOI-qualified staff determine that project plan developments or changes do require an expansion of the APE whether those changes are horizontal or vertical including potential effects to both archeological and non-archeological historic properties, TxDOT will:

i. Expand the APE, following the existing guidelines as defined by the 2023 Statewide Section 106 PA or its successors for the APE previously established.

ii. Identify any historic properties within the expanded APE, assess the effects on any identified historic properties, and resolve any adverse effects on historic properties, in accordance with the 2023 Statewide Section 106 PA or its successors.

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d) If a project change made during construction activities could affect an historic property or is within the boundaries of a historic district (Appendix C), TxDOT will require the Contractor to refrain from working in the immediate vicinity of the property.

i. Upon TxDOT completing any required Section 106 consultation including consultation with the SHPO and issuing a written approval to the Contractor, TxDOT may allow the Contractor to resume work in the immediate vicinity of the historic property consistent with the approval.

ii. TxDOT may require the Contractor to redesign the proposed change to avoid, minimize, or mitigate adverse effects to the historic property to resolve adverse effects.

B. Historic Property Protections

1. No-Work Zones

a) TxDOT shall designate a "no-work zone" within the State's ROW at the location of each historic property directly abutting TxDOT ROW as shown in Appendix A in which potentially damaging activities such as storage yards, waste disposal, borrow pits, staging areas, or other related activities shall not be permitted.

b) TxDOT shall designate the no-work zones in the design plans and contract documents.

c) TxDOT shall discuss the no-work zones during pre-construction meetings.

2. Historic Property Protection Plan

a) TxDOT shall require the Contractor to prepare a Historic Property Protection Plan to identify and avoid physical damage to historic properties caused by demolition and construction work, whether caused by direct contact, vibration, or other factors. The Historic Property Protection Plan can be incorporated as part of the design plans and need not be a stand-alone plan. The plan shall:

i. Apply to construction work adjacent to historic properties directly abutting TxDOT ROW as showing in Appendix A.

ii. Include best practices for protection of historic properties adjacent to construction as described in Appendix D.

iii. Identify anticipated locations for construction fencing, barricades, or other methods for avoiding direct contact with historic buildings, structures, or landscape features.

iv. Incorporating any ground vibration and settlement monitoring, as described in Stipulation II.B.3.

v. Identify "no-work-zone" locations in accordance with Stipulation II.B.1.

b) TxDOT shall require the Historic Property Protection Plan to include the parameters by which damages will be reviewed and repaired, as listed in the following section.

c) TxDOT shall require the Contractor to submit the Historic Property Protection Plan at least six months prior to commencing construction directly adjacent to historic properties to TxDOT

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for review and approval. TxDOT will provide copies of the plan to the SHPO and the consulting parties.

3. Ground Vibration and Settlement Monitoring
   a) Blasting will not be an allowable construction method.
   b) TxDOT shall require the Contractor to develop a monitoring program to identify intolerable vibrations that may result in damage to the following historic properties during construction of the project:
      i. 501 South Second Street (HRSR Resource 11/Gulf Oil Distribution Facility)
      ii. 4008 Commerce Street (HRSR Resource 19/Texas Ice House)
      iii. 4830 Ash Lane (HRSR Resource 51)
      iv. 721 Exposition Avenue (HRSR Resource 194)
      v. 4100 Commerce Street (HRSR Resources 201 and 202)
   c) The monitoring program shall consist of:
      i. A preconstruction survey documenting the preconstruction condition of the five historic properties, including a written narrative describing the preconstruction condition and photographs with captions documenting the location and orientation of the photo and any noted conditions.
      ii. A postcondition survey documenting the postconstruction condition of the five historic properties, including a written narrative describing the postconstruction condition and photographs with captions documenting the location and orientation of the photo and any noted conditions.
      iii. A Vibration Monitoring Work Plan, with equipment, methods and frequency of measurements, and timelines as described in Appendix E.
      iv. The Contractor shall provide the Vibration Monitoring Work Plan to TxDOT at least six months prior to beginning construction in the area where vibration shall be occurring.

4. Damages
   a) TxDOT shall require the Contractor to report to TxDOT any damage to a historic property listed in Appendix C, whether caused by direct contact, vibration, or other matter related to the Project. The Contractor shall report damage within 48 hours of discovering the damage.
      i. Should a historic property be damaged:
         (i) TxDOT shall determine what type of repair is required. All repair work must be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (2017).

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(ii) TxDOT shall consult with SHPO and the consulting parties regarding repair or mitigation measures, with a thirty (30)-calendar-day review process for the repair plan and/or mitigation proposal.

b) TxDOT shall adhere to and shall require the Contractor to adhere to the consultation requirements in the Post-Review Discoveries Stipulation (Stipulation IV).

c) TxDOT shall ensure appropriate repairs or mitigation measures are completed.

III. RESOLUTION OF ADVERSE EFFECTS

A. Documentation Products:

1. Reproduction of HRSR compliant with all applicable digital accessibility standards, with digital and up to three hard copies provided to University of North Texas Portal to Texas History, Dallas Library, and/or other repositories identified by the consulting parties.

2. Intensive-level historic contexts, suggested boundaries, inventory of entire historic district with lists of contributing and non-contributing resources, maps, and photographs in the following previously identified historic districts:

   a) Commerce/Exposition Historic District.

   b) Mt Auburn/Santa Fe Historic District.

3. Documentation of properties being demolished (see Appendix A):

   a) Commercial property (Cabell's Building, HRSR Resource 197) at 710 Exposition Avenue

      i. After acquisition of the building but prior to demolition, TxDOT will document this building using modified Historic American Building Survey (HABS)-like guidelines. The documentation package will consist of: the intensive survey already completed by TxDOT, business histories of Cabell's and Excalibur Collision, sketch site plans, interior floor plans, at least one photograph of each exterior elevation and each major interior space, full-page color photographic prints on archival paper for all photographs, a photo key, and copies of the building's construction plans if available.

      ii. TxDOT will provide paper and digital copies of the documentation package to SHPO and will offer paper and digital copies of the documentation package to the University of North Texas Portal to Texas History and the Dallas Library. TxDOT will offer digital copies of the documentation package to other consulting parties.

   b) Commercial property at 820 Exposition Avenue, Unit A (HRSR Resource 196A, also indicated as 800 Exposition Avenue in some documents; subject building is indicated on figures in Appendix A)

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i. After acquisition of the building but prior to demolition, TxDOT will document this building using modified Historic American Building Survey (HABS)-like guidelines. The documentation package will consist of: the reconnaissance survey information already completed by TxDOT, sketch site plans, interior floor plans, at least one photograph of each exterior elevation and each major interior space, full-page color photographic prints on archival paper for all photographs, a photo key, and copies of the building's construction plans if available.

ii. TxDOT will provide paper and digital copies of the documentation package to SHPO and will offer paper and digital copies of the documentation package to the University of North Texas Portal to Texas History and the Dallas Library. TxDOT will offer digital copies of the documentation package to other consulting parties.

c) Residential property at 4937 Lindsley Avenue (HRSR Resource 69)

i. After acquisition of the building but prior to demolition, TxDOT will document this building using modified Historic American Building Survey (HABS)-like guidelines. The documentation package will consist of: the reconnaissance survey information already completed by TxDOT, sketch site plans, interior floor plans, at least one photograph of each exterior elevation and each major interior space, full-page color photographic prints on archival paper for all photographs, a photo key, and copies of the building's construction plans if available.

ii. TxDOT will provide paper and digital copies of the documentation package to SHPO and will offer paper and digital copies of the documentation package to the University of North Texas Portal to Texas History and the Dallas Library. TxDOT will offer digital copies of the documentation package to other consulting parties.

B. Interpretive Panels:

1. The products will focus on interpreting the story of Dallas development in this corridor, with a focus on the historic districts and historic properties within the Project APE.

2. TxDOT shall design and install a minimum of two interpretive panels in the project vicinity.

a) TxDOT shall identify appropriate places for interpretive panels based on safety, pedestrian access, and visibility.

b) TxDOT shall coordinate the location, design, and content of these panels with the consulting parties.

c) TxDOT shall print, install, and be responsible for long-term care of the panels either by direct

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maintenance or by ensuring the long-term care through agreements with others contracted or assigned to the work for a period no less than 10 years following installation.

IV. POST-REVIEW DISCOVERIES

A. Post-review discoveries occur when potential historic properties are identified during implementation of an undertaking, such as discoveries of archeological materials, or when TxDOT identifies previously unanticipated effects on historic properties. TxDOT shall provide its Emergency Discovery Guidelines to all Contractors on this project.

B. For post-review discoveries, TxDOT shall follow the Post-Review Discovery Stipulation in the 2023 Statewide Section 106 PA or its successors.

1. For any post-review discovery within the APE, TxDOT shall be responsible for the conduct of any required investigations and resolution of any adverse effects, including coordination with the Contractors to arrange for the cessation of construction and protection of the discovered properties.

2. For any post-review discovery within areas of additional APE requested by the Contractors, TxDOT shall require the Contractor to conduct any required investigations and arrange for the resolution of adverse effects as determined by TxDOT in consultation with the SHPO, the Shawnee Tribe, and other appropriate consulting parties.

V. EMERGENCY UNDERTAKINGS

TxDOT shall follow Stipulation XII of the 2023 Statewide Section 106 PA or its successors for emergency situations resulting from hazardous materials incidents; tree, wind, water, earthquake, or landslide damage; sudden failure of water, sewer, storm drainage, internet, electrical or telephone lines; or the failure of an existing or under-construction roadway or bridge structure.

VI. IMPLEMENTATION

A. Communication among the Parties to this PA

1. Electronic mail (email) will serve as the official correspondence method for all communications regarding this PA and its provisions.

2. It is the responsibility of the SHPO and each consulting party to inform TxDOT of any change in name, address, email address, or phone number of any point-of-contact. TxDOT shall maintain the updated contact list.

3. Should TxDOT not receive responses to communication within thirty (30) calendar days on consultation of design changes, updates, or other components outlined in this PA, TxDOT may proceed with decisions related to that consultation.

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B. Monitoring and Reporting

1. Each January following the execution of this PA until it expires or is terminated, TxDOT shall write an annual progress report describing the work completed that year pursuant to this PA. The annual progress report must describe each matter processed using the review, approval, and consultation procedures set forth in this PA. The report must describe any disputes concerning the work.
2. TxDOT shall distribute the report by email to the SHPO and consulting parties by the end of March of each year.
3. TxDOT, the SHPO, and the consulting parties may meet upon request to discuss the report and progress of the work.

C. Amendment

1. This PA may be amended when such amendment is agreed to in writing by all Signatories. If the SHPO requests that the PA be amended, TxDOT will consult with the SHPO.
2. TxDOT must consult with the SHPO concerning the possible need for an amendment in the event of, but not limited to, the following:
    a) The Contractor or TxDOT proposes changes to the project scope compared to that shown in the EA that may result in adverse effects not previously considered to historic properties.
    b) The terms of the PA cannot be or are not being carried out.
    c) The owner of a previously identified historic property takes action, unrelated to the Project, that changes the NRHP eligibility of the property.
3. The amendment to the PA will be effective on the date all Signatories have signed a copy. An amendment of the PA may necessitate changes to the construction contracts.

D. Dispute Resolution

1. Should the SHPO or consulting party to this PA object at any time to any actions proposed or the manner in which the terms of this PA are implemented, TxDOT shall consult with the SHPO or consulting party to resolve the objection.
2. If TxDOT determines that it cannot resolve the objection, TxDOT shall forward all documentation relevant to the dispute, including TxDOT's proposed resolution, to the ACHP.
    a) The ACHP shall provide TxDOT with its advice on the resolution of the objection within 30-calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, TxDOT shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, the SHPO and consulting parties, and provide

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them with a copy of this written response. TxDOT will then proceed according to its final decision.

b) If the ACHP does not provide its advice regarding the dispute within the 30-calendar-day period, TxDOT may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, TxDOT shall prepare a written response that takes into account any timely comments regarding the dispute from the SHPO and consulting parties to the PA and provide them and the ACHP with a copy of such written response.

3. TxDOT's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of any dispute(s) remain unchanged.

E. Termination

1. If any Signatory to this PA determines that its terms will not or cannot be carried out, the Signatory shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation VI.C. If within thirty (30) calendar days (or another period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories.

2. Once the PA is terminated, and prior to work continuing on the undertaking, TxDOT must either (a) execute a PA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. TxDOT shall notify the SHPO and consulting parties as to the course of action it will pursue.

F. Duration and Extension

1. This PA will expire when its terms are carried out or ten (10) years from the date of its execution.

2. If its terms are not carried out within 10 years, TxDOT shall consult with the SHPO and the consulting parties on the project to reconsider or extend the terms of the PA and amend it in accordance with this PA's amendment process.

G. Execution

1. The PA may be executed in one or more counterparts, with a separate page for each Signatory, and shall become effective on the date of the final signature of the Signatories. TxDOT will provide electronic copies of the fully executed PA to the SHPO and consulting parties.

2. Signatories to the PA have the sole authority to execute, amend, or terminate it.

3. Execution of this PA by TxDOT and SHPO and implementation of its terms is evidence that TxDOT has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

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SIGNATORIES include the Texas Department of Transportation and the Texas State Historic Preservation Officer (Texas Historical Commission). Separate signature pages for each agency follow.

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PROGRAMMATIC AGREEMENT BETWEEN
TEXAS DEPARTMENT OF TRANSPORTATION AND
TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING IH-30 EAST CORRIDOR,
DALLAS COUNTY, TEXAS
(CSJ: 0009-11-252)

TEXAS DEPARTMENT OF TRANSPORTATION

DocuSigned by:
Doug Booher
FEFEB9A2A91645C...

Date: 10/16/2025

Doug Booher, Director
Environmental Affairs Division
Texas Department of Transportation

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

PROGRAMMATIC AGREEMENT BETWEEN
TEXAS DEPARTMENT OF TRANSPORTATION AND
TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING IH-30 EAST CORRIDOR,
DALLAS COUNTY, TEXAS
(CSJ: 0009-11-252)

TEXAS STATE HISTORIC PRESERVATION OFFICER

DocuSigned by:
_____ **Date:** 10/15/2025
Joseph Bell, Executive Director
Texas Historical Commission

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

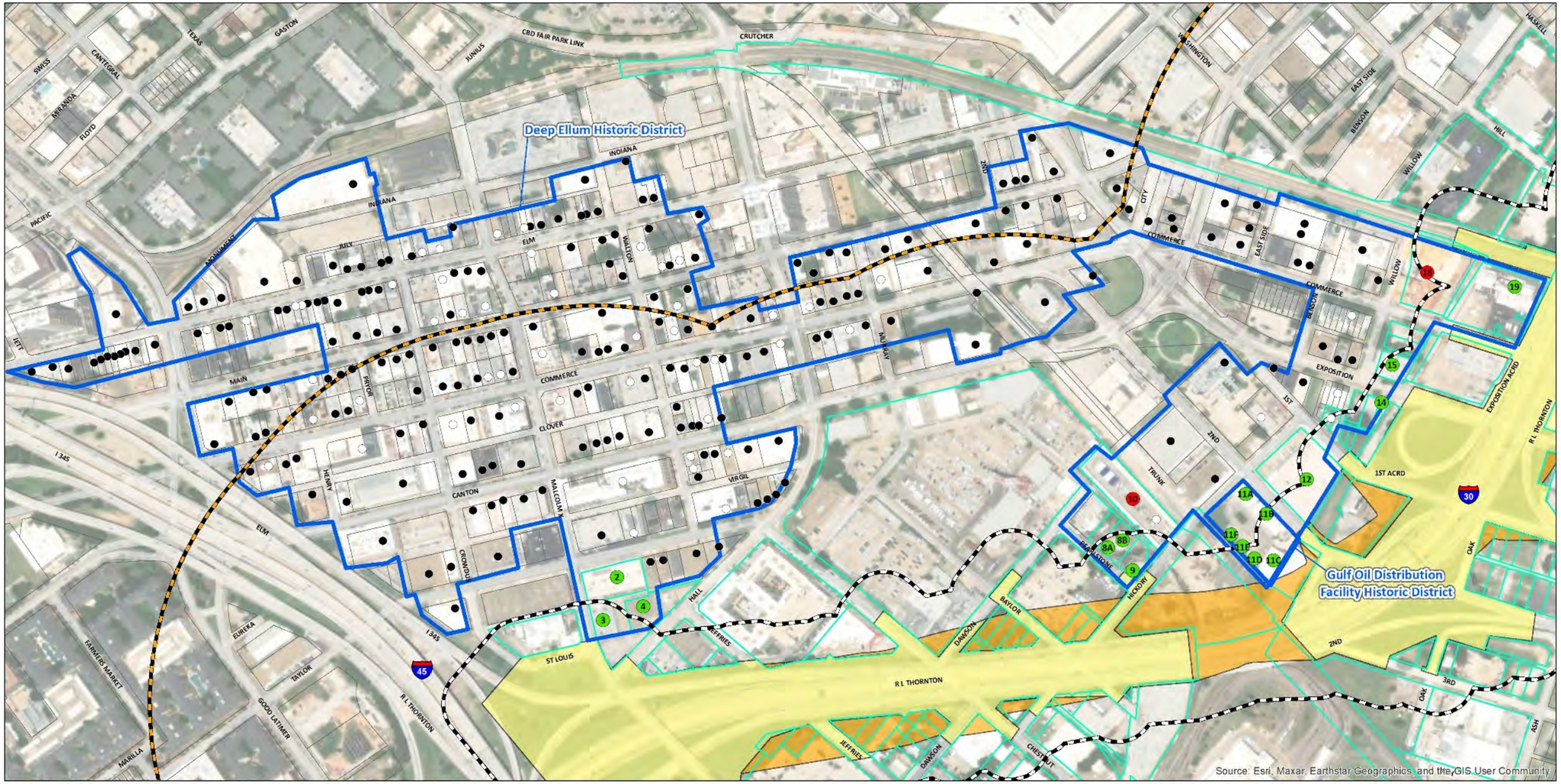
APPENDIX A: the following pages are Figure 2 and Figures 27 through 38 from HRSR

Project Location Maps



Figure 2. Project location map, showing the 150-foot Area of Potential Effect (APE) and 1300-foot Study Area. Source: Base map from ESRI, overlay by HHM.

Details of Recommended Historic Districts



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Contributing Resource outside Project APE
- Noncontributing Resource outside Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Listed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE

0 0.75 1.5 3 Miles

MAP LOCATOR



Figure 27. Detailed map showing the boundaries of the pending Deep Ellum Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

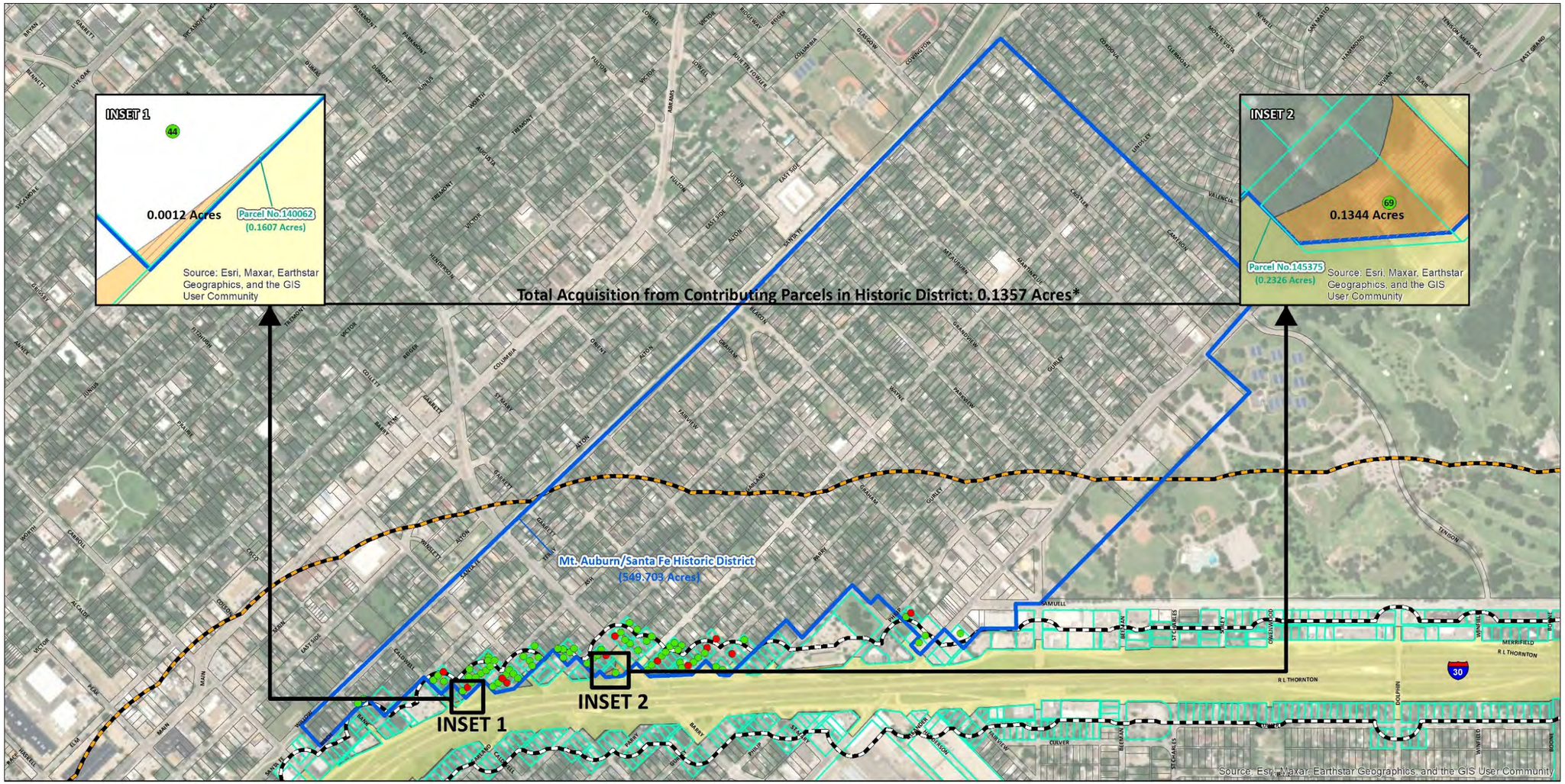


Figure 28. Detailed map showing the boundaries of the recommended Mt. Auburn/Santa Fe Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & ASSOCIATES

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Acquisition

*Total Acquisition from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles

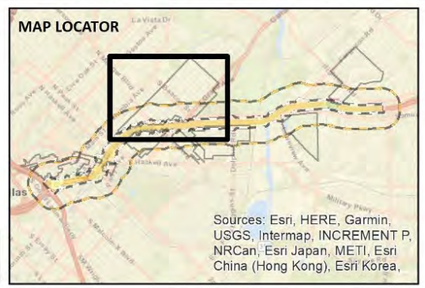




Figure 29. Detailed map showing the boundaries of the recommended Claremont Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & associates

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Acquisition

0 0.75 1.5 3 Miles

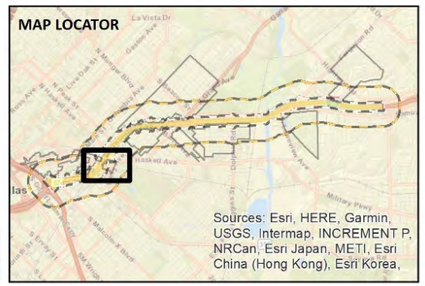
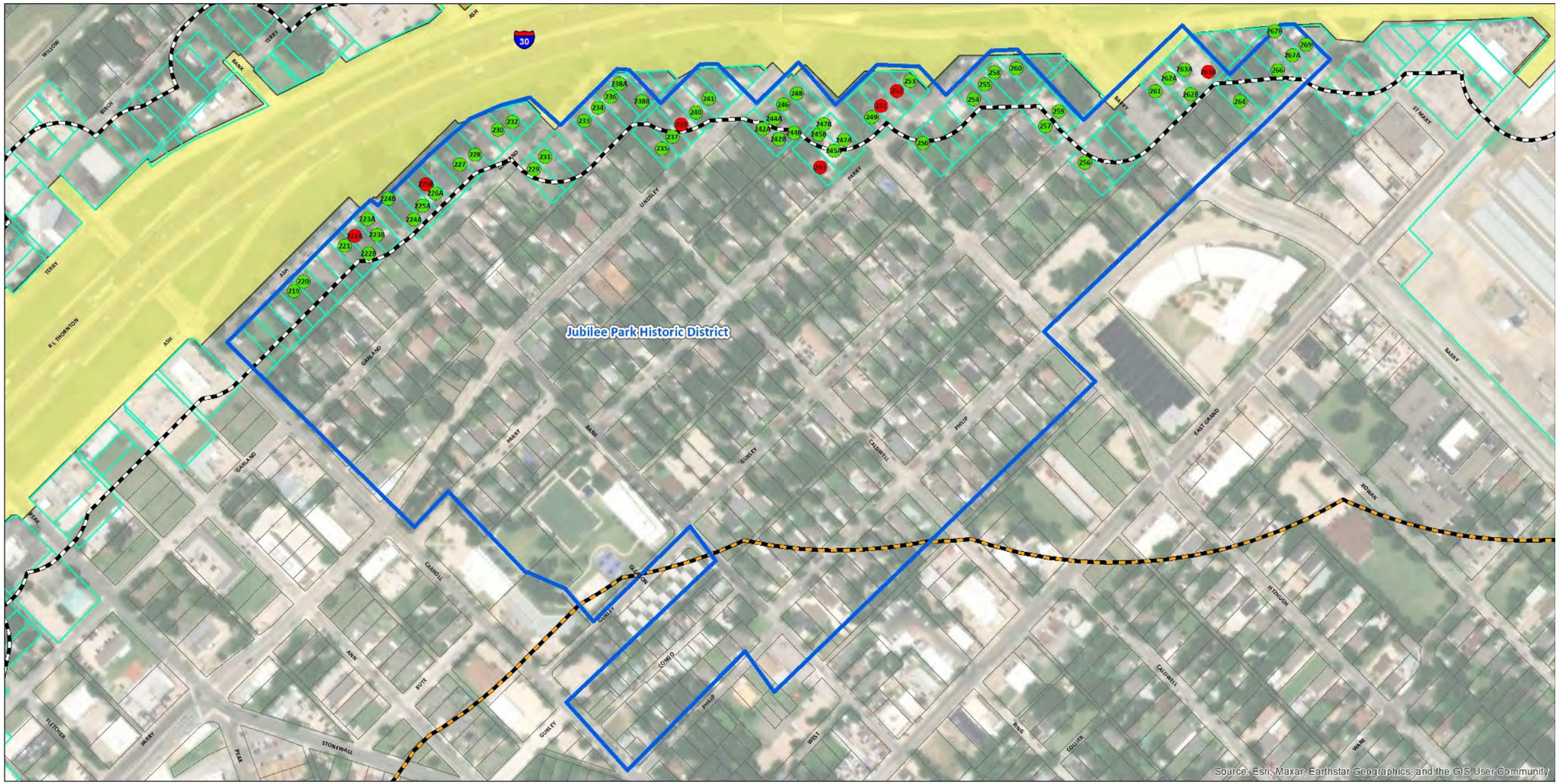


Figure 30. Detailed map showing the boundaries of the recommended Commerce/Exposition Commercial Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

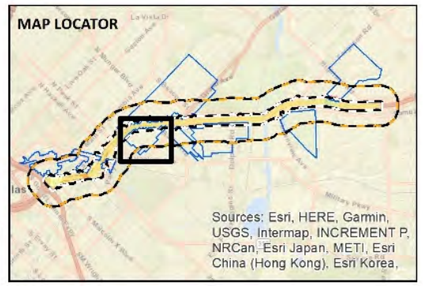
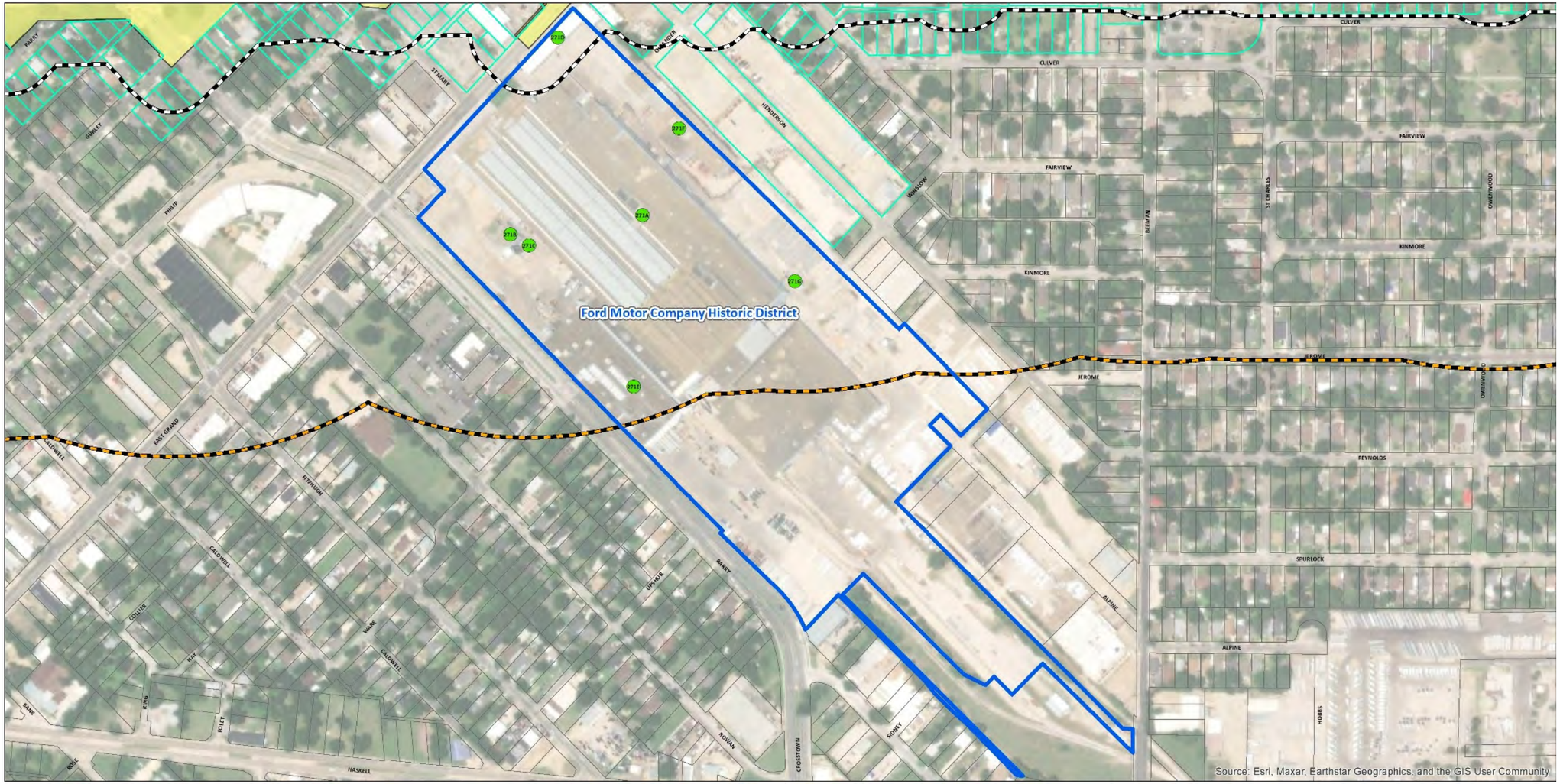


Figure 31. Detailed map showing the boundaries of the recommended Jubilee Park Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

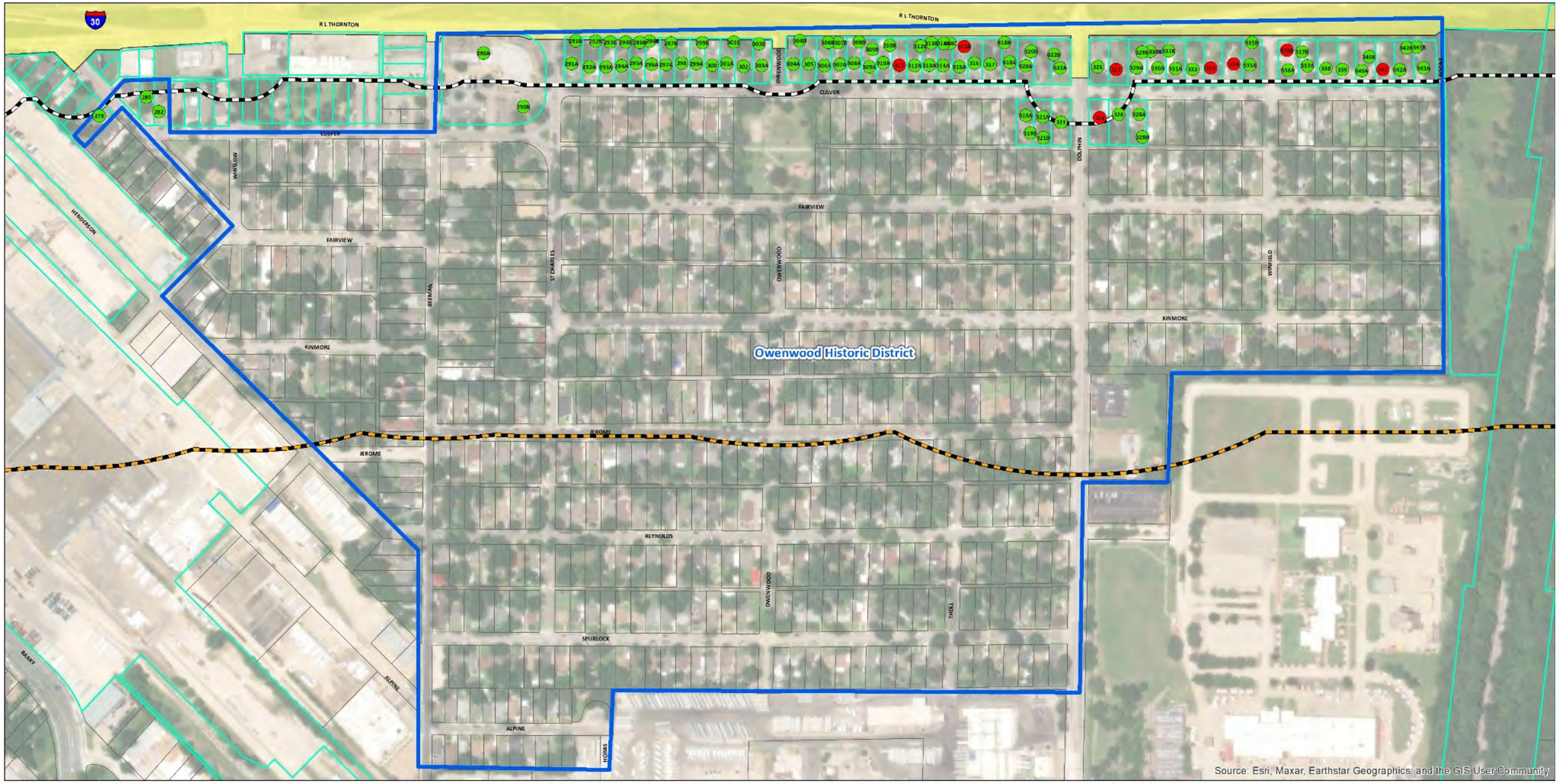
- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

MAP LOCATOR



Figure 32. Detailed map showing the boundaries of the recommended Ford Motor Company Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

MAP LOCATOR

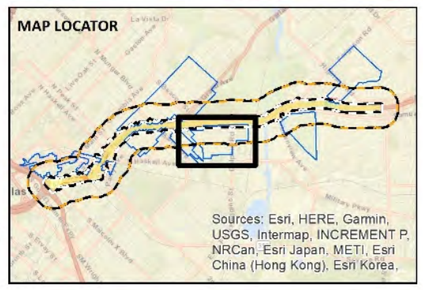
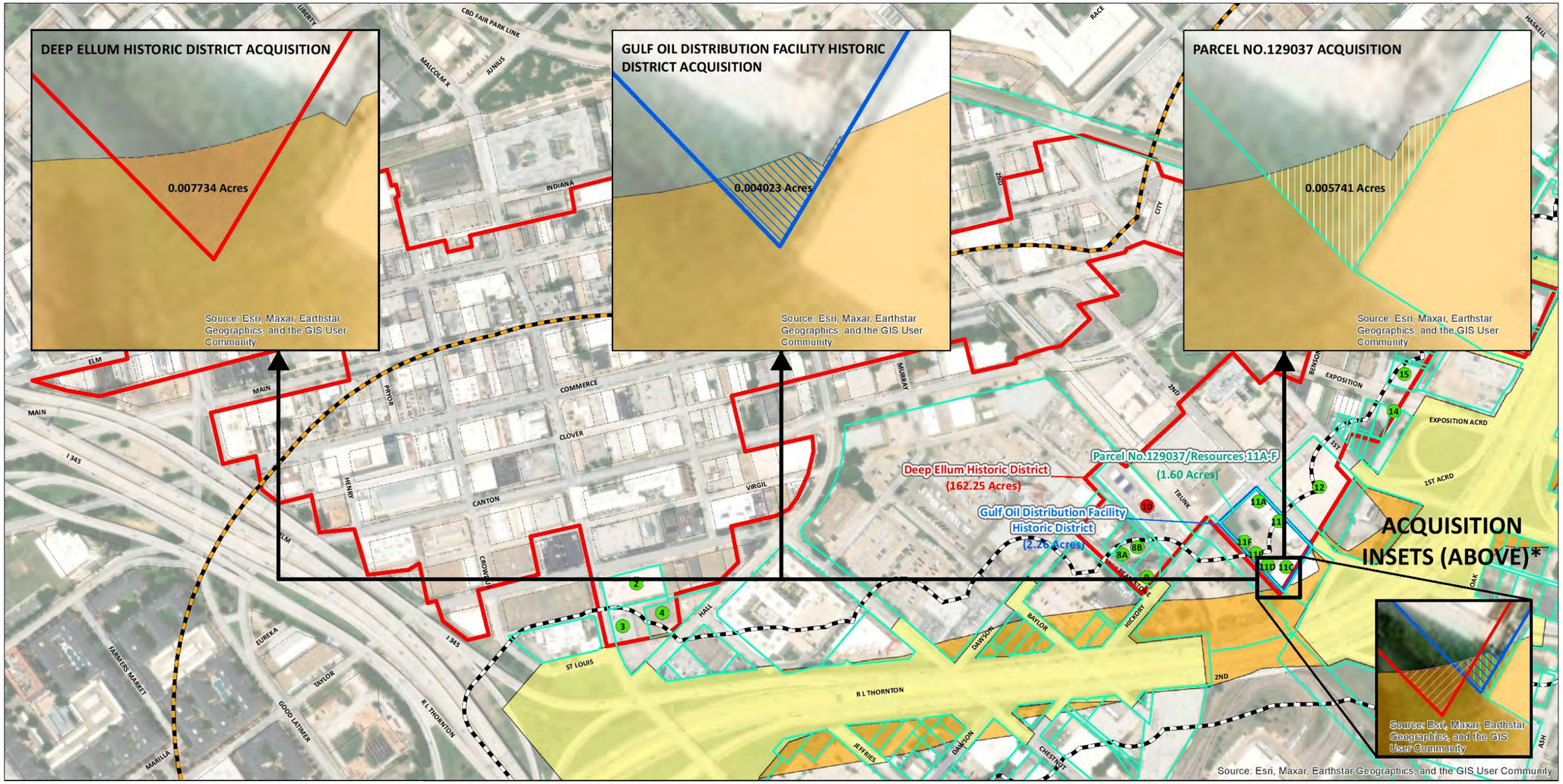


Figure 33. Detailed map showing the boundaries of the recommended Owenwood Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF



I-30 East Corridor Project
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CSJ No. 0009-11-252

*There will be acquisition from Deep Ellum Historic District, Gulf Oil Distribution Facilities Historic District, and Parcel No. 129037. These three entities have overlapping boundaries around Resources 11A-F that do not align exactly. The insets at the top of the map depict each acquisition.

LEGEND

- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Gulf Oil Distribution Facility NRHD Boundary
- Deep Ellum NRHD Boundary
- Parcel in APE
- Gulf Oil Distribution Facility NRHD Acquisition
- Deep Ellum NRHD Acquisition
- Parcel No.129037 Acquisition
- Contributing Resource within Project APE
- Noncontributing Resource within Project APE

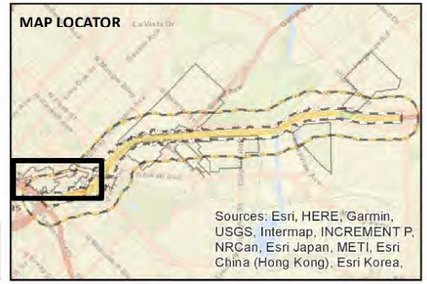
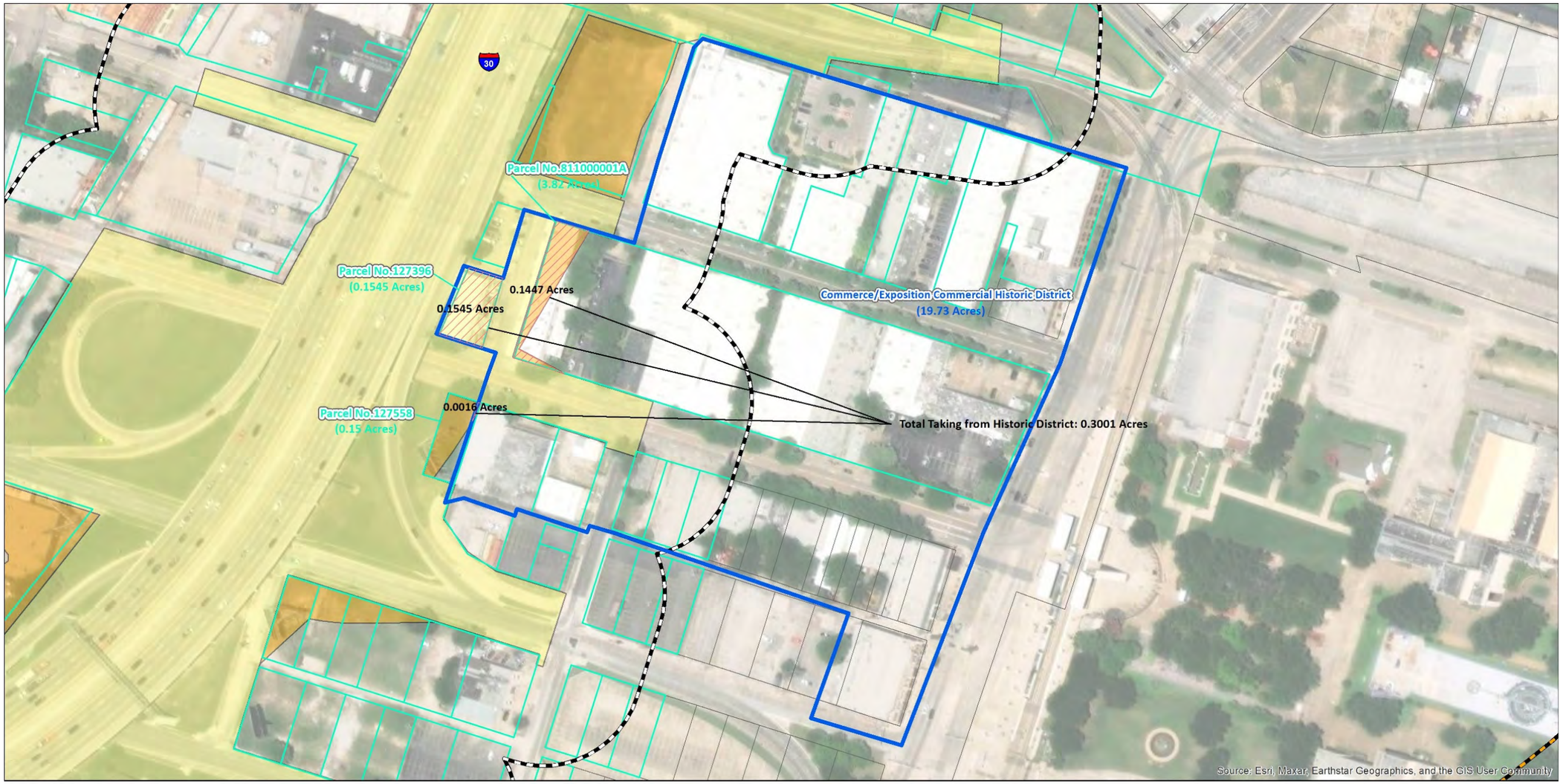


Figure 34. Map showing the proposed project's effects on the pending Deep Ellum Historic District, with an inset detail showing effects on the separately NRHP-listed Gulf Oil complex at 501 S. 2nd Street. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & Associates

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Taking

0 0.75 1.5 3 Miles

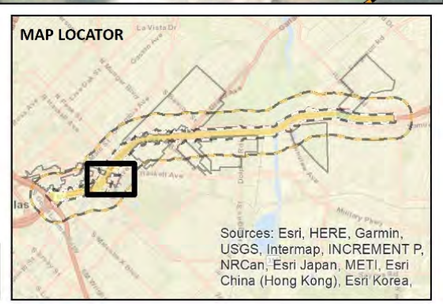


Figure 35. Map showing the proposed project's effects on the recommended Commerce/Exposition Historic District, showing effects for 710 Exposition Avenue and parcel encompassing 820 Exposition Avenue. Source: Base map from ESRI, overlay by HHM.

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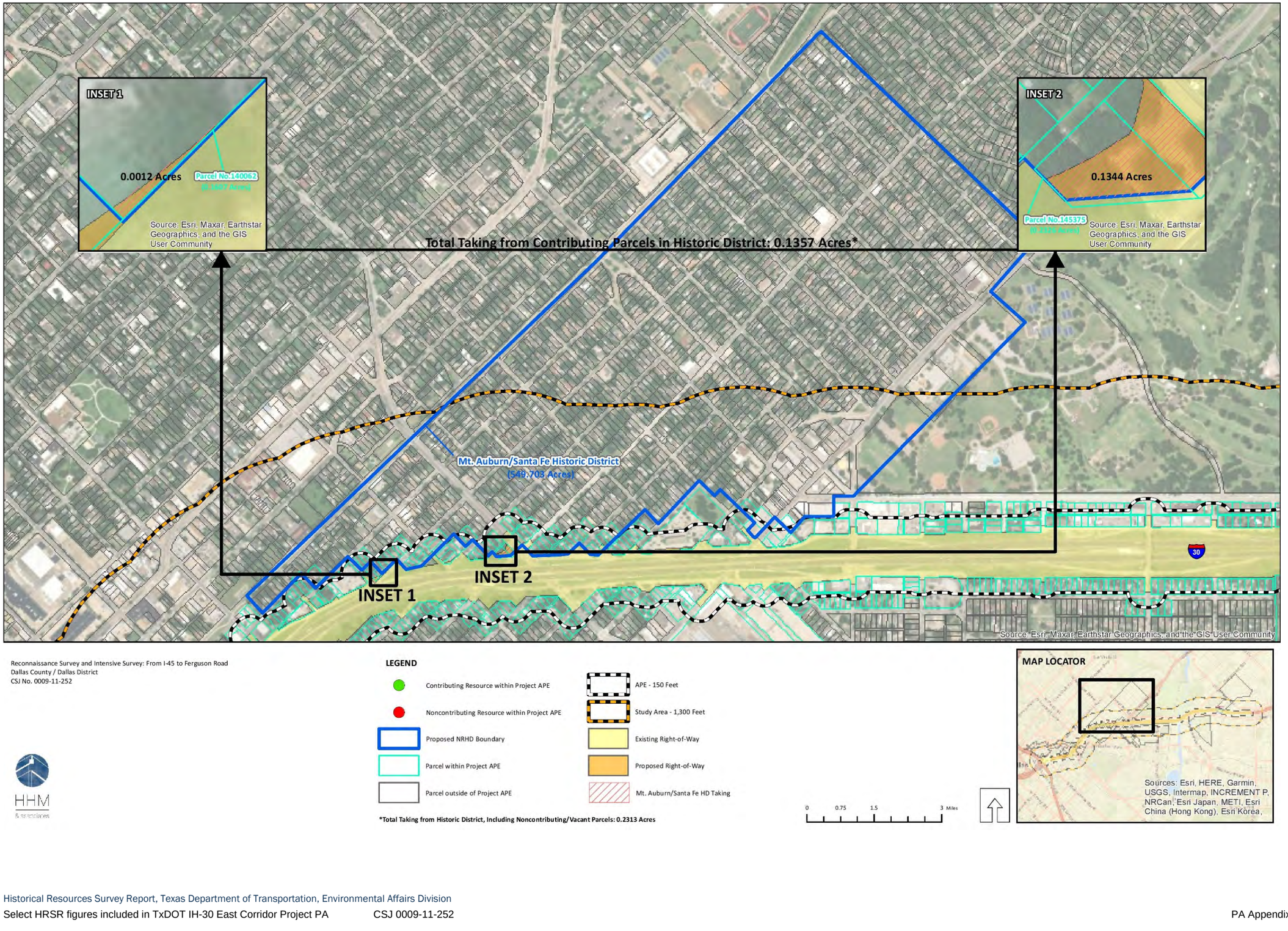

Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
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LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Taking

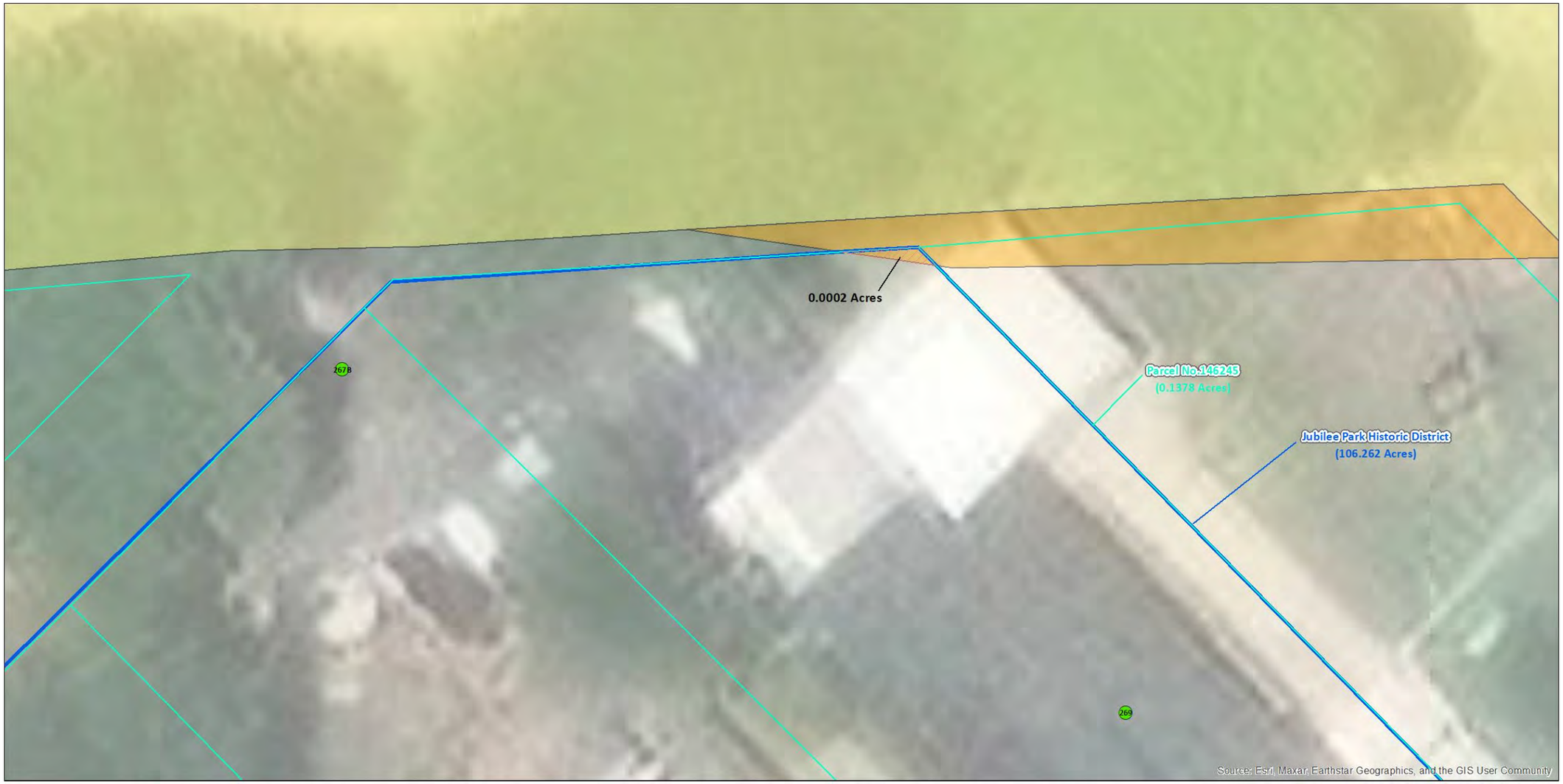
*Total Taking from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles

MAP LOCATOR

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,

Figure 36. Map showing the proposed project's effects on the recommended Mt. Auburn/Santa Fe Historic District, with inset details showing effects for 4937 Lindsley Avenue and 4809 Ash Lane. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & associates

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Jubilee Park HD Taking

0 0.1 0.2 0.4 Miles

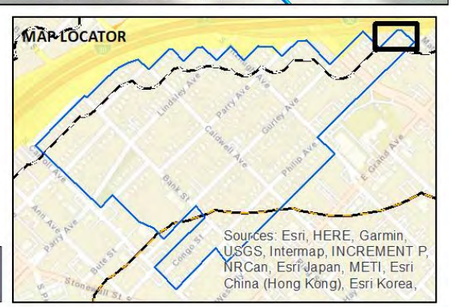


Figure 37. Map showing the proposed project's effects on the recommended Jubilee Park Historic District, showing effects for 5115 Philip Avenue. Source: Base map from ESRI, overlay by HHM.

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APPENDIX B: Tribes and Other Parties Invited to Consult on Project under Section 106

Federally Recognized Tribes with interest in Dallas County
Caddo Nation
Cherokee Nation
Comanche Nation
Kiowa Tribe
Mescalero Apache Tribe
Shawnee Tribe
Tonkawa Tribe of Oklahoma
Wichita and Affiliated Tribes

Other Parties Invited to Consult
Advisory Council on Historic Preservation
African American Museum
City of Dallas HPO
Dallas County Historical Commission
Dallas Historical Society
Deep Ellum Foundation
Fair Park
Jubilee Park
Old City Park
Preservation Dallas
Preservation Texas
Private individuals associated with local cultural institutions and heritage organizations
Texas Historical Commission/State Historic Preservation Office (SHPO)

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

APPENDIX C: Table with Historic Properties identified in HRSR

Note some properties listed on table are contributing resources to historic districts.

Proposed project activities within historic district boundaries (depicted on maps in Appendix A), even if on non-historic properties and/or others not individually listed on this table, are subject to additional Section 106 consultation under the parameters of this PA.

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

Appendix C: Non-Archeological Historic Properties that are Individually NRHP Listed or NRHP Eligible, or are Contributing Resources to Historic Districts that are Listed or Eligible for Listing in the NRHP.

*All project activities within boundaries of Historic Districts (maps incl. in Appendix A), even if parcel or address is not on this table, must follow PA Stipulations and may require additional Section 106 Consultation.

Resource ID	Address	Latitude	Longitude	Date of Construction	NRHP-Eligible (Individual)	NRHP-Contributing	Historic District Name*	Effect
69	4937 LINDSLEY AVE	32.791527	-96.757155	1923	No	Contributing	Mt. Auburn/ Santa Fe	Adverse Effect
196A	820 EXPOSITION AVE	32.783191	-96.768517	1923	No	Contributing	Commerce/ Exposition Commercial District	Adverse Effect
197	710 EXPOSITION AVE	32.783106	-96.768914	1962	Yes	Contributing	Commerce/ Exposition Commercial District	Adverse Effect
11A	501 S 2ND AVE	32.78229	-96.772844	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
11B	501 S 2ND AVE	32.782078	-96.772581	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
11C	501 S 2ND AVE	32.781582	-96.77249	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
11D	501 S 2ND AVE	32.781602	-96.772731	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
11E	501 S 2ND AVE	32.78173	-96.772883	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
11F	501 S 2ND AVE	32.781855	-96.773026	1921	No	Contributing	Deep Ellum (NRHP-listed)	No adverse effect (proposed ROW acquisition)
44	4809 ASH LN	32.791133	-96.761015	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect (proposed ROW acquisition)
195	832 EXPOSITION AVE	32.782536	-96.766993	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196B	820 EXPOSITION AVE	32.783212	-96.767997	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196C	820 EXPOSITION AVE	32.783033	-96.767878	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196D	820 EXPOSITION AVE	32.782982	-96.767644	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196E	820 EXPOSITION AVE	32.782858	-96.76728	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196F	820 EXPOSITION AVE	32.782794	-96.767023	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196G	820 EXPOSITION AVE	32.782666	-96.766285	1922	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196H	820 EXPOSITION AVE	32.782878	-96.76672	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
196I	820 EXPOSITION AVE	32.7829	-96.766837	1923	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect (proposed ROW acquisition)
269	5115 PHILIP AVE	32.790508	-96.753272	1921	No	Contributing	Jubilee Park	No adverse effect (proposed ROW acquisition)
2	2914 TAYLOR ST	32.781403	-96.780853	1947	No	Contributing	Deep Ellum	No adverse effect
3	2903 ST LOUIS ST	32.780942	-96.781031	1958	No	Contributing	Deep Ellum	No adverse effect
4	441 S HALL ST	32.78109	-96.780521	1969	No	Contributing	Deep Ellum	No adverse effect
8A	1622 PEARLSTONE ST	32.781717	-96.774598	1924	Yes	Contributing	Deep Ellum	No adverse effect
8B	1622 PEARLSTONE ST	32.781796	-96.77441	1924	No	Contributing	Deep Ellum	No adverse effect
9	3200 HICKORY ST	32.781473	-96.774286	1924	Yes	Contributing	Deep Ellum	No adverse effect
12	502 S 2ND AVE	32.782446	-96.772064	1960	Yes	Contributing	Deep Ellum	No adverse effect
14	507 EXPOSITION AVE	32.783267	-96.77111	1897	No	Contributing	Deep Ellum	No adverse effect
15	500 EXPOSITION AVE	32.783668	-96.770974	1933	No	Contributing	Deep Ellum	No adverse effect
19	4008 COMMERCE ST	32.784504	-96.769416	1913	Yes	Contributing	Deep Ellum	No adverse effect
20	3912 WILLOW ST	32.785835	-96.770373	1938	Listed	N/A	N/A	No adverse effect
28	500 ANN AVE	32.788994	-96.765777	1915	Yes	N/A	N/A	No adverse effect
39A	410 BANK ST	32.790877	-96.76366	1912	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
39B	410 BANK ST	32.790975	-96.763523	1940	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
41	4800 TERRY ST	32.791372	-96.761753	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
42A	4804 TERRY ST	32.791466	-96.761637	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
42B	4804 TERRY ST	32.791346	-96.761497	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
46A	4817 ASH LN	32.791318	-96.760793	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
46B	4817 ASH LN	32.791443	-96.760861	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
47A	0 ASH LN	32.791425	-96.760686	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
47B	0 ASH LN	32.791604	-96.760847	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
48	4825 ASH LN	32.791512	-96.760551	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
49	4826 ASH LN	32.791231	-96.760249	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
50	4829 ASH LN	32.791579	-96.760421	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
51	4830 ASH LN	32.79131	-96.760117	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
52A	4833 ASH LN	32.791663	-96.760323	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
52B	4833 ASH LN	32.791787	-96.760374	1920	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
54A	4837 ASH LN	32.791792	-96.760204	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
54B	4837 ASH LN	32.791853	-96.760361	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
55A	603 S FITZHUGH AVE	32.79159	-96.759837	1924	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
55B	603 S FITZHUGH AVE	32.791487	-96.759919	1924	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
56	607 S FITZHUGH AVE	32.791504	-96.759739	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
57	611 S FITZHUGH AVE	32.791409	-96.759619	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

Appendix C: Non-Archeological Historic Properties that are Individually NRHP Listed or NRHP Eligible, or are Contributing Resources to Historic Districts that are Listed or Eligible for Listing in the NRHP.

*All project activities within boundaries of Historic Districts (maps incl. in Appendix A), even if parcel or address is not on this table, must follow PA Stipulations and may require additional Section 106 Consultation.

Resource ID	Address	Latitude	Longitude	Date of Construction	NRHP-Eligible (Individual)	NRHP-Contributing	Historic District Name*	Effect
58	600 S FITZHUGH AVE	32.791877	-96.759478	1902	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
59	604 S FITZHUGH AVE	32.791777	-96.759321	1925	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
60A	608 S FITZHUGH AVE	32.791677	-96.759254	1925	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
60B	608 S FITZHUGH AVE	32.791856	-96.7591	1925	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
62	4914 ASH LN	32.792096	-96.759199	1910	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
63A	4921 GARLAND AVE	32.791845	-96.758469	1917	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
63B	4921 GARLAND AVE	32.792035	-96.758611	1917	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
64A	4925 GARLAND AVE	32.791957	-96.758313	1907	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
64B	4925 GARLAND AVE	32.792023	-96.758479	1920	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
65	4929 GARLAND AVE	32.792043	-96.758204	1907	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
66	4930 GARLAND AVE	32.791726	-96.757869	1925	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
67	4934 GARLAND AVE	32.791835	-96.757725	1916	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
68	4938 GARLAND AVE	32.791902	-96.757606	1916	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
70	4942 GARLAND AVE	32.792019	-96.757516	1916	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
73A	0 GARLAND AVE	32.792377	-96.757024	1918	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
73B	0 GARLAND AVE	32.792221	-96.756911	1930	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
74A	5018 GARLAND AVE	32.792588	-96.756801	1920	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
74B	5018 GARLAND AVE	32.792444	-96.756607	1920	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
75A	5009 LINDSLEY AVE	32.792006	-96.756592	1916	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
75B	5009 LINDSLEY AVE	32.792144	-96.756793	1916	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
76	5004 LINDSLEY AVE	32.791582	-96.756341	1922	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
77	5008 LINDSLEY AVE	32.791695	-96.756241	1925	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
79	5019 LINDSLEY AVE	32.792195	-96.756366	1922	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
80	5018 LINDSLEY AVE	32.791879	-96.75599	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
81	5021 LINDSLEY AVE	32.792296	-96.756247	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
82	0 LINDSLEY AVE	32.791968	-96.75589	1950	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
83A	5102 LINDSLEY AVE	32.792082	-96.755783	1926	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
83B	5102 LINDSLEY AVE	32.792007	-96.755573	1926	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
84A	5106 LINDSLEY AVE	32.792161	-96.755668	1926	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
84B	5106 LINDSLEY AVE	32.792107	-96.755481	1926	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
85A	5101 PARRY AVE	32.791626	-96.755482	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
85B	5101 PARRY AVE	32.791745	-96.755525	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
87	5107 PARRY AVE	32.791751	-96.755185	1924	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
88	5111 PARRY AVE	32.791848	-96.755066	1924	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
89	5115 PARRY AVE	32.791946	-96.7549	1923	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
91A	5114 PARRY AVE	32.791654	-96.754617	1950	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
91B	5114 PARRY AVE	32.791586	-96.754447	1950	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
94	5212 PARRY AVE	32.792224	-96.7539	1922	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
95	5410 PHILIP AVE	32.792708	-96.749816	1924	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
96	5401 EAST GRAND AVE	32.792166	-96.749491	1935	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
98	0 EAST GRAND AVE	32.792312	-96.749334	1931	No	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
102	5421 E R. L. THORNTON FWY	32.792362	-96.748441	1939	Yes	Contributing	Mt. Auburn/ Santa Fe	No adverse effect
104A	2810 SAMUELL BLVD	32.792691	-96.745167	1945	Yes	N/A	N/A	No adverse effect
137	3700 SAMUELL	32.79297	-96.731514	1936	Yes	N/A	N/A	No adverse effect
151	7763 CLAREMONT DR	32.795861	-96.7133	1960	No	Contributing	Claremont	No adverse effect
152	7759 CLAREMONT DR	32.795697	-96.713271	1961	No	Contributing	Claremont	No adverse effect
153	7753 CLAREMONT DR	32.795554	-96.713054	1961	No	Contributing	Claremont	No adverse effect
154	7749 CLAREMONT DR	32.795441	-96.712869	1961	No	Contributing	Claremont	No adverse effect
155	7743 CLAREMONT DR	32.795369	-96.7127	1961	No	Contributing	Claremont	No adverse effect
156	7739 CLAREMONT DR	32.795379	-96.71249	1961	No	Contributing	Claremont	No adverse effect
157	7735 CLAREMONT DR	32.795386	-96.712288	1961	No	Contributing	Claremont	No adverse effect
158	7731 CLAREMONT DR	32.795482	-96.712094	1960	No	Contributing	Claremont	No adverse effect
159	7725 CLAREMONT DR	32.795567	-96.711943	1960	No	Contributing	Claremont	No adverse effect
160A	7721 CLAREMONT DR	32.795614	-96.711768	1960	No	Contributing	Claremont	No adverse effect
160B	7721 CLAREMONT DR	32.795486	-96.711652	1960	No	Contributing	Claremont	No adverse effect
161A	7715 CLAREMONT DR	32.795661	-96.711548	1960	No	Contributing	Claremont	No adverse effect
161B	7715 CLAREMONT DR	32.795527	-96.711532	1960	No	Contributing	Claremont	No adverse effect
162A	7709 CLAREMONT DR	32.795649	-96.711348	1960	No	Contributing	Claremont	No adverse effect
162B	7709 CLAREMONT DR	32.795504	-96.711375	1960	No	Contributing	Claremont	No adverse effect
163	7703 CLAREMONT DR	32.795566	-96.711188	1960	No	Contributing	Claremont	No adverse effect
192	801 EXPOSITION AVE	32.782442	-96.768045	1952	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect

Appendix C: Non-Archeological Historic Properties that are Individually NRHP Listed or NRHP Eligible, or are Contributing Resources to Historic Districts that are Listed or Eligible for Listing in the NRHP.

*All project activities within boundaries of Historic Districts (maps incl. in Appendix A), even if parcel or address is not on this table, must follow PA Stipulations and may require additional Section 106 Consultation.

Resource ID	Address	Latitude	Longitude	Date of Construction	NRHP-Eligible (Individual)	NRHP-Contributing	Historic District Name*	Effect
193A	729 EXPOSITION AVE	32.78252	-96.768318	1976	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
194	721 EXPOSITION AVE	32.782445	-96.768654	1947	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
198A	3809 PARRY AVE	32.783558	-96.765948	1929	Listed	Contributing	Commerce/ Exposition Commercial District	No adverse effect
198B	3809 PARRY AVE	32.783235	-96.765963	1929	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
198C	3809 PARRY AVE	32.783486	-96.766355	1929	Listed	Contributing	Commerce/ Exposition Commercial District	No adverse effect
199A	4130 COMMERCE ST	32.78341	-96.76676	1954	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
199B	4130 COMMERCE ST	32.783734	-96.766435	1954	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
200	4118 COMMERCE ST	32.783492	-96.767016	1929	Yes	Contributing	Commerce/ Exposition Commercial District	No adverse effect
201	4100 COMMERCE ST	32.783554	-96.767289	1929	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
202	4100 COMMERCE ST	32.783799	-96.767606	1929	No	Contributing	Commerce/ Exposition Commercial District	No adverse effect
210	714 FLETCHER ST	32.785841	-96.76556	1926	Yes	N/A	N/A	No adverse effect
219	4518 ASH LN	32.788564	-96.762806	1915	No	Contributing	Jubilee Park	No adverse effect
220	4520 ASH LN	32.788638	-96.762716	1925	No	Contributing	Jubilee Park	No adverse effect
221	4532 ASH LN	32.788921	-96.762328	1916	No	Contributing	Jubilee Park	No adverse effect
222B	4536 ASH LN	32.78886	-96.762102	1920	No	Contributing	Jubilee Park	No adverse effect
223A	4540 ASH LN	32.789131	-96.762113	1913	No	Contributing	Jubilee Park	No adverse effect
223B	4540 ASH LN	32.789006	-96.762021	1930	No	Contributing	Jubilee Park	No adverse effect
224B	4601 GARLAND AVE/ 614 BANK ST	32.789292	-96.761917	1913	No	Contributing	Jubilee Park	No adverse effect
224A	4601 GARLAND AVE	32.789128	-96.761673	1913	No	Contributing	Jubilee Park	No adverse effect
225A	4607 GARLAND AVE	32.789236	-96.761591	1938	No	Contributing	Jubilee Park	No adverse effect
226A	4609 GARLAND AVE	32.789336	-96.761471	1930	No	Contributing	Jubilee Park	No adverse effect
226B	4609 GARLAND AVE	32.789473	-96.761685	1930	No	Contributing	Jubilee Park	No adverse effect
227	4617 GARLAND AVE	32.789562	-96.76124	1930	No	Contributing	Jubilee Park	No adverse effect
228	4701 GARLAND AVE	32.789639	-96.761099	1926	No	Contributing	Jubilee Park	No adverse effect
229	4710 GARLAND AVE	32.789523	-96.760545	1924	No	Contributing	Jubilee Park	No adverse effect
230	4711 GARLAND AVE	32.789836	-96.760884	1910	No	Contributing	Jubilee Park	No adverse effect
231	4714 GARLAND AVE	32.789622	-96.76044	1916	No	Contributing	Jubilee Park	No adverse effect
232	4715 GARLAND AVE	32.789899	-96.760745	1910	No	Contributing	Jubilee Park	No adverse effect
233	4802 GARLAND AVE	32.789907	-96.76007	1919	No	Contributing	Jubilee Park	No adverse effect
234	4806 GARLAND AVE	32.790011	-96.759939	1926	No	Contributing	Jubilee Park	No adverse effect
235	4811 LINDSLEY AVE	32.789687	-96.759337	1921	No	Contributing	Jubilee Park	No adverse effect
236	4808 GARLAND AVE	32.790096	-96.75982	1926	No	Contributing	Jubilee Park	No adverse effect
237	4815 LINDSLEY AVE	32.789781	-96.759239	1914	No	Contributing	Jubilee Park	No adverse effect
238A	4814 GARLAND AVE	32.790199	-96.759737	1926	No	Contributing	Jubilee Park	No adverse effect
238B	4814 GARLAND AVE	32.790062	-96.759526	1926	No	Contributing	Jubilee Park	No adverse effect
240	4821 LINDSLEY AVE	32.789975	-96.759017	1923	No	Contributing	Jubilee Park	No adverse effect
241	4825 LINDSLEY AVE	32.790082	-96.758897	1922	No	Contributing	Jubilee Park	No adverse effect
242A	4830 LINDSLEY AVE	32.789843	-96.758388	1936	No	Contributing	Jubilee Park	No adverse effect
242B	4830 LINDSLEY AVE	32.789762	-96.758236	1936	No	Contributing	Jubilee Park	No adverse effect
244A	4832 LINDSLEY AVE	32.789923	-96.75828	1936	No	Contributing	Jubilee Park	No adverse effect
244B	4832 LINDSLEY AVE	32.789814	-96.758094	1936	No	Contributing	Jubilee Park	No adverse effect
245A	4839 PARRY AVE	32.789671	-96.757718	1936	Yes	Contributing	Jubilee Park	No adverse effect
245B	4839 PARRY AVE	32.789802	-96.757862	1936	No	Contributing	Jubilee Park	No adverse effect
246	4838 LINDSLEY AVE	32.790036	-96.758196	1931	No	Contributing	Jubilee Park	No adverse effect
247A	4843 PARRY AVE	32.789757	-96.757624	1936	Yes	Contributing	Jubilee Park	No adverse effect
247B	4843 PARRY AVE	32.78988	-96.757811	1936	No	Contributing	Jubilee Park	No adverse effect
248	4842 LINDSLEY AVE	32.790124	-96.758066	1931	No	Contributing	Jubilee Park	No adverse effect
249	4901 PARRY AVE	32.789936	-96.757364	1926	No	Contributing	Jubilee Park	No adverse effect
250	4906 PARRY AVE	32.789732	-96.75688	1916	No	Contributing	Jubilee Park	No adverse effect
253	4915 PARRY AVE	32.790222	-96.757002	1921	No	Contributing	Jubilee Park	No adverse effect
254	4922 PARRY AVE	32.790077	-96.756404	1936	No	Contributing	Jubilee Park	No adverse effect
255	4926 PARRY AVE	32.790194	-96.756297	1926	No	Contributing	Jubilee Park	No adverse effect
256	4930 GURLEY AVE	32.789577	-96.755355	1926	No	Contributing	Jubilee Park	No adverse effect
257	4931 GURLEY AVE	32.789866	-96.755725	1926	No	Contributing	Jubilee Park	No adverse effect
258	4930 PARRY AVE	32.790289	-96.756204	1931	No	Contributing	Jubilee Park	No adverse effect
259	4935 GURLEY AVE	32.789982	-96.755601	1916	No	Contributing	Jubilee Park	No adverse effect
260	4934 PARRY AVE	32.790322	-96.756002	1921	No	Contributing	Jubilee Park	No adverse effect
261	5006 GURLEY AVE	32.790141	-96.754691	1921	No	Contributing	Jubilee Park	No adverse effect
262A	5010 GURLEY AVE	32.790242	-96.754562	1921	No	Contributing	Jubilee Park	No adverse effect
262B	5010 GURLEY AVE	32.790116	-96.754357	1921	No	Contributing	Jubilee Park	No adverse effect
263A	5014 GURLEY AVE	32.790312	-96.754416	1921	No	Contributing	Jubilee Park	No adverse effect
264	5019 PHILIP AVE	32.79006	-96.753895	1926	No	Contributing	Jubilee Park	No adverse effect
266	5107 PHILIP AVE	32.790307	-96.753537	1921	No	Contributing	Jubilee Park	No adverse effect
267A	5111 PHILIP AVE	32.790425	-96.753398	1922	No	Contributing	Jubilee Park	No adverse effect
267B	5111 PHILIP AVE	32.790616	-96.753565	1922	No	Contributing	Jubilee Park	No adverse effect

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***All project activities within boundaries of Historic Districts (maps incl. in Appendix A), even if parcel or address is not on this table, must follow PA Stipulations and may require additional Section 106 Consultation.**

Resource ID	Address	Latitude	Longitude	Date of Construction	NRHP-Eligible (Individual)	NRHP-Contributing	Historic District Name*	Effect
271A	5200 EAST GRAND AVE	32.788636	-96.749919	1926	Yes	Contributing	Ford Motor Co.	No adverse effect
271B	5200 EAST GRAND AVE	32.78846	-96.751366	1926	Yes	Contributing	Ford Motor Co.	No adverse effect
271C	5200 EAST GRAND AVE	32.788358	-96.751165	1926	Yes	Contributing	Ford Motor Co.	No adverse effect
271D	5200 EAST GRAND AVE	32.790268	-96.750846	1926	No	Contributing	Ford Motor Co.	No adverse effect
271E	5200 EAST GRAND AVE	32.787064	-96.750018	1926	Yes	Contributing	Ford Motor Co.	No adverse effect
271F	5200 EAST GRAND AVE	32.789433	-96.749521	1965	No	Contributing	Ford Motor Co.	No adverse effect
271G	5200 EAST GRAND AVE	32.788029	-96.74825	1955	No	Contributing	Ford Motor Co.	No adverse effect
278	1329 FAIRVIEW AVE	32.790194	-96.747943	1926	No	Contributing	Owenwood	No adverse effect
280	1334 FAIRVIEW AVE	32.790364	-96.747435	1925	No	Contributing	Owenwood	No adverse effect
282	5507 CULVER ST	32.790231	-96.747299	1918	No	Contributing	Owenwood	No adverse effect
290A	5710 E R. L. THORNTON FWY	32.790758	-96.74381	1936	Yes	Contributing	Owenwood	No adverse effect
290B	5710 E R. L. THORNTON FWY	32.790275	-96.743384	1936	No	Contributing	Owenwood	No adverse effect
291A	3001 CULVER ST	32.790661	-96.742862	1925	No	Contributing	Owenwood	No adverse effect
291B	3001 CULVER ST	32.79868	-96.742819	1925	No	Contributing	Owenwood	No adverse effect
292A	3007 CULVER ST	32.790634	-96.742673	1925	No	Contributing	Owenwood	No adverse effect
292B	3007 CULVER ST	32.790865	-96.742606	1925	No	Contributing	Owenwood	No adverse effect
293A	3011 CULVER ST	32.790633	-96.742492	1950	No	Contributing	Owenwood	No adverse effect
293B	3011 CULVER ST	32.790859	-96.742449	1950	No	Contributing	Owenwood	No adverse effect
294A	3015 CULVER ST	32.790644	-96.742326	1923	No	Contributing	Owenwood	No adverse effect
294B	3015 CULVER ST	32.790857	-96.742281	1923	No	Contributing	Owenwood	No adverse effect
295A	3019 CULVER ST	32.790669	-96.742169	1924	No	Contributing	Owenwood	No adverse effect
295B	3019 CULVER ST	32.790855	-96.74213	1924	No	Contributing	Owenwood	No adverse effect
296A	3023 CULVER ST	32.790657	-96.742003	1924	No	Contributing	Owenwood	No adverse effect
296B	3023 CULVER ST	32.790867	-96.742025	1924	No	Contributing	Owenwood	No adverse effect
297A	3103 CULVER ST	32.790656	-96.741848	1925	No	Contributing	Owenwood	No adverse effect
297B	3103 CULVER ST	32.790849	-96.741794	1925	No	Contributing	Owenwood	No adverse effect
298	3107 CULVER ST	32.790667	-96.74168	1925	No	Contributing	Owenwood	No adverse effect
299A	3111 CULVER ST	32.790662	-96.741521	1924	No	Contributing	Owenwood	No adverse effect
299B	3111 CULVER ST	32.790852	-96.741455	1924	No	Contributing	Owenwood	No adverse effect
300	3115 CULVER ST	32.790649	-96.741352	1928	No	Contributing	Owenwood	No adverse effect
301A	3119 CULVER ST	32.790666	-96.741196	1925	No	Contributing	Owenwood	No adverse effect
301B	3119 CULVER ST	32.790858	-96.74112	1925	No	Contributing	Owenwood	No adverse effect
302	3123 CULVER ST	32.790638	-96.741015	1941	No	Contributing	Owenwood	No adverse effect
303A	3127 CULVER ST	32.790648	-96.740819	1939	No	Contributing	Owenwood	No adverse effect
303B	3127 CULVER ST	32.790843	-96.740848	1939	No	Contributing	Owenwood	No adverse effect
304A	3203 CULVER ST	32.790661	-96.740478	1939	No	Contributing	Owenwood	No adverse effect
304B	3203 CULVER ST	32.790872	-96.740411	1939	No	Contributing	Owenwood	No adverse effect
305	3207 CULVER ST	32.79066	-96.740312	1929	No	Contributing	Owenwood	No adverse effect
306A	3211 CULVER ST	32.790645	-96.740146	1925	No	Contributing	Owenwood	No adverse effect
306B	3211 CULVER ST	32.790855	-96.740106	1925	No	Contributing	Owenwood	No adverse effect
307A	3215 CULVER ST	32.790657	-96.739978	1923	No	Contributing	Owenwood	No adverse effect
307B	3215 CULVER ST	32.790853	-96.739998	1923	No	Contributing	Owenwood	No adverse effect
308A	3219 CULVER ST	32.790668	-96.739825	1925	No	Contributing	Owenwood	No adverse effect
308B	3219 CULVER ST	32.790857	-96.739773	1925	No	Contributing	Owenwood	No adverse effect
309A	3223 CULVER ST	32.790636	-96.739662	1930	No	Contributing	Owenwood	No adverse effect
309B	3223 CULVER ST	32.790791	-96.739628	1930	No	Contributing	Owenwood	No adverse effect
310A	3227 CULVER ST	32.790671	-96.73951	1927	No	Contributing	Owenwood	No adverse effect
310B	3227 CULVER ST	32.790829	-96.73944	1927	No	Contributing	Owenwood	No adverse effect
312A	3235 CULVER ST	32.790646	-96.739174	1936	No	Contributing	Owenwood	No adverse effect
312B	3235 CULVER ST	32.790822	-96.739111	1936	No	Contributing	Owenwood	No adverse effect
313A	3237 CULVER ST	32.79065	-96.739018	1940	No	Contributing	Owenwood	No adverse effect
313B	3237 CULVER ST	32.790849	-96.738992	1940	No	Contributing	Owenwood	No adverse effect
314A	3243 CULVER ST	32.790645	-96.738869	1930	No	Contributing	Owenwood	No adverse effect
314B	3243 CULVER ST	32.790848	-96.738864	1930	No	Contributing	Owenwood	No adverse effect
314C	3243 CULVER ST	32.790847	-96.738794	1930	No	Contributing	Owenwood	No adverse effect
315A	3247 CULVER ST	32.790635	-96.738692	1927	No	Contributing	Owenwood	No adverse effect
316	3251 CULVER ST	32.790669	-96.738533	1929	No	Contributing	Owenwood	No adverse effect
317	3255 CULVER ST	32.790657	-96.738363	1927	No	Contributing	Owenwood	No adverse effect
318A	3301 CULVER ST	32.790677	-96.738154	1955	No	Contributing	Owenwood	No adverse effect
318B	3301 CULVER ST	32.790853	-96.73821	1955	No	Contributing	Owenwood	No adverse effect
319A	3306 CULVER ST	32.790196	-96.737981	1938	No	Contributing	Owenwood	No adverse effect
319B	3306 CULVER ST	32.790038	-96.737932	1938	No	Contributing	Owenwood	No adverse effect
320A	3307 CULVER ST	32.790643	-96.73798	1937	No	Contributing	Owenwood	No adverse effect
320B	3307 CULVER ST	32.790774	-96.737921	1937	No	Contributing	Owenwood	No adverse effect
321A	3310 CULVER ST	32.790185	-96.737797	1938	No	Contributing	Owenwood	No adverse effect
321B	3310 CULVER ST	32.789997	-96.737791	1938	No	Contributing	Owenwood	No adverse effect
322A	3315 CULVER ST	32.790625	-96.737611	1948	No	Contributing	Owenwood	No adverse effect
322B	3315 CULVER ST	32.790746	-96.737675	1948	No	Contributing	Owenwood	No adverse effect
323	3314 CULVER ST	32.790136	-96.737601	1940	No	Contributing	Owenwood	No adverse effect
325	3403 CULVER ST	32.790635	-96.737205	1935	No	Contributing	Owenwood	No adverse effect
326	3408 CULVER ST	32.790206	-96.73698	1939	No	Contributing	Owenwood	No adverse effect
328A	3412 CULVER ST	32.790207	-96.736762	1939	No	Contributing	Owenwood	No adverse effect
328B	3412 CULVER ST	32.790002	-96.736724	1939	No	Contributing	Owenwood	No adverse effect
329A	3413 CULVER ST	32.790626	-96.736789	1935	No	Contributing	Owenwood	No adverse effect
329B	3413 CULVER ST	32.790767	-96.736726	1935	No	Contributing	Owenwood	No adverse effect

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*All project activities within boundaries of Historic Districts (maps incl. in Appendix A), even if parcel or address is not on this table, must follow PA Stipulations and may require additional Section 106 Consultation.								
Resource ID	Address	Latitude	Longitude	Date of Construction	NRHP-Eligible (Individual)	NRHP-Contributing	Historic District Name*	Effect
330A	3419 CULVER ST	32.790624	-96.736562	1940	No	Contributing	Owenwood	No adverse effect
330B	3419 CULVER ST	32.790772	-96.736641	1940	No	Contributing	Owenwood	No adverse effect
331A	3423 CULVER ST	32.790618	-96.736371	1945	No	Contributing	Owenwood	No adverse effect
331B	3423 CULVER ST	32.790778	-96.736444	1945	No	Contributing	Owenwood	No adverse effect
332	3429 CULVER ST	32.790613	-96.736186	1940	No	Contributing	Owenwood	No adverse effect
335A	3443 CULVER ST	32.790652	-96.735571	1941	No	Contributing	Owenwood	No adverse effect
335B	3443 CULVER ST	32.790852	-96.735547	1941	No	Contributing	Owenwood	No adverse effect
336A	3503 CULVER ST	32.790604	-96.735159	1940	No	Contributing	Owenwood	No adverse effect
337A	3507 CULVER ST	32.790644	-96.73495	1941	No	Contributing	Owenwood	No adverse effect
337B	3507 CULVER ST	32.79077	-96.735011	1941	No	Contributing	Owenwood	No adverse effect
338	3511 CULVER ST	32.79062	-96.734752	1940	No	Contributing	Owenwood	No adverse effect
339	3519 CULVER ST	32.790611	-96.734576	1940	No	Contributing	Owenwood	No adverse effect
340B	3523 CULVER ST	32.790725	-96.734287	1940	No	Contributing	Owenwood	No adverse effect
340A	3523 CULVER ST	32.790599	-96.734365	1940	No	Contributing	Owenwood	No adverse effect
342A	3535 CULVER ST	32.790609	-96.733958	1940	No	Contributing	Owenwood	No adverse effect
342B	3535 CULVER ST	32.790805	-96.733886	1940	No	Contributing	Owenwood	No adverse effect
343A	3539 CULVER ST	32.790623	-96.733702	1946	No	Contributing	Owenwood	No adverse effect
343B	3539 CULVER ST	32.790811	-96.733776	1946	No	Contributing	Owenwood	No adverse effect
349	4529 SAMUELL BLVD	32.793733	-96.717601	1935	Yes	N/A	N/A	No adverse effect
354	4721 SAMUELL BLVD	32.79354	-96.714535	1930	Yes	N/A	N/A	No adverse effect

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APPENDIX D: Best Practices for Work Near Historic Properties

The Contractor will draft and submit a Historic Property Protection Plan to TxDOT with the plans and specifications for review. TxDOT will review the plans and consult as appropriate per the terms of the PA with the SHPO and consulting parties.

Project activities directly adjacent to a history property
To minimize potential damage to historic structures and materials, the Historic Property Protection Plan will include, at a minimum the following precautions when working directly adjacent to a historic property listed in Appendix C:

1. When work is taking place directly adjacent to a building or structure listed in Appendix C, the Contractor will saw-cut existing sidewalk or paving material a minimum of 12 inches away from the historic resource before removal and construct new pavement next to the saw-cut edge with the installation of an expansion joint in between. If existing paving is to be removed entirely, the remaining 12-inch section next to the historic building, structure, canopy supports, material, fence, or retaining wall will be removed by hand. Expansion joints will be placed between the new paving material and the historic building, structure, fence, or retaining wall.

2. During construction, the contractor will take proactive measures to prevent damage to buildings, structures, objects, and landscaping on parcels associated with historic properties listed in Appendix C, including fences, retaining walls, sidewalks that are not in the public ROW, and plantings. During the saw cut and hand removal process, the Contractor will exercise utmost caution and physically protect historic building or structure foundations, materials, elevations, entryways with decorative flooring, fences, retaining walls, and landscape elements. When pouring concrete for repair or new installation, the Contractor will prevent the splashback of concrete onto historic resources.

3. If any historic materials are damaged during construction, the Contractor will follow the construction damage protocol in Stipulation II.B.4 of the Programmatic Agreement, first notifying TxDOT Environmental Affairs Division of the damage and the proposed repair work so that TxDOT may review the appropriateness of repair and consult with SHPO and consulting parties before execution of repair work. The Contractor's responsibility will include identifying and locating replacement sources for historic materials damaged during the work.

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APPENDIX E: Vibration Monitoring Work Plan

Docusign Envelope ID: 1F8F52C1-DEDD-4E67-BE41-4057BAAB09BF

Item XXX
Vibration Monitoring and Condition Surveys

1. DESCRIPTION

Develop a monitoring program to identify intolerable vibrations that may result in damage to the existing structures including vibration monitoring and pre- and post- construction condition surveys of the structures identified herein. This work shall be performed by an independent contractor(s) referred to herein as Vibration Monitoring Specialist. The Vibration Monitoring Specialists shall meet the qualifications requirements specified herein.

Perform vibration monitoring and condition surveys at the locations shown in Appendix A (maps/cross sections in Appendix C).

2. MATERIALS

Materials are not required.

3. CONSTRUCTION

3.1. **Preconstruction and Postconstruction Condition Surveys**.

3.1.1. **General**. This work consists of providing labor, transportation, equipment, materials, preparing reports, and incidentals necessary for performing baseline condition surveys of existing structures and preparing permanent records reporting the findings, before initiation of work, after completion of work, and intermittently if limiting displacement or vibration values are exceeded or if claims of damage are reported. Condition surveys shall be performed by an independent contractor that has Vibration Monitoring Specialist qualifications showing 5 successfully completed similar projects within the last 5 years.

Submittal. Structural Condition Survey Reports: Submit reports documenting the preconstruction condition, documenting the post monitoring condition, and documenting the condition of historic resources (four) specified in Appendix A where the Shutdown Response Alert Thresholds Value was reached for each occurrence. Submit Structure Condition Surveys within 48 hours after the inspection was performed. Submit a PDF file for each Structures Condition Survey performed. Submit video files via electronic file transfer or Flash Drive. Structural condition survey reports shall include a written narrative describing the condition as well as photographs with captions documenting the location and orientation of the photo and the condition noted. All photographs shall include date stamp. The narrative shall also describe who was present to perform or observe the condition survey. The condition survey report shall also note locations where cracks, spalls, or other deterioration were noted, where crack gauges were installed, and initial readings of crack gauges. Send a certified letter with return receipt to any property owners who denied access to their property. The letter shall describe the purpose of the precondition survey is to protect the property owner by documenting potential construction related damage, document the date and time that access was attempted, and advise the property owner waives their rights to make a property damage claim by denying access to their property for a pre-construction condition survey. Photo document the exterior condition of the structure to the extent possible when access is denied.

3.1.1.1. **Equipment**. Provide general photography and video equipment in digital format, capable of superimposing the date and time on all images. Provide measuring equipment and install grid crack gauges to compare crack sizes before, throughout, and post-construction.

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3.1.1.2. **Procedure**. Photographically and video document the extent and location of existing signs of structural distress such as cracks, spalling, signs of settlement, etc. Provide pictures showing the existing condition of the entirety of all structures, not only existing defects. Install crack gauges on cracks identified during the condition survey. Notify the Department to be present during the Structures Condition Survey for verification of the data recorded. Provide general photography and video equipment in digital format, capable of superimposing the date and time on all images. Provide measuring equipment and install grid crack gauges to compare crack sizes before, throughout, and post-construction. Perform interim inspections within 72 hours of Shutdown Response Alert Thresholds or receipt of a damage claim. Perform post-construction condition surveys within two weeks after the completion of vibration producing construction activities. Vibration producing construction activities shall include but is not limited to rock excavation usings a hoe ram, road header, or other methods, drilled shaft installation, soil/rock nail installation, tieback installation, soil compaction, demolition, and any other methods that produce comparable peak particle velocities (PPV).

3.2. **Vibration Monitoring**.

3.2.1. **General**. This work consists of performing vibration monitoring before construction commences to establish baseline levels and performing vibration monitoring during construction activities. This work includes installing, protecting, and maintaining instrumentation including, but not limited to, seismographs. The vibration monitoring program shall be developed and managed by the Vibration Monitoring Specialist.

Do not begin construction activities until the Department reviews the Vibration Monitoring Work Plan with no exceptions taken and the monitoring program is implemented with baseline readings completed. All devices must be working properly and calibrated within the last year. Visit the site for inspection and preventative maintenance of equipment as required. Maintain, protect, and replace the instrumentation as necessary throughout the work. Immediately repair and recalibrate or replace instrumentation if there is indication of malfunction, damage, or vandalism. Report vibration monitoring readings within 48 hours of the completion of vibration producing activities via email. Notify the Department immediately of alert threshold exceedance occurrences.

3.2.1.1. **Submittal**. Submit the Vibration Monitoring Work Plan for approval at least 30 days before construction activities begin. The Vibration Monitoring Work Plan may be returned for revision or clarification. All reports must clearly identify the Contract Number, date and time of measurements, Contractor, and Vibration Monitoring Consultant's specialized firm. Report all results in Imperial units.

The following submittals are required to be submitted in a Vibration Monitoring Work Plan:

3.2.1.1.1 Vibration Monitoring Specialist qualifications showing 5 successfully completed similar projects within the last 5 years.

3.2.1.1.2 A plan identifying the structures in the zone to be monitored and proposed locations for monitoring instrumentation.

3.2.1.1.3 A description of the Vibration and Displacement Monitoring including:

3.2.1.1.3.1 The equipment proposed to be used for monitoring (Manufacturer, model number, serial number)

3.2.1.1.3.2 The tolerances of equipment to be used for monitoring.

3.2.1.1.3.3 Calibration records of all instruments to be used for monitoring (with serial number of equipment)

3.2.1.1.3.4 Procedures for and a detail of installation of monitoring equipment

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3.2.1.1.3.5 Methods and frequency of measurements

3.2.1.1.3.6 Methods of data distribution

3.2.1.1.3.7 Procedures for removal and restoration following monitoring.

3.2.1.1.3.8 Anticipated construction induced vibration levels based on construction equipment proposed and soil and water conditions.

3.2.1.1.3.9 The scheduled start date and length of construction operations which require vibration monitoring.

3.2.1.1.3.10 Include in the Vibration Monitoring Work Plan a Response Action Plan detailing how exceedance notifications will be disseminated via text and email messages in real time. Within 1 hour of an exceedance provide an explanation of the exceedance and the Contractor shall provide any potential corrective actions required to prevent future exceedances.

3.2.1.1.4 Vibration Monitoring Reports: Submit reports electronically within 48 hours after the completion of vibration producing activities at each structure. The report shall summarize the construction activities performed and the maximum levels recorded on all instruments. Report peak particle velocity on a United States Bureau of Mines (USBM) RI8507 threshold plot. Annotate report with notes explaining probable sources causes of all exceedances. Include seismograph serial number on reports.

Equipment. Provide 3-component seismographs (base unit and triaxial anchored geophone and all incidental items, capable of measuring particle velocity data in 3 mutually perpendicular directions. Annual factory calibration is required throughout the duration of the work. Ensure the seismographs measure peak particle velocity remotely and reports data in inch per second units continuously at 5 second intervals. Provide Instantel Micromate®, Instantel MinimateTM Series IV Pro 4 or Pro 6, or approved equal, seismographs. Provide geophone sensors according to International Society of Explosive Engineers (ISEE) standards or approved equal.

3.2.2. **Procedure.** Perform continuous vibration monitoring during vibration-inducing construction operations as defined herein. Perform contract work in a manner that limits construction-induced vibration at specified locations to within the limits set within the approved Vibration Monitoring Work Plan. The specialized firm performing this work must consider the extent of vibration induced by construction activities, the soil conditions, and stages of construction to ensure structures are not impacted. The Vibration Monitoring Specialist shall place at least one seismograph at each structure when vibration producing activities are in operation. Potential exceedances caused by instrument malfunction or disturbance (such as kicking) to the geophone shall be limited and explained with notification to the Engineer when experienced.

3.2.3. Peak Particle Velocity is defined as the maximum particle velocity of 1 of the 3 components, longitudinal, transverse, and vertical. Peak Vector Sum is defined as the maximum square root of the sum of the square of the 3 component particle velocities. Peak Vector Sum is not required to be recorded; the criteria are based on Peak Particle Velocity.

Mount geophones on the ground adjacent to structures such that they are level, and the arrow is pointing towards the vibration source.

Provide battery or alternative power supply to seismographs continuously while in operation. Install geophones in a secure location to avoid damage from construction.

Record vibration at a rate of 1024 samples per second or at least 10 times the largest expected frequency of the vibration source, whichever is greater.

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Set the seismograph to Histogram/Combo mode with continuous waveform recording with a 0.05 inch per second trigger or greater as required to be above ambient vibration levels. Set a 15 second record time after a trigger exceedance. Set a 1 second pre-trigger recording.

3.2.4. **Thresholds**. The following alert and shutdown events are recommended. Alternative values may be proposed in the Vibration Monitoring Work Plan for consideration by the Department.

Table 1
Warning and Shutdown Response Alert Thresholds

Instrument Type	Measurement	Minimum Frequency of Monitoring	Response Values Above Baseline	
			Warning	Shutdown
Seismograph	Peak Particle Velocity (in/sec)	Continuous during vibration producing activities	0.20 in/sec	0.50 in/sec

3.2.5. **Reporting Notifications**. If Warning Response Values or Shutdown Response Values are recorded, send an alert message via e-mail and instant text message to representatives of the Owner, Engineer, and Contractor, whose names and contact information are included in the Vibration Monitoring Work Plan. If a Warning Response Value is recorded, consider adjusting means and methods to minimize vibration. If a Shutdown Response Value is recorded, suspend all work in the zone of influence where the threshold was exceeded until directed otherwise by the Department. The zone of influence encompasses the location where the limiting event was recorded and a radius (twenty-six feet for vibratory roller and thirty-one feet for hoe ram) around the location, or greater as required by the approved Vibration Monitoring Work Plan. The Vibration Monitoring Specialists must investigate what caused the event to be recorded and the Contractor must adjust their operations to prevent further values greater than the Shutdown Response Value. Provide an email response to the Engineer explaining the cause of any false alarms within one hour of the alarm activation.

4. MEASUREMENT

This Item will be measured by “each”, the number of structures which are specified for vibration monitoring and condition surveys in the Contract Documents or as directed by the Engineer if additional structures are requested for vibration monitoring and condition surveys.

5. PAYMENT

For “each” measurement, the work performed, and the materials furnished in accordance with this Item and measured as provided under “Measurement” will be paid for at the unit price bid for “Vibration Monitoring and Conditions Surveys”. This price is full compensation for furnishing and installing all components; furnishing and operating equipment; submitting the submittals and reports described here in; calibrations; transmitting alert notifications as required herein; maintaining the instrumentation throughout the monitoring period; decommissioning the instrumentation upon completion of the monitoring period; restoring the site at the existing structures to the preconstruction condition; and labor, tools, and incidentals.

No payment will be made for implementation of alternative methods to reduce vibration to tolerable levels or protect structures from construction induced vibration. Restore damaged structures or utilities at no cost and at the direction of the Department.

Payment for Vibration Monitoring and Conditions Surveys will be made as follows: 25 percent upon submission and acceptance of the Vibration Monitoring and Condition Survey Work Plan; 50 percent upon completion monitoring and submission and acceptance of the pre-construction Condition Surveys; and 25 percent upon submission and acceptance of the post-construction Condition Survey report.

APPENDIX H

COMMENT AND RESPONSE MATRIX FROM THE PUBLIC HEARING

Documentation of Public Hearing

Project Location
Dallas County

Interstate Highway 30 (I-30) East Corridor
CSJs: 0009-11-252 and 0009-11-251

Project Limits
From I-45 to Ferguson Road

Hearing Location
In-Person Hearing: Fair Park - Briscoe Carpenter Livestock Center
1403 Washington Street, Dallas, TX 75210
Virtual Public Hearing: https://www.keepitmovingdallas.com/I30EC

Hearing Date and Time
In-Person Hearing: Thursday, June 29, 2023, 5:30 p.m. to 7:30 p.m.
Virtual Public Hearing: Thursday, June 29, 2023, at 5:30 p.m.
through Friday, July 14, 2023 at 11:59 p.m.

Translation Services
Services were available, but none requested.

Presentation Narrators
English Video Presentation Narrator- Jillian North (Bartlett & West)
Spanish Video Presentation Narrator- Selene Fernandez (Bartlett & West)

Elected Officials in Attendance
Dallas County - Dr. Theresa Daniel, Commissioner District 1

Total Number of Attendees (approx.)
In-Person Public Hearing:
1 Elected Official; 34 TxDOT/NCTCOG/Consultant Staff; and 78 Public
Total Project Website Views:
from June 29, 2023, through July 14, 2023: 1,133 page views
Narrated Video Presentation:
Total views from June 29, 2023, through July 14, 2023:
English: 84 views Spanish: 14 views

Total Number of Commenters
41

A. Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
1	ALLEN, Ross	7/13/23	Online Comment Form	I adamantly oppose the addition of more lanes to I-30. We have ample evidence from around the country and around the world that car centrism is bad for our communities, bad for housing costs, awful for emissions and heat island effect, and most importantly, that adding lanes has only a temporary effect. Use this money for transit, for denser communities, for dedicated bus lanes, for ANYTHING BUT MORE PRIVATE VEHICLE LANES. DFW is a wasteland of concrete highways. Please invest in better mass transit and reducing vehicle trips instead of wasting more valuable land on highways.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
1 (cont'd)					over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
2	BAKER, William	7/5/23	Online Comment Form	For the most part looks good. Please save the Gulf Oil/Hickory Street Annex as it appears you are doing.	Throughout project development the minimization of impacts to the Gulf Oil property has been a priority. Expected impacts would not affect any structures on the property but would be limited to approximately 0.0077 acre (or 0.34 percent) along the fringe of this 2.26-acre property.
				We need a Westbound on-ramp from Dolphin Road. Going past three lights all the way past Grand Ave. is too long.	Comment noted. Adding a westbound entrance ramp at Dolphin Road would require removal of the westbound exit ramp currently in the project design. This would require all westbound exiting traffic to use the ramp east of Dolphin Road to service four cross streets and two side streets, which would create a greater traffic challenge along the frontage road as well as other aspects of the project design.
				The traffic circle at Lindsley looks like a great idea - also removes the cut through on-ramp traffic from Ash going West.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
3	BARTON, Lorlee	6/29/23	Comment Form	We are a non-attainment environmental area- this will only exacerbate. Adding lanes, as research shows, never makes it better- they just fill up. Times are changing. Younger generation is abandoning cars. Traffic counts have only increased by a very small percentage. Any fool can get an answer- The wise man knows how to ask the question- You asked the question- how can we move cars- You should have asked- how can we move people- Boondoggle- Boondoggle	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
3 (cont'd)					over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
4	BRETEL, Calvin	7/12/23	Online Comment Form	I drive the I-30 corridor every single day for work. 7 days a week. As it is right now, July 12, 2023, it is wholly inadequate to handle the amount of traffic from sunup to sundown. The highway absolutely needs to be widened with additional lanes to not only handle the current amount of vehicles, but be wide enough to handle the projected traffic 25-50 years in the future.	Comment noted.
5	Baylor Scott & White Health Services **Comment 5(a)** from Mark Fryar, Director of Campus Planning	6/29/23	Comment Form	Please review access from 45/345 Northbound/Southbound to I-30 Eastbound. Baylor University Medical Center has faithfully asked for exits to any of 1st, 2nd, or Exposition to expedite ambulance access to our emergency department. The proposed design only provides exits to Haskell. This design is worse than the current access condition and will delay patient care significantly. Please consider a revision providing access in this phase. We at Baylor Scott & White Health have been communicating this request for several years now.	Comments noted. TxDOT Project Manager, Nathan Petter, P.E., met with Baylor Scott & White representative, Charles Shelburne, on 7/18/2023 to discuss the comments received. It was explained how the access from I-45/I-345 to 1st, 2nd, or Exposition streets is not feasible with current design criteria. The history of past discussions where this was discussed with Baylor Scott & White including the June 2021 Public Meeting was explained in the 7/18/2023 meeting as well. Nathan Petter invited Charles Shelburne to reach back out if there were any further concerns that could be discussed.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
5 (cont'd)	Baylor Scott & White Health Services **Comment 5(b)** from Charles Shelburne, Vice President Campus Planning	7/13/23	Emailed Comment	I was out of town during the public meeting and looking at the plans, had a couple of notes, I will also add to the public comment. Not sure if this changed or the details are just being noticed, however below are our concerns. General: Direct access from all directions (I345 and I30) to the Baylor Scott & White Dallas hospital, a level one trauma center that see over 115,000 patients annually in our emergency department alone, is critical. Any delay in access via additional intersections or U turns to proceed can impact emergent patient outcomes.	TxDOT Project Manager, Nathan Petter, P.E., met with Baylor Scott & White representative, Charles Shelburne, on 7/18/2023 to discuss this comment received.
				Specific concerns: West bound from I30 / access to 1st and 2nd did not change from previous concepts however 1st and 2nd are now one way vs. two-way previously. Why the change? East bound I30 - Access will be from future exit west of IH345, looks like at approximately 75 / 45 exit just west of Good Latimer bridge. - Only exit east of IH345 is Peak - Please confirm and clarify exactly where the exit will be Northbound I45 & Southbound 75 /345 (eastbound I30 flyover connections) - Exit will be Peak, no access to 1st, 2nd, Commerce etc. - Most concerning, you will drive by the hospital without access, even with controls this will complicate access to hospital and delay care. Let me know if you would like to set up a time to review.	TxDOT Project Manager, Nathan Petter, P.E., met with Baylor Scott & White representative, Charles Shelburne, on 7/18/2023 to discuss this comment received. It was explained how the access from 45/345 to 1st, 2nd, or Exposition is not feasible with current design criteria. The history of past discussions where this was discussed with Baylor Scott & White including the June 2021 Public Meeting was explained in the 7/18/2023 meeting as well. It was discussed that 1st and 2nd Avenues are shown as one-way to match their current condition per the City of Dallas thoroughfare plan. If the City of Dallas were to amend their thoroughfare plan to show 1st and 2nd Avenues as two-way a change could be made at that time. Nathan Petter invited Charles Shelburne to reach back out if there were any further concerns that could be discussed.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
5 (cont'd)	Baylor Scott & White Health Services **Comment 5(c)** from Charles Shelburne	7/13/23	Online Comment Form	**NOTE:** Commenter repeated the general and specific concerns from **Comment 5(b)** above in a second submittal of an online comment form on 7/13/23; see **Comment 5(c)** in **Section E** of this report.	See the response to **Comment 5(b)** above as the commenter repeated the same material as in the email submitted the same day.
6	CARROLL, Olga	7/14/23	Online Comment Form	Against this project. Not much difference from a current state. One additional lane in each direction is not going to help much. Reversible lanes don't work as the traffic is always heavier in the opposite direction. Reversible lanes are opened for a very limited time. They are just a waste. Most of the money is going to go into putting up bridges- how is this going to significantly help the traffic in I-30??? Very unprofessional proposal. Absolutely against. Need other ideas.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
6 (cont'd)					neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
7	CHAVEZ, Herlinda	6/29/23	Comment Form	My concern with the round about at Lindsley & Munger is the children that use that area to get to/ from the elementary school. The high grass/ weeds currently in that area had been reported numerous times to the city and TxDOT	Overall safety considerations were weighed in designing the intersection of Munger Boulevard with Lindsley Avenue and the I-30 westbound frontage road four-way street intersection. A roundabout intersection is a nationally-recognized, safe solution to complex intersections such as the six sources of traffic converging at or exiting the I-30/Munger/Lindsley intersection with appropriate spacing between the streets. This is because the design requires vehicles to enter the traffic circle at a low speed to accommodate passing around the circle and stopping for pedestrians at the crosswalks on each of the intersecting roadways.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
8	CHEEVER, Michael	6/29/23	Comment Form	I like the traffic circle at Lindsley/Barry/Munger.	Comment noted.
9	DART from Kay Shelton, Vice President Capital Planning	7/14/23	Mailed letter	1. Section 2.2 - Be more specific in this section. Rather than "A Dallas Area Rapid Transit (DART) bridge with a pedestrian bridge connection to the Santa Fe Trail next to it would also be constructed", suggest restating that the existing DART at-grade, double-track Green Line would be reconstructed as a bridge over the proposed project.	Revisions consistent with the commenter's recommendations will be made in the final Environmental Assessment.
				2. Section 4.3.1 - This section states: "To reduce I-30 congestion through TDM, multiple entities including TxDOT, the City of Dallas, the NCTCOG, and DART developed plans to enhance rail, bike, and pedestrian transportation modes and the NCTCOG and DART developed plans for rail extensions in the region. It is expected that the enhanced rail system would be operational by 2045 and would accommodate many trips in and around the I-30 corridor." Note that while there are some regional rail corridors in the NCTCOG Mobility 2045 MTP, DART does not have any programmed rail expansion projects in its 20-year financial plan in this area. However, DART is developing plans to increase bus transit frequency systemwide and is also advancing a system modernization program.	Comments noted. Revisions consistent with the commenter's recommendations will be made in the final Environmental Assessment.
				3. Section 5.1.2 - The DART-owned property at 555 2nd Avenue is shown as a displacement. This is a critical DART property currently used for materials management and operation and maintenance purposes. Track-bound equipment is connected via a track under the existing I-30 bridge to the Central Rail Operating Facility (CROF). The proposed I-30 project would severe [sic] this connection. Appropriate mitigation will be required to keep DART whole and replace the function in an alternate location that is accessible via track connection to CROF. Assuming this real estate impact cannot be avoided, DART will	Comments 3 – 5 from DART are noted. TxDOT met with DART on March 3, 2022, to discuss the project including the property impacts at 555 2nd Avenue. The schematic drawings showing the property impacts and Green-line reconstruction at IH-30 were shared at that time as well. TxDOT invites DART representatives to continue to meet and discuss the coordination of project final design plans to make all practicable

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
9 (cont'd)				begin to identify potential mitigation options that will maintain our functional requirements and discuss options at future coordination meetings with TxDOT. 4. The proposed project must not impact the CROF tracks adjacent to the eastbound frontage road and all design and construction adjacent to the facility must be closely coordinated with DART staff. 5. The proposed project will require that the existing at-grade Green Line tracks be reconstructed as a bridge over I-30. The Green Line provides critical access for southeast Dallas residents and also plays a major role in access to Fair Park for events including the annual State Fair. The design and construction phasing of this new bridge will need to be closely coordinated with DART design and operational staff so that it is done in a manner that avoids or minimizes any disruption to service, especially during State Fair periods.	accommodations for DART facilities and services as the I-30 East Corridor Project development continues. Please contact Nathan Petter, P.E., TxDOT Project Manager for the I-30 East Corridor Project at (214) 320-6243 or Nathan.Petter@txdot.gov.
				6. DART bus route 16 travels along Ferguson Road to access I-30 into downtown Dallas. It does not appear that this route can enter the I-30 managed lanes near Dolphin. DART would like to work with TxDOT on future projects to identify direct access opportunities to enhance bus connectivity into managed lanes to help provide more competitive travel times.	Comment noted. TxDOT invites DART to participate as a stakeholder in all its projects to optimize connectivity with DART services to communities.
				7. Ensure the roundabout at the Lindsley/Barry intersection is designed to accommodate the operational envelope for large transit buses. Consider the inclusion of an apron, an area between the central island and the travel way that is mountable by larger vehicles, but not used by passenger vehicles.	Comment noted. Final design will consider including an apron as described in the comment to ensure the roundabout can accommodate large transit buses.
				8. DART owns the railroad corridor east of Dolphin Road and west of Lawnview Avenue. "Schematic Roll 3" incorrectly labels this as KCS RR. Interactive ESRI based map incorrectly shows the railroad corridor parcels stopping at IH-30 and should be updated to	Comment noted. The design schematic will be updated to correct the labeling of the railroad corridor as a DART facility and to depict it as a continuous rail line. Further

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
9 (cont'd)				show the railroad corridor is continuous. This is an active freight corridor that will continue operations. The project must not affect the active operating condition. Design approval and construction coordination will be required by DART and operating freight carrier(s). An updated overpass agreement (road over rail) will be required between DART and TxDOT. Debris shields will likely be needed during construction. Flagging will also be required by contractor during construction.	coordination with DART as outlined in the comment will be included in the project's final design plans.
				9. DART supports sidewalks along all frontage roads and streets crossings to support safe pedestrian access to area transit stops.	Comment noted. Including sidewalks or shared use paths, where safe and practicable, throughout the I-30 East Corridor Project area has been an important aspect of project design.
10	EADES, Richard	7/14/23	Online Comment Form	My only concern is the traffic circle at the intersection of Barry Avenue and Lindsley. Having lived in New Jersey and witnessed multiple traffic circles there, those configurations often lead to vehicle accidents due to confusion about right of way. Alternate designs might be more efficient and safer.	Comment noted. Overall safety considerations were weighed in designing the intersection of Munger Boulevard with Lindsley Avenue and the I-30 westbound frontage road four-way street intersection. A roundabout intersection is a nationally-recognized, safe solution to complex intersections such as the six sources of traffic converging at or exiting the I-30/Munger/Lindsley intersection with appropriate spacing between the streets. This is because the design requires vehicles to enter the traffic circle at a low speed to accommodate passing around the circle and stopping for pedestrians at the crosswalks on each of the intersecting roadways.
11	EASTLAND, Kendal	7/13/23	Online Comment Form	I-30 needs this upgrade. It's been too many years where the freeways have been updated. It's time for I-30.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
12	ESTRADA, Nicole	7/14/23	Online Comment Form	I commute on this highway to and from downtown Dallas for personal outings and to get from the east side of the metroplex to the cities such as Grand Prairie, Arlington, and Fort Worth. The stretch of highway between the I30 and 80 merge into downtown has seen an influx of traffic over the past 10 years so I am definitely for the expansion of the I30 corridor between I45 and Ferguson Rd.	Comment noted.
13	FAHOUM, Elias	7/13/23	Online Comment Form	The city of Dallas along with TXDOT should not be considering adding extra lanes onto the highway as a method of reducing congestion. It rarely works and this plan will not be a magical exception to that trend and will largely benefit no one, especially those living in the community. This project will fundamentally not help any of the problems faced currently unless it is supplemented with functioning alternative and public transit options which we do not find present in the entire metroplex	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30

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13 (cont'd)					is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
14	FIGUEROA, Stephanie	7/14/23	Online Comment Form	Yes! Let's do it. Expand the lanes! As someone who drives from Garland to downtown Dallas everyday for work I know how painful the commute is now. It's only going to get worse as more people move to Texas. I vote GO with this plan!	Comment noted.
15	GILMORE, Ralph	6/21/23	Phone Call	Nathan Petter, P.E., TxDOT Project Manager for this project, received this phone call and summarized the commenter's concerns as follows: "Just spoke with Ralph Curtis Gilmore (214-426-2958) who received the Hearing notice in the mail. He asked if any of his properties were being impact by ROW acquisition. The list he gave me were: • 4609, 4818, and 4822 Garland Ave • 4934 and 4938 Parry Ave • 5111 and 5118 Philip Ave"	Nathan Petter, P.E., prepared the following summary of his response he provided to the commenter during the phone call: "I informed him that we are not proposing any ROW acquisitions for these properties with the project at this time. He asked why he received a notice, and I informed him that it was to let him know of the Public Hearing on 6/29 and I encouraged him to attend if he'd like to see what we are proposing for the corridor."

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16	HANEY, Eric	7/13/23	Online Comment Form	Traffic volumes have been flat or decreasing on this section of I-30 for decades. Increasing vehicular lanes widens the gulf between South Dallas, increases pollution in neighborhoods that already have adverse health impacts, and is overall a recommitment to harmful transportation practices. I urge TxDOT to consider their impact on the urban core of one of the nation's largest cities more than the ability to move through-traffic incrementally faster.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
16 (cont'd)					over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
17	_____, Henry (no surname given)	7/13/23	Online Comment Form	I am all for adding more connectivity across divisive infrastructure, but adding lanes to a freeway is proven NOT to improve congestion. History shows that humans tolerate about 30 minutes of commute time regardless of mode. You will end up with more commuters participating in the same or worse traffic, more smog, more emissions, more complainers, and more lost time. Give it 5 years and see the results for yourself - it's been demonstrated in Massachusetts, Maryland, Washington, California, Colorado, and even in Texas. This is not the exception! What may actually improve travel times is supporting more freedom of modal choice instead of further subsidizing the MOST EXPENSIVE mode of travel.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW

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17 (cont'd)					and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
18	HURST, Jackson	6/30/23	Online Comment Form	I approve and support TxDOT's I-30 East Corridor from I-45 to Ferguson Road Project. I have reviewed the Draft Environmental Assessment and I support the findings in the Draft EA for TxDOT's I-30 East Corridor from I-45 to Ferguson Road Project. The aspect that I love about TxDOT's I-30 East Corridor from I-45 to Ferguson Road Project is that I-30 will be widened from 4 lanes to 5 lanes with 2 reversible Managed Lanes in the center median from I-45 to Ferguson Road. The widening of I-30 will improve safety, reduce congestion, and improve travel times with the addition of 2 reversible Managed Lanes.	Comment noted.

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19	KLEITCHES, John	7/14/23	Online Comment Form	I can't wait. I love the below grade design. It will help reduce the traffic noise we hear constantly, even at night. It should also reduce homeless encampments once the I-30 bridges are removed. The below grade design coupled with the addition of cross over access for 5 streets that currently don't have it should encourage neighborhood cohesion, business development, and pedestrian traffic. I currently avoid I-30 as much as possible due to the unpredictability of traffic congestion. At any time of day, any day of the week the traffic could be at a complete stop.	Comment noted.
20	LOPEZ, Genaro	7/14/23	Online Comment Form	Why not build all roundabout instead of lights... Seems that those are better for traffic.	Generally, signalization of four-way intersections with heavy traffic is the safest design alternative. Overall safety considerations were weighed in designing the intersection of Munger Boulevard with Lindsley Avenue and the I-30 westbound frontage road four-way street intersection. A roundabout intersection is a nationally-recognized, safe solution to complex intersections such as the six sources of traffic converging at or exiting the I-30/Munger/Lindsley intersection with appropriate spacing between the streets. This is because the design requires vehicles to enter the traffic circle at a low speed to accommodate passing around the circle and stopping for pedestrians at the crosswalks on each of the intersecting roadways.
21	LYKE, J.B.	6/29/23	6/29/23	Traffic circle is so superior to 4way stop. Yea! Thank you.	Comment noted.

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22	MANKIN, Roger	6/20/23	Phone Call	Nathan Petter, P.E., TxDOT Project Manager for this project, received this phone call and summarized the commenter's two concerns as follows: "Roger Mankin called me. Said he owns 3103 Culver St. He asked if we were looking to acquire any of his property or if he's eligible for relocation." "He asked where the construction would occur. . ."	Nathan Petter, P.E., prepared the following summary of the responses he provided to the commenter during the phone call: Regarding the question about potential property acquisition: "I informed him that we were not planning to need to acquire any property from him at this time and that therefore he is not eligible for any kind of relocation." As to the question about where construction activities would occur: ". . . and I informed him it would all be within existing TxDOT ROW for this specific location and that we are proposing a new frontage road behind his property from Winslow to Dolphin and also proposing a noise wall here as well."
23	MCELYA, Martin	7/13/23	Online Comment Form	Do not expand I-30 with more lanes. There is no evidence whatsoever that this will reduce congestion or benefit our city. Through induced demand, every new lane simply creates new traffic. The city destroyed countless communities in the past to carve canyons of concrete that divide our communities and force us to rely increasingly on unsustainable practices like automobile dependence and suburb development while more and more people die from car accidents and climate change every day. Do not continue this pernicious, expensive, destructive, and ultimately deadly and racist practice. All of this time and money should be spent on pedestrian improvements, mass transit, and dense communities.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city

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23 (cont'd)					streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
24	MILONE, Luke	7/13/23	Online Comment Form	I approve of this project. The quicker we can expand the roads the quicker we grow	Comment noted.

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25	MPO DFW **Comment 25(a)** from Michael Morris, P.E., Director of Transportation	6/29/23	Letter Provided at Public Hearing	It is important to highlight the five elements that make this freeway improvement important and therefore necessary to advance to construction. 1. Limited right-of-way take minimizing residential and commercial purchases. This reduces project cost, increases project support and promotes environmental stewardship.	Comment noted.
				2. The current IH 30 corridor has complicated operational barrier movements due to limited roadway capacity. The new design eliminates these operational difficulties.	Comment noted.
				3. The new design eliminates elevated freeway structures reducing the obstruction between neighborhoods, including Deep Ellum, East Dallas and Fair Park. It is critical in the new federal legislation to demonstrate the sensitivity of reknitting previously established neighborhoods.	Comment noted.
				4. The IH 30 freeway corridor has proposed additional capacity and safety enhancements. It is anticipated the project will have lower emissions and greater reliability. Meeting future demand is critical.	Comment noted.
				5. The Regional Transportation Council has congestion management components in this corridor, detailed in the Mobility 2045 Plan, that enhance the Dallas-Fort Worth mobility, safety and air quality scores. The Regional Transportation Council has included the TxDOT design in the Mobility 2045 Plan and this project on IH 30 from IH 45 to Ferguson Road is also included in the Air Quality Conformity Report for the Dallas-Fort Worth region.	Comment noted.
	MPO DFW **Comment 25(b)** from Michael Morris, P.E.,	7/14/23	Verbal Comment Line	Hello, my name is Michael Morris. I'm the Director of Transportation at the North Central Texas Council of Governments. Our office is at 6166 Flags Drive. It is also the home of the Regional Transportation Council for the Metropolitan Planning Organization for the Dallas-Fort Worth Region. My	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
25 (cont'd)				phone number is 817-695-9241. Planning organization. There's five points I wish to make on the I-30 project from 45 to Ferguson Road. The first comment is how nice the geometric design of the Interstate 30 project is with regard to environmental stewardship, with very limited right of way takes as part of the freeway improvements. I think that's a critical element when evaluating the environmental impact of this particular project.	
				Second, are the very complicated operational movements of barriers. Eliminating these operational difficulties make for success with regard to congestion relief, and potential safety implications. The new design eliminates all of these operational difficulties replacing the highly operational components with fixed permanent elements as part of the dynamic elements associated with the operations of the freeway and its express lanes.	Comment noted.
				Third, and again focusing on the environmental stewardship, the project eliminates the elevated freeway structures along the corridor. Depressing those are creating better context sensitive design for the neighborhoods.	Comment noted.
				Fourth, additional capacity is introduced with greater safety enhancements. It's critical in this region that's growing at a million people every 7 years that we consider the future demand, established over the next 20 to 30 years, into the construction of our projects today. It's critical that these improvements address the increased demand which is included in the environmental stewardship and the design of the project.	Comment noted.
				And lastly, the Mobility Plan contains congestion management components associated with this particular project that greatly equate with the mobility, safety and air quality benefits, all part of the	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
25 (cont'd)				environmental stewardship that one would need to consider in the review of this design.	
	MPO DFW **Comment 25(c)** from Samuel Simmons, Senior Transportation Planner	6/29/23	Letter Provided at Public Hearing	Interstate Highway 30 is a regionally significant transportation corridor that sustains the local, regional, and state economy. In the North Central Texas region, this corridor serves as a principal route for local commuters traveling to/from the Dallas and Fort Worth central business districts and provides access to several key highways and transportation facilities. This location also provides access to/ from local destinations including Deep Ellum and Fair Park. The proposed improvement to this segment of IH 30 are vital for the management of congestion in this corridor. The recommended improvements include the addition of mainlanes, construction of managed lanes, frontage roads, cross street bridges, and reconstruction of access ramps. In addition, this project will also include shared use paths and sidewalks to accommodate bicyclists and pedestrians. Collectively, these project recommendations will support improved mobility, accessibility, connectivity, and safety, as well as increased economic development attractiveness and enhanced quality of life to be enjoyed by the area residents.	Comment noted.
	MPO DFW **Comment 25(d)** from Samuel Simmons	6/30/23	Phone Call	My name is Samuel Simmons. My phone number is 817-704-2523; address is 6166 Flags Drive, Arlington, Texas. I'm calling today representing the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area interstate highway. In the North Central Texas region, this corridor serves as the principal route for local commuters traveling to and from the Dallas and Fort Worth Central Business districts and provide access to several key highways and transportation facilities. This location also	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
25 (cont'd)				provides access to and from local destinations including Deep Ellum and Fair Park. The proposed improvements to this segment of I-30 are vital for the management of congestion in this corridor. The recommended improvements include the addition of mainlanes and construction or managed lanes. The recommended improvements to this section of I-30 are consistent with Mobility 2045 Update. Because of the original significance of this project, the North Central Texas Council of Governments is going to provide any assistance in the planning design and implementation of this project.	
26	Murphy, Christopher	7/5/23	Online Comment Form	Instead of widening our freeways, especially since traffic has declined due to COVID, I think TxDOT should use this opportunity to expand mass transit on Dallas. A rail line down 30 would actually do something to help add alternatives to driving. Also, why can't we turn 30 into an actual park instead? Dallas has lots of highways already, it would be amazing to turn the freeway into a park, and remove the pollution and the noise from people speeding at 100 miles per hour down the freeway at night (which sound barriers won't stop)	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of

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26 (cont'd)					Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
27	OLIVARES, Debra	7/12/23	Online Comment Form	As a resident of the area for more than 20 years, I have seen congestion build increasingly along interstate I 30. I am extremely excited about this project for my community!	Comment noted.
28	ORTEGA, Marga	7/13/23	Online Comment Form	I think this is a great idea, it is so difficult to get from East Dallas to downtown or the west areas without encountering traffic. I hope it can be done on time.	Comment noted.
29	RAMOS, Isaac	7/14/23	Online Comment Form	What this area needs is more service roads. Through most of this area there is not a direct service road. To avoid an accident you have to get off the road and navigate through the neighborhoods. I'm sure this is a nuisance to those in the community as well.	Throughout project development the creation of frontage road segments has been a high priority for the reasons noted by the commenter. Due to specific site constraints within the project corridor, however, it is not practicable to have continuous frontage roads without increasing the

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
29 (cont'd)					amount of right of way acquisition and displacements of adjacent properties. TxDOT has sought to balance the need for frontage roads with the need to minimize impacts to adjacent properties.
30	REVELES, Martin	6/29/23	Comment Form	More consideration/ analysis needs to be done to the proposed round about on the intersection of Lindsley & Munger. Too many hazards and safety risks are visible. Many with bystanders/ children walking by in the area to school or around the neighborhood.	Overall safety considerations were weighed in designing the intersection of Munger Boulevard with Lindsley Avenue and the I-30 westbound frontage road four-way street intersection. A roundabout intersection is a nationally-recognized, safe solution to complex intersections such as the six sources of traffic converging at or exiting the I-30/Munger/Lindsley intersection with appropriate spacing between the streets. This is because the design requires vehicles to enter the traffic circle at a low speed to accommodate passing around the circle and stopping for pedestrians at the crosswalks on each of the intersecting roadways. Please see the response to
31	RUMOHR, Suzanne	7/13/23	Online Comment Form	As a regional traveler, I am fully against any proposal to add more lanes to an urban highway. Past highway widenings have demonstrated over and over that widening highways to improve congestion doesn't work. Please do not displace homes and businesses or waste more taxpayer dollars for a project that won't deliver on what it claims it will. I support the addition of any pedestrian or bicycle facilities that are missing or need safety improvements. I support the addition of sound walls.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability,

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31 (cont'd)				If the segment needs major maintenance/ reconstruction, I can live with that, though I think there are more productive uses for the footprint it occupies. At most, reconstruct the road within its current footprint. Please do not add to its footprint.	and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.

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32	SAFAVIMATIN, Parvin	6/22/23	Phone Call	Nathan Petter, P.E., TxDOT Project Manager for this project, received this phone call and summarized the commenter's two concerns as follows: "Just spoke with Parvin Safavimatin 214-494-2122 regarding property she owns at 1703 Chestnut St. She asked if she was being impacted by the project." "She asked when construction might get started."	Nathan Petter, P.E., prepared the following summary of the responses he provided to the commenter during the phone call: Regarding potential property impacts: "I informed her that yes we are looking to acquire property from that location which includes displacing the building." As to the expected timing of construction: "I explained that construction timeline was currently unknown, but we are currently planning on 2026-2027. I explained to her that we have not yet started the ROW acquisition process but that once we began appraisals our ROW staff would be reaching out to her to begin the process."
33	SHELTON, Jeff	7/14/23	Online Comment Form	Lamar Advertising Company (through various subsidiaries) maintains numerous outdoor advertising sites that are directly impacted by the proposed I-30 East Corridor Project. At each of these locations, Lamar maintains real property interests. The Texas Department of Transportation indicates that only twelve billboards (with various owners) are directly affected by the I-30 East Corridor project. To reiterate, Lamar is the owner of real property interests at multiple outdoor advertising sites, which are directly impacted by the proposed project, but which are not identified by TxDot. Lamar maintains that ALL of its sites within the proposed project are directly impacted. The proposed plans show various alterations to roadway elevations, and additional overpasses and noise retention walls being constructed. The proposed project would cause a	In carrying out its responsibilities as agent for the Federal Highway Administration (FHWA) TxDOT adheres to the federal and state laws and policies governing transportation projects. TxDOT's review of proposed right of way needed to construct the improvements to I-30 within project limits would require the displacement of 12 billboards. Acquisition services for these properties would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the TxDOT Right of Way Manual. Compensation and any associated

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
33 (cont'd)				reduction in at least 25 percent of the market value of EACH of Lamar's real property interests at its outdoor advertising sites. Lamar asserts that it is entitled to compensation for the taking, damaging, and destroying of its property interests impacted by the proposed project. Lamar asserts that a Takings Impact Assessment is required pursuant to Section 2007.042 of the Government Code to assess the impact of any locations that are impacted by the proposed project, but which are not formally condemned. To the degree such an assessment has been conducted, Lamar requests that it be provided a copy of same, through Jeff Shelton, 625 109th St, Arlington, TX 76011, [redacted]. If such an assessment has not been conducted, Lamar asserts that it is required. Lamar notes that an Environmental Constraints Map was provided, and environmental impacts were assessed. However, no such Takings Impact Assessment map was provided, and again, is required. Lamar further asserts that all requirements of Section 2007, generally addressing the Private Real Property Rights Preservation Act, must be met. These comments are notice by Lamar Advertising Company of their intent to seek compensation for any and all damage to their property interests, including but not limited to filing a lawsuit and/or claim in any court and/or pursuant to the Private Real Property Rights Preservation Act.	damages of the displaced properties would be independently appraised and evaluated by a 3rd party appraiser during the ROW acquisition process. All property owners from whom property is needed are entitled to receive just compensation for their land and property. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project. As noted above, TxDOT's planning and design of the proposed improvements for the I-30 East Corridor Project are accomplished with the oversight and authorization of the FHWA. In addition, the environmental review, consultation, and other actions required by Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. Accordingly, TxDOT seeks to ensure that project planning activities comply with the National Environmental Policy Act (NEPA) and other federal laws and policies as FHWA's agent in such matters.

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34	SHEPPARD, Eric	7/13/23	Online Comment Form	I-30 does not need more lanes. Time and time again we have seen lanes added only to induce demand, force more jobs and homes further out of the urban core and do nothing to prevent traffic in the long term. The expansion would also destroy many homes and business currently near I-30 and increase the distances between the neighborhoods separated by I-30, making it harder for pedestrians and cyclists. I support the desire to reconnect the neighborhoods that were split by the creation of I-30, but oppose the creation for more lanes.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a

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34 (cont'd)					barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
35	SMITH, Andy	7/12/23	Online Comment Form	Thank you for addressing the need of reconstructing the highway. Please look into more projects such as this for other highways around Dallas-Fort Worth!	Comment noted.
36	SMITH, Keith & Tina **Comments 36(a & b)**	6/29/23	Comment Form	My husband and I are excited for the new beautifully displayed highway I30. Your team did great job to cause as little impact on displaced residence & businesses. This will benefit the communities as a whole and more of Fair Park will be utilized for community events. The new walkways & bike lanes across the bridges will be welcomed, not to mention how it will cut down on noise & keep more people moving through downtown faster & hopefully with less accidents. We vote YES! And want this project to start sooner than later.	Comment noted.
	SMITH, Keith **Comment 36(c)**	6/20/23	Emailed Comment	I have property at 2900 Dawson @ Jeffries and I have a couple of questions. Will there be a sound barrier wall (like I-30 near Sylvan & the Post Office) along the at grade level? I-45 past Chestnut, where the new road will have to stay higher due to the Mill Creek crossing. What is the plan for 2909 Dawson, directly across Dawson from us? It is the metal covered house, and the backyard is shown in the ROW. It looks possible to have the structure remain with no backyard. We are wondering if the entire property is taken, if the part outside the ROW might be available.	On 6/21/23 Nathan Petter, P.E., TxDOT Project Manager, replied by email to the commenter as follows: "Hi Mr. Smith. Based on the Federal requirements for the noise study criteria, this area at I-45 and Chestnut does not qualify for noise abatement. We will have further information at the Public Hearing if you have any questions. For the properties at 2909 Dawson and 1703 Chestnut, we are looking to acquire some property from those

Commenter Number	Commenter Name	Date Received	Source	Comment(s)	Response
36 (cont'd)				Similar question about the current auto repair shop northeast of us, address 1703 Chestnut. It looks like a major portion of the building will be taken to make the Dawson- Chestnut corner. What do you think will happen to the property and will any be available outside the ROW?	owners that is necessary for the project, but we do not dictate to the current property owner what they do with the remainder that we do not acquire. Let me know if you have any other questions or concerns in advance of the hearing. Thanks"
37	SPEARS, C.	7/13/23	Online Comment Form	I support this improvement. We need less traffic congestion that causes road rage and this road improvement will help with that.	Comment noted.
38	T _____, Rob (full surname not given)	7/13/23	Online Comment Form	Adding more lanes and expanding highways is proven to be a negative for communities. The principles of induced demand mean that traffic congestion is not reduced. Expanded highways just mean worse health effects for those unfortunate enough to live near the highway, more divided communities, and more pollution. Economically this project saddles a great debt on future generations, both to pay off the bonds required to build it and to pay for added maintenance of a larger road. This project is a negative for the area, it makes the city and Texas as a whole a worse place to live going forward.	Comments noted. TxDOT and the City of Dallas have several goals for the I-30 reconstruction that might not be easily identified in reviewing the design plans. The proposed project design includes adding capacity for vehicles to address the clear past and expected future trends in population growth and greater traffic congestion. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility encompasses more than the number of freeway mainlanes but also includes the city streets, transit opportunities, and facilities for bicyclists and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shared with the community have been worked on closely with the City of Dallas and every effort was made to

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38 (cont'd)					minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier, allow the reknitting and better connectivity with surrounding neighborhoods, and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that could become surplus ROW and be redeveloped for non-transportation uses after construction is completed.
39	WARE, Wilson	7/12/23	Emailed Comment	As a resident of Rockwall and a daily driver to Love field, I welcome the project but I'm sure the construction will be difficult for the commute.	Comment noted.
40	WEST, Meller	6/29/23	Comment Form	Like the traffic circle and Lindsley. Like sunken freeway. Love the fact that both sides of I30 will be connected.	Comment noted.
41	WILDER, Tim	7/13/23	Online Comment Form	I fully support the I-30 East Corridor project as presented. As an East Dallas resident, I used I-30 on a regular basis and definitely see the need for a massive improvement. Plus, the submerged freeway design is the best choice to eliminate noise, unsightly views of traffic and improved pedestrian/bike access to connect north & south areas.	Comment noted.