ENVIRONMENTAL ASSESSMENT

FOR

STATE HIGHWAY 183

FROM: SH 360
TO: IH 35E
TARRANT and DALLAS COUNTIES, TEXAS

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

Prepared for:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
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FREQUENTLY USED ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effect
BCD	Biological Conservation Data System
BMP	Best Management Practices
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBD	Central Business District
CCTV	Closed Circuit Television
CEQ	Council on Environmental Quality
CMAQ	Congestion Management and Air Quality
CMS	Congestion Management System
CMSA	Consolidated Metropolitan Statistical Area
CO	Carbon Monoxide
CSD	Context Sensitive Design
CWA	Clean Water Act
DART	Dallas Area Rapid Transit
DBH	Diameter at Breast Height
DFW	Dallas Fort Worth
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
HOV	High-Occupancy Vehicle
IH 35E	Interstate 35 East
IOP	Innocent Owner Program
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
LOS	Level of Service
LPST	Leaking Underground Storage Tank
LRT	Light Rail Transit
MBTA	Migratory Bird Treaty Act
MIS	Major Investment Study
MOA	Memorandum of Agreement
mph	Miles per Hour
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NTTA	North Texas Tollway Authority
PCB	Polychlorinated Biphenyls
PE/EA	Preliminary Engineering and Environmental Assessment
RCRA	Resource Conservation and Recovery Act

ROW	Right-of-Way
SH 161	State Highway 161
SH 183	State Highway 183
SH 360	State Highway 360
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality
TEA 21	Transportation Efficiency Act for the 21st Century
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total Suspended Solids
TXDOT	Texas Department of Transportation
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank

CHAPTER 1: PURPOSE OF AND NEED FOR THE PROJECT

A. PURPOSE OF THE PROPOSED PROJECT

The Texas Department of Transportation (TxDOT) Dallas District proposes to reconstruct and improve an 8.1-mile section of State Highway 183 (SH 183). The proposed project limits extend from State Highway 360 (SH 360) on the west to Interstate Highway 35E (IH 35E) on the east through portions of the cities of Fort Worth, Euless, Irving, and Dallas, in Tarrant and Dallas Counties, Texas.

The proposed improvements consist of widening the freeway to eight general-purpose main lanes (four in each direction) and adding a two to three-lane reversible managed High Occupancy Vehicle (HOV) system. The proposed project follows the existing highway alignment, with no sections proposed on new locations.

The purpose of the proposed project is to improve mobility for effective transportation of people, goods, and services; reduce traffic congestion to accommodate traffic growth associated with planned development; and improve safety on SH 183. Within the study limits, SH 183 is a six-lane divided freeway with two-lane service roads on each side. The service roads are discontinuous at the SH 183 crossing of the Elm Fork of the Trinity River.

The study limit excludes the following interchanges with SH 183: the SH183/Loop 12/SH 114 interchange (CSJ 0581-02-077), the SH 360/SH 183 interchange (CSJ 0094-02-077), and the IH 35E/SH 183 interchange (CSJ 0196-03-199). These areas were evaluated in other Environmental Assessments.

Appendix A contains **Figure A-1**, the Project Vicinity Map; **Figure A-2**, the Project Location Map showing the project limits and the study limits, Figures **A-3a** and **A-3b**, the project area on USGS Quadrangle Maps "Euless," "Irving," and "Dallas" Texas, and **Figure A-4**, Typical Sections.

A.1. PROJECT FUNDING

The project improvements are estimated to cost approximately $755 million, which includes $93 million right-of-way (ROW) acquisition, $561 million construction cost (including 20% contingencies), and $101 million design-related costs. The proposed project would be funded with a combination of local, state, and federal funds. Letting for the first phase of this project is anticipated in the year 2009 and the construction of the entire project is not expected to be complete until after 2015, subject to the availability of funding.

A.2. CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN

The proposed action is consistent with the area's financially constrained Metropolitan Transportation Plan (MTP) known as *Mobility 2025 Update* and the *2002-2004 Transportation Improvement Program (TIP)* as proposed by the North Central Texas Council of Governments (NCTCOG), which were found to conform to the Clean Air Act Amendments (CAAA) of 1990 by the U.S. Department of Transportation (DOT) on January 27, 2003. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements of 23 CFR – Highways, Parts 450 and 500. The proposed action is included in the *2002-2004 Metropolitan TIP*, Appendix D, pages D.3 and D. 5-7. *Mobility 2025 Update: The Metropolitan Transportation Plan* was developed in accordance with the planning requirements established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Transportation Equity Act for the 21st Century (TEA-21), and the CAAA. A major emphasis of *Mobility 2025 Update* is the management of the regional transportation system. As required by § 176(c)(4) of the CAAA, an air quality conformity analysis was conducted for the long-range transportation plan (*Mobility 2025 Update*). The analysis was conducted to verify that the federal transportation actions are consistent with the objectives of the air quality planning process and the State Implementation Plan (SIP). Qualitative and quantitative analyses were conducted for the *Mobility 2025 Update* by the NCTCOG.

B. NEED FOR THE PROJECT

Transportation improvements are needed along SH 183 to address current and projected transportation demands and facility deficiencies. SH 183 serves as a major connecting freeway and is one of the busiest east-west highways crossing the Dallas-Fort Worth (DFW) metropolitan area. SH 183 serves both local access to businesses along the highway, and pass-through traffic particularly during commuter hours.

The project area is influenced by a number of important traffic generators, including the Dallas Central Business District (CBD), DFW International Airport, Texas Stadium, corridor-wide commercial/light-industrial facilities, several retail malls, and residential communities in Dallas, Fort Worth, Irving, and Euless.

In 2000, SH 183 was 20 to 50 percent over capacity daily. Under these conditions, SH 183 is critically congested and operates in stop-and-go traffic every business day. This is most evident in the morning and evening rush hours. In the morning rush hour, there is bumper-to-bumper traffic on eastbound lanes with average speeds of approximately 34 mph and queues extending from Beltline Road to Loop 12, a distance of approximately 5 miles. Similar average speeds and queuing problems occur in the evening rush hour in the opposite direction with stop-and-go traffic around Loop 12 and also at the major interchanges with SH 360, International Parkway (DFW Airport), and SH 161.

SH 183 has been a major transportation corridor since the 1940's. In 1959, SH 183 was reconstructed from a two-lane asphalt roadway to a four-lane divided freeway with frontage roads. At that time, SH 183 had a design speed of 50 miles per hour (mph). In response to population and employment growth in the DFW region, an additional main lane in each direction was added in 1973. Since 1973, no major operational improvements to SH 183 have been constructed within the project limits. As a result, SH 183 is not capable of handling current and/or future traffic demand in its current condition.

Simply stated, the SH 183 transportation problems are:

- There is a limited capacity on the SH 183 main lanes and frontage roads to carry east-west flowing traffic in the current year and in the future design year.
- The traffic congestion on SH 183 is made worse by existing design deficiencies such as: lack of shoulders, service road intersections without adequate turn lanes, closely spaced ramps with substandard merge tapers and spacing, and pavement structure that is approaching its design life. These deficiencies in-turn create safety issues on SH 183.
- The existing main lane bridges over Story Road, Mac Arthur Boulevard, O'Connor Road and Carl Road have inadequate clearances that range from 13' to 14'6".

In summary, the traffic demand along SH 183 results from many causes, including high population growth, proximity to employment centers, lack of sufficient alternative routes, and high use of single-occupant vehicles (SOV). The high traffic volumes on the highway result in many effects, including slow travel speeds, extended hours of congestion, increased accidents, and increased air pollution. Population and employment projections for the region indicate that study area congestion problems would continue to increase unless some action is taken.

The following sections provide population growth statistics and traffic data for the SH 183 project area in support of the above statements regarding the need for this project.

B.1. POPULATION TRENDS

The 2000 census reported the population of the DFW Consolidated Metropolitan Statistical Area (CMSA) at over 5 million people. By the year 2025, population is projected to increase to 7.1 million people. Most of the region's growth continues to be in the four core counties: Collin, Dallas, Denton, and Tarrant. These counties captured 83 percent of the regional population growth in the last decade. The following table details the four county population growths through year 2000 and the predicted year 2025 population.

TABLE 1-1. FOUR COUNTY POPULATION PROJECTIONS

County	Population			Total Change 1995-2025	Percent Change 1995-2025
	1995	2000	2025		
Collin	348,700	491,675	925,800	577,100	166%
Dallas	1,930,500	2,218,899	2,587,100	656,600	34%
Denton	319,900	432,976	784,700	464,800	145%
Tarrant	1,258,000	1,446,219	2,012,600	754,600	60%

Source: NCTCOG, *2025 Demographic Forecast*, August 2000.

The following table summarizes the population trends for cities located along SH 183 from 1970 through 2000 and the predicted year 2025 population. The population growth has been rapid and sustained for the last four decades. This trend is expected to continue through the year 2025 for all area cities.

TABLE 1.2. POPULATION TRENDS- CITIES ALONG SH 183

City	1970	1980	1990	2000	2025	Percent Change 2000-2025
Dallas	844,401	904,078	1,006,877	1,188,580	1,264,003	6.34%
Fort Worth	393,455	385,164	447,619	534,694	681,544	27.46%
Irving	97,260	109,943	155,037	191,615	229,272	19.65%
Euless	19,316	24,002	38,149	46,005	62,586	36.04%

Source: NCTCOG, Census 2000, March 2001.

B.2. TRAFFIC PROJECTIONS

The long-range MTP (*Mobility 2025 Update*) predicts a trend of increased travel along SH 183 as a result of urban growth. Increased travel demand along with the current heavy travel demand necessitates improvements to the existing facility. The following table shows traffic projections for SH 183.

TABLE 1-3. TRAFFIC PROJECTIONS

Location on SH 183	Average Daily Traffic Year 2000	Average Daily Traffic Year 2029	Average Daily Traffic Year 2039
From SH 360 to Loop 12	216,900	347,300	368,900
From Loop 12 to I-35E	174,100	278,600	295,900

Source: TxDOT Planning and Programming Division, 2001.

B.3. TRAFFIC CONGESTION

Roadway traffic congestion is evaluated for present and/or future traffic handling capacity through use of standardized Level of Service (LOS) grading systems. The LOS is a qualitative measure of describing operational conditions within a traffic stream. The definitions of LOS A through F are presented in the following table.

TABLE 1-4. LEVEL OF SERVICE DEFINITIONS

LOS	DEFINITION
A	Highest quality of service. Free traffic flow, low volume, and densities. Little or no restriction on maneuverability or speed. 55+ mph. No delay.
B	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability. 50 mph. No delay.
C	Stable traffic flow, but less freedom to select speed, change lanes or pass. Density increasing. 45 mph. Minimal delay.
D	Speeds tolerable, but subject to sudden and considerable variation. 40 mph. Minimal delay.
E	Unstable traffic flows with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability, and low driver comfort. 35 mph. Considerable delay.
F	Forced traffic flow. Speed and flow may drop to zero with high densities. Less than 25 mph. Considerable delay.
Source: *Highway Capacity Manual, Special Report 209, 3rd Edition*, Transportation Research Board, 1994.	

Generally, when a roadway is operating below capacity during peak hours, no improvements or travel demand reductions are warranted because the roadway is considered to be operating at an acceptable LOS (generally A, B, or C). When traffic volumes approach a roadway's capacity, significant delays are experienced with stop-and-go movements taking place along the roadway. When this occurs, any incident is likely to reduce the roadway's capacity enough to produce excessive congestion and delay. When a roadway is at or over capacity, a breakdown in vehicle flow occurs (LOS E or F). The table below summarizes the LOS characteristics for SH 183 main lanes.

TABLE 1-5. SH 183 PEAK HOUR LEVEL OF SERVICE

Location on SH 183	LOS Existing 2000	LOS Future No Build 2029	LOS Future Build 2029
From SH 360 to Loop 12 - Main Lanes	F	F	F
From SH 360 to Loop 12 - Managed Lanes	NA	NA	D
From Loop 12 to IH35E - Main Lanes	C	F	D
From Loop 12 to IH 35E - Managed Lanes	NA	NA	D
NA – Not applicable Source: Halff Associates, Inc. 2003			

Limited ROW prevents adding additional capacity along the roadway. LOS F during peak hours encourages formation of car pools and the use of managed HOV lanes.

B.4. SAFETY AND ACCIDENT RATES

High traffic volumes and existing design deficiencies contribute to a high rate of accidents on SH 183. The following table reflects the Traffic Accident Data for the years 1996 to 2000.

TABLE 1-6. TRAFFIC ACCIDENT TRENDS ON SH 183

Category	1996	1997	1998	1999	2000[1]
Total Accidents	564	602	612	641	602
Injury Accidents	334	359	345	384	322
Fatal Accidents	1	13	12	11	15
Source: TxDOT Accident Report 2003, compiled by Halff Associates 1. Most current year available					

B.5. CONGESTION MANAGEMENT SYSTEM (CMS)

The regional CMS is a funded transportation program that provides information on system performance, and implements alternative strategies for alleviating congestion and enhancing the mobility of persons and goods. Operational improvements and travel demand reduction strategies are commitments made by the region at two levels, program level, and project implementation level. Program level commitments are inventoried in the regional CMS, and future resources are reserved for their implementation in the financially constrained MTP.

Project implementation level strategies are identified in the TIP, and are included in the future construction projects. The regional TIP provides for programming of these projects at the appropriate times with respect to the SOV facility implementation and project specific elements. Committed congestion reduction strategies and operational improvements within the SH 183 study area consist of signalization/intersection improvements, pedestrian/bicycle facilities, rail transit, ITS, HOV, and general purpose lane additions. Individual operational improvement projects are listed in the following table.

TABLE 1-7. CONGESTION MANAGEMENT STRATEGIES

Operational Improvements in the Travel Corridor					
TIP Project Code	**Project Location**	**Implementing Agency**	**Project Type**	**Year of Implementation**	**Total Project Cost**
1695.0000	County Line Road from SH 183 to Valley View	City of Irving	Addition of Lanes	2001	$2,600,000
11237.0000	SH 161 at SH 183	TxDOT-Dallas	Interchange Improvements	2003	$42,900,000
4075.0000	SH 183 at Regal Row	City of Dallas	Intersection Improvement	2000	$507,000
11204.0000	SH 183 from IH 820 to Dallas County Line	TxDOT	ITS	2002	$80,000
11259.0000	SH 360 from Mid Cities Blvd to SH 183	TxDOT	New Road	2003	$15,917,000
11237.0000	SH 161 at SH 183	CMAQ	Interchange	2003	$63,900,000
2266-02-097	SH 360 at SH 183	CMAQ	Intersection Improvement	2002	$3,275,000
11137.000	Dallas County	TxDOT	ITS	2001	$4,240,000
11076.0000	Loop 12/SH 183/SH 114 Areas – CCTV, DMS Signals and Detection	City of Irving	ITS	2001	$3,700,000
11128.0000	I-35E: SH 183 to Loop 12 from Loop 12 to SH 183	TxDOT-Dallas	ITS	2001	$1,890,000
775.0000	Citywide Signal Upgrade/Intersection Technology/Changeable Message Signs	City of Dallas	Traffic Signal Improvement	1996	$20,533,518
11095.0000	Trinity Railway Express from Union Station to Centreport Station	DART	Rail Transit	2003	$18,979,785

Source: NCTCOG, *2002 TIP* [http://dfwinfo.com/trans/tipins].

Notes: The projects listed above include transportation improvements within the study area. These do not include regional projects or programs, such as alternative fuels, special studies, travel demand management, etc.
ITS = Intelligent Transportation Systems - refers to the range of technologies designed to increase the effectiveness of our surface transportation system and are based on advanced computer and telecommunications technologies.

The projects identified in the above table have been selected as transportation improvements consistent with the *Mobility 2025 Update* plan. This plan was developed for the year 2025 and includes both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods in the DFW metropolitan area.

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG would continue to promote appropriate congestion reduction strategies through the congestion management and air quality (CMAQ) program, the CMS, and the MTP. According to the NCTCOG, 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 SH 183 project is justified.

C. OBJECTIVES OF THE PROJECT

The broad objective of the project is to reduce existing and forecasted congestion levels along SH 183. The following specific objectives have been developed to focus the study effort and to help determine how well each project alternative performs:

Objective #1 - Improve East-West Mobility along SH 183.

- Improve capacity of the existing transportation system serving east-west travel patterns.
- Reduce future increases in peak-period congestion on SH 183.
- Improve compatibility with other proposed SH 183 corridor actions, including work trip reduction, non-motorized transportation, mass transit, and HOV facilities.
- Provide improvements consistent with regional goals in the MTP (*Mobility 2025 Update*).

Objective #2 - Improve Safety and Reduce Accidents on SH 183.

- Improve SH 183 ramps and frontage roads to provide adequate merging distances and driver visibility.
- Improve SH 183 to current design standards, including shoulder widths, bridge clearances, and ramp spacing.
- Improve the existing frontage road system to aid emergency vehicle access and traffic detouring during incidents/accidents.

Objective #3 - Minimize Negative Social and Economic Effects.

- Minimize the displacement of residences and businesses.
- Minimize access restriction and improve access where possible.
- Minimize impacts during construction.

- Minimize impacts at hazardous material sites.
- Minimize noise impacts by providing mitigation where reasonable and feasible.

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Objective #4 - Minimize Negative Environmental Effects.

- Provide improvements which comply with regional air quality goals.
- Minimize impacts to ecosystems, wetlands, and water quality.
- Minimize impacts to archaeological, historical, or cultural resources.
- Avoid or minimize impacts to park and open space resources.

D. FOCUS OF THIS ENVIRONMENTAL ANALYSIS

The purpose of the planning and scoping process (developed with involvement of the FHWA, TxDOT, NCTCOG, resource agencies, project consultants, local officials, and the public) is to identify the environmental issues and project objectives that drive the planning and design process and the environmental analysis process.

D.1. PLANNING PROCESS

The SH 183 / West Fork Corridor Major Investment Study (MIS), initiated by TxDOT in March 1998 with a final report issued in April 2000, focused on transportation needs for east-west travel in the SH 183 corridor from SH 360 to I-35E. The MIS used a three-stage process to develop a recommended plan of action. The first stage of the analysis created and used a detailed travel model to analyze conceptual improvements that might serve the demand. The second stage of the analysis developed preliminary alignments of the alternatives identified for further study in the first stage analysis, and supported the analysis with exploratory-level traffic, environmental and hydraulic study. The third stage developed layouts of alternatives identified for further study from the second stage analysis. The third stage screened the list of alternatives down to a preferred plan of action.

Developed through on-going coordination with the MIS's Community Advisory Work Group, the Project Coordination Work Group (technical and staff representatives from stakeholder agencies), and comments received at four different series of public meetings, the recommended plan of action for the SH 183/West Fork Corridor Project was comprised of seven major elements:

- Enhanced work trip reduction measures.
- Improved bicycle and pedestrian facilities.
- Enhanced transportation facility management.
- Addition of a second track for the Trinity Railway Express' commuter rail transit.
- Improvements to major east-west arterials, including Irving Boulevard, Rock Island Road, Trinity Boulevard, and Hunter Ferrell Road, as well as over 100 signalization and intersection improvements.

- Reconstruction of SH 183 with widening from six to eight general-purpose main lanes, and a two to three lane reversible managed high occupancy vehicle (HOV) system. The SH 183 improvements extend from east of SH 360 to west of IH 35E.
- A new reliever roadway constructed as a tollway east of Loop 12 to the proposed Trinity Parkway as a strategic regional arterial between SH 360 and Loop 12, with provisions for an extension west of SH 360 to Fort Worth.

This plan was approved by the key agencies, including the City of Dallas on December 15, 1999, the City of Irving on November 18, 1999, and the City of Grand Prairie on October 19, 1999, and the North Texas Tollway Authority on November 17, 1999. Upon concurrence from these agencies, official regional action followed at a January 13, 2000 meeting of the NCTCOG Regional Transportation Council. Their resolution officially integrated the SH 183/West Fork Corridor proposed action plan into the Metropolitan Transportation Plan.

On January 2001, TxDOT initiated the SH 183 Preliminary Engineering and Environmental Assessment Study (PE/EA) to develop and evaluate conceptual alternatives for the reconstruction and improvement of SH 183. The PE/EA is a continuation of the analysis developed in the MIS for the SH 183 corridor. The goal was to develop a preferred design schematic showing proposed freeway, frontage road, and ramp locations.

The public scoping process for the PE/EA incorporated a community outreach program that included three series of public meetings, project coordination work group meetings and community group meetings. Based on preliminary engineering feasibility studies, environmental sensitivity studies, and community input, a total of six general cross section alternatives for the reconstruction and improvement of SH 183 were considered, with each cross section evaluated on three different alignments (widen south, widen north, or widen both sides).

Further technical studies and community input detailed the potential impacts of each proposed alternative. Community stakeholder preferences resulted in minor alignment shifts and modifications resulting in avoidance and minimization of impacts to residential areas and other sensitive areas such as parks, a school, and a church. The conclusion of the PE study resulted in the identification of a Preferred Alternative for the proposed improvements to SH 183.

D.2. RELATED STUDIES AND RELEVANT DOCUMENTS

Related studies and relevant documents (local and regional) in the vicinity of the proposed project include:

- *SH 183/West Fork Corridor MIS.* This MIS, managed by the TxDOT Dallas District as the lead agency, was published in April 2000. The MIS was performed to develop a preferred plan of action to solve existing and future transportation needs along the SH 183 corridor. One element of the recommended plan of action was the reconstruction of SH 183 with widening from six to eight general-purpose main lanes and a managed HOV system (The proposed action of this EA).

- *SH 161 Environmental Impact Statement (EIS).* This EIS, conducted by the TxDOT Dallas District, examined the social, economic, and environmental issues associated with the construction of SH 161, a new location freeway/tollway (President George Bush Turnpike) in western Dallas County. SH 183 includes a recently constructed interchange connection with SH 161 in the city of Irving near DFW International Airport. The remainder of the project is currently in the design and/or construction phase.

- *Loop 12/IH-35E Corridor Concurrent MIS/EA.* This MIS/EA, managed by the TxDOT Dallas District as the lead agency, was completed in December 2002. The MIS/EA was performed to address transportation deficiencies along Loop 12 from Spur 408 through the Texas Stadium area in Irving to the IH-35E/IH-635 interchange in northwestern Dallas County. The Loop 12 MIS/EA includes an interchange connection with SH 183 near Texas Stadium. TxDOT has completed the preliminary engineering PE/EA phase of this project.

- *Trinity Parkway Corridor MIS.* This MIS, managed by the TxDOT Dallas District as the lead agency, was completed in May 1997. The MIS was performed to develop a preferred plan of action to solve existing and future transportation needs within the Trinity Parkway Corridor. This corridor meets the eastern limits of the SH 183 study area at the SH 183/IH-35E interchange. Major improvements recommended in the MIS include reconstruction of the IH-35E/IH-30 interchange (Canyon/Mixmaster) and Lower Stemmons corridor near downtown Dallas (the PE/EA phase of this project is now called Project Pegasus); construction of the Trinity Parkway, as a proposed toll facility; and other congestion reduction strategies. North Texas Tollway Authority (NTTA) has initiated the EIS phase of the Trinity Parkway Project. TxDOT is the lead agency for Project Pegasus.

- *Project Pegasus (IH 35E/IH 30) PE/EA.* This Preliminary Engineering and Environmental Assessment project, managed by the TxDOT Dallas District as the lead agency, is currently underway with completion scheduled for mid-2004. The MIS was performed to develop a preferred plan of action to solve existing and future transportation needs within the Trinity Parkway Corridor. This project's limits meet the eastern limits of the SH 183 project limits at the SH 183/IH-35E interchange. Major improvements included in this project include reconstruction of

the IH-35E/IH-30 interchange (Canyon/Mixmaster) near downtown Dallas and IH 35E Lower Stemmons Freeway from south of IH 30 to the IH 35E/SH 183 interchange. The Project Pegasus improvements to IH 35E would include an interchange connection with the Trinity Parkway at IH 35E, as well as interchange improvements to SH 183.

- *Northwest Corridor MIS.* This MIS was completed by Dallas Area Rapid Transit (DART) in February 2000. In the vicinity of the SH 183 project, planned improvements by DART include light-rail transit (LRT) service along the existing Railtran corridor, which runs south and parallel to SH 183 from the Northwest Highway/Webbs Chapel area, past Texas Stadium, to the University of Dallas and Los Colinas in Irving. An extension from SH-161 in Irving to the north end of DFW International Airport is planned by 2012. The highway/HOV element includes a two-lane reversible HOV facility on a portion of IH-35E, a one- or two-lane reversible HOV on SH 114, and other congestion reduction strategies. DART has initiated the PE/EIS phase of this project.

- *SH 183 MIS/EA.* This MIS/EA, managed by the TxDOT Fort Worth District as the lead agency, is currently underway with completion scheduled for 2004. The MIS/EA is being performed to address transportation deficiencies along SH 183 in Tarrant County from IH 820 in North Richland Hills to SH 360 in northeastern Fort Worth. This SH 183 MIS/EA includes the interchange with SH 360.

- *2002-2004 TIP.* The TIP is a staged, multi-year listing of surface transportation projects proposed for funding by Federal, State, and local sources within the DFW metropolitan area. The TIP contains projects with committed funds over a multi-year period. Project listings are financially constrained to available resources.

- *Mobility 2025 Update: The MTP.* This regional plan provides the defining vision for 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 2025. 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.

D.3. ISSUES STUDIED IN DETAIL

The following issues are studied in detail because they directly influence the project decisions that TxDOT and FHWA must make.

D.3.1. Relocations and Displacements

Construction of the proposed project requires a total of 72.6 acres of ROW acquisition. Due to their close proximity to the existing highway, the following residential and commercial displacements would be required as a result of the proposed project (see **Chapter 3, Section A** for details and **Appendix G** for the displaced property location map).

- Two residences
- 64 retail/commercial businesses (75 structures associated with these businesses)

D.3.2. Public Parks and Open Space

The proposed project would require ROW acquisition at the SH 183 bridge crossing of the Elm Fork of the Trinity River floodway (see **Chapter 3, Section B** for details). The Elm Fork of the Trinity River floodway, located between the floodway levees, is known as the Elm Fork Greenbelt and is zoned for park and open space purposes and designated as a multi-use land. In the area of the SH 183 crossing, the City of Irving Flood Control District #1 owns and administers the land from the river channel to the west levee. The Irving Flood Control District #1 has determined that their land is not designated as public parkland and has no existing recreational facilities (see **Appendix H, Coordination, City of Irving letter dated January 3, 2003**). The City of Dallas owns and administers the land from the river channel to the east levee. The City of Dallas Park and Recreation Department has designated their land as municipal parkland (see **Appendix H, City of Dallas letter dated December 18, 2002**). The City of Dallas municipal parkland has no existing recreational facilities in the vicinity of the SH 183 bridge crossing. As a result, the proposed project would convert 1.02 acres of City of Dallas municipal parkland to transportation ROW, and therefore, is subject to requirements under Section 4(f) of the U.S. DOT Act of 1966 (see **Chapter 3, Section B** for details). Avoidance and minimization measures and the City of Dallas coordination / correspondence are contained in the **Programmatic Section 4(f)** located in **Appendix H**.

D.3.3. Noise

A traffic noise analysis is required for all Federal, Federal-aid, and State-funded Type I highway projects that include a physical alteration of an existing highway that substantially changes either the horizontal or vertical alignment or increase the number of through traffic lanes (see **Chapter 3, Section C** for details).

D.3.4. Vegetation and Wildlife Habitat

The proposed project would require ROW acquisition from the riparian corridor at the Elm Fork of the Trinity River and from a wooded area north of SH 183 at County Line Road. Additionally, the project improvements would impact the riparian corridor at Bear Creek within existing TxDOT ROW (see **Chapter 3, Section D** for details).

D.4. ISSUES ELIMINATED FROM DETAILED STUDY

The project study team, after a thorough interdisciplinary analysis, determined that the following resources would not be substantially affected and should be eliminated from further study.

D.4.1. Natural Resources

Surface Water

The proposed project is located within the Elm Fork and the West Fork Trinity River Basins. The Elm Fork of the Trinity River is located in the eastern portion of the project and is crossed by existing SH 183. The Elm Fork of the Trinity River flows in a southerly direction (see **USGS Topographic Map - Figures A-3A, A-3B, in Appendix A and the Aerial Photograph – Figure B-1 in Appendix B**). The West Fork of the Trinity River is located south of the project and flows in an easterly direction. The two rivers converge approximately 3 miles southeast of the project area. According to the Texas Commission on Environmental Quality (TCEQ) State of Texas Water Quality Inventory (1996):

- The Elm Fork of the Trinity River (State Stream Segment 0822) has designated water uses of contact recreation, high aquatic life, and public water supply. The water quality classification is designated as limited because of water quality standards violations.

- The West Fork Trinity River (State Stream Segment 0841) has designated water uses of contact recreation and intermediate aquatic life. The water quality classification is designated as limited because of water quality standards violations and advanced waste treatment required.

Jurisdictional Waters of the U.S. and Wetlands

Jurisdictional waters of the U.S. include territorial seas, coastal and inland waters, lakes, rivers, and streams that are navigable including their tributaries, and adjacent wetlands. Jurisdictional waters of the U.S. are regulated by the USACE under Section 404 of the Clean Water Act. The proposed project crosses nine creeks and streams including the Elm Fork Trinity River. These include (from west to east along the project): Bear Creek, Estelle Creek, Dry Creek, Delaware Creek, four (4) unnamed tributaries of Delaware Creek, and the Elm Fork of the Trinity River (see **Aerial Photograph - Figure B-1 in Appendix B**). The following paragraphs describe the existing conditions and the proposed improvements at each water crossing. Schematics showing the proposed improvements at each water crossing are located in **Appendix I**.

- Bear Creek – a fourth order, perennial stream that crosses SH 183 at International Parkway in the cities of Irving and Euless. Bear Creek flows in a southeasterly direction and confluences the West Fork of the Trinity River south of the project area. Project improvements in the Bear Creek area occur within existing TxDOT ROW and include: the mainlane bridge over Bear Creek would

be widened; a new H.O.V. ramp would bridge Bear Creek; a new H.O.V facility would bridge Bear Creek; and a new ramp would merge with the International Parkway ramp over Bear Creek. The total area of new bridge additions crossing Bear Creek is 0.32 acres. No channelization or modification to Bear Creek is proposed for this project.

- Estelle Creek - a second order, concrete-lined, perennial stream that crosses SH 183 east of Valley View Lane in Irving. Estelle Creek flows in a southerly direction and confluences with Bear Creek south of the project area. The project improvements extend the five (5) existing 10' x 10' box culverts 65 feet to the south into the existing concrete-lined channel. The area of concrete channel affected is 0.13 acres and is within existing TxDOT ROW.

- Dry Creek – a first order, intermittent stream that crosses SH 183 west of Beltline Road in Irving. Dry Creek is contained in an underground culvert on both the north and south sides of SH 183. Dry Creek flows in a southerly direction and confluences with Bear Creek south of the project area. The project improvements require an open top junction box north of the existing ROW to be closed. The existing 7' x 6' box culverts on the north side would be extended 25 feet. The affected area of 0.06 acres is within the proposed ROW acquisition.

- Delaware Creek - a first order, intermittent stream that crosses SH 183 east of Story Road in Irving. Delaware Creek flows in a southeasterly direction and confluences with the West Fork Trinity River southeast of the project area. Delaware Creek is concrete-lined north of SH 183, box culvert beneath SH 183, and impounded as a hard-edged amenity pond within Jaycee Park south of SH 183. The project improvements extend the four (4) existing 6' x 6' box culverts 81 feet north into the existing concrete-lined channel. The area of affected concrete channel is 0.045 acres and occurs within the proposed ROW acquisition.

- Unnamed tributary #1 of Delaware Creek – a first order, ephemeral stream that crosses SH 183 east of William Brewster Street in Irving. This stream flows in a southerly direction and confluences with Delaware Creek south of the project area. In the project area, the entire stream is contained in an underground culvert and only a concrete inlet structure on the culvert is visible on the north side of SH 183. The culvert merges with unnamed tributary #2 culvert south of SH 183 and enters a concrete-lined channel. Project improvements require the 10' x 25' inlet structure (0.006 acre) on the north side to be either relocated or reconstructed. The inlet structure is currently located within the existing ROW and the proposed relocation of the box is within the proposed ROW acquisition.

- Unnamed tributary #2 of Delaware Creek – a first order ephemeral stream that crosses SH 183 west of West Park Drive in Irving. This stream flows in a southerly direction and confluences with Delaware Creek south of the project area. The steam enters the north side of the project area as a concrete-lined channel. The stream crosses beneath SH 183 in an underground culvert and merges with unnamed tributary #1. Both enter a concrete-lined channel on the south side of SH 183. No modifications to unnamed tributary #2 are proposed on the north side of SH 183. The proposed improvements would remove 0.14 acres of existing underground culvert beneath the roadway. The existing concrete-lined channel on the south side would be modified as follows: 0.26 acres within the existing and proposed ROW would be removed; 0.03 acres outside the proposed ROW would be realigned.

- Unnamed tributary #3 of Delaware Creek – a first order, ephemeral stream that crosses SH 183 west of MacArthur Boulevard in Irving. This stream flows in a southerly direction and confluences with Delaware Creek south of the project area. The stream is contained in an underground culvert and is only aboveground as a concrete-lined channel for a short distance south of SH 183. The proposed improvements extend the two (2) existing 3' x 7' box culverts 241 feet connecting to existing box culverts under the Baylor Medical Center parking lot. The area of concrete-lined channel to be removed is 0.214 acres. This includes 0.004 acres within existing ROW, 0.10 acres within the proposed ROW, and 0.11 acres outside the proposed ROW.

- Unnamed tributary #4 of Delaware Creek – a first order, ephemeral stream that crosses SH 183 at O'Connor Road in Irving. This stream flows in a southerly direction and confluences with Delaware Creek south of the project area. The stream is in a concrete channel and crosses beneath SH 183 as three (3) 7' x 4' box culverts. The project improvements would extend the box culverts on the northeast end by removing and replacing 19 feet of the existing concrete-lined channel, requiring 0.01 acre.

- The Elm Fork Trinity River – a fifth order perennial river that crosses SH 183 east of Loop 12 in the cities of Irving and Dallas. Project improvements include: raising the bridge span across the floodplain 3 feet above the Standard Project Flood level; widening the mainlane bridge (accommodating 3 reversible H.O.V. lanes); and adding continuous frontage road bridges across the flood plain. These improvements occur between the existing earthen levees and in the drainage channels adjacent to the outside of the levees. The bridge improvements would span an additional 0.38 acres within the levees and 0.488 acres outside the levees. No channelization or modification to Elm Fork or the adjacent sump drainage channels are proposed for this project.

Jurisdictional Waters of the U.S. and Wetlands Permit Requirements (preliminary)

The proposed improvements at Bear Creek and the Elm Fork of the Trinity River would be accomplished with bridges. All discharges of fill material into waters of the U.S. would be in tightly sealed forms and used as structural members for bridges. These members would be used to support roadway construction only, not for buildings, homes, or other structures. Therefore, the bridge crossings at Bear Creek and the Elm Fork of the Trinity River should be authorized by Nationwide Permit 25 – Structural Discharges (NWP 25).

The remaining waterways would be crossed by extending or reconstruction of existing box culverts. It is anticipated that fill material for each crossing would not cause the loss of more than 0.50 acre of waters of the U.S. Therefore, the box culverts at Estelle Creek, Dry Creek, Delaware Creek, and Unnamed Tributaries 1 and 4 should be authorized by Nationwide Permit 14 – Linear Transportation Projects (NWP 14). Because the project would relocate existing sections of culvert and/or concrete channel, Individual Permits would be required for Unnamed Tributaries 2 and 3.

There are no impacted wetlands within the study limits.

Coordination with the USACE, in the form of a Pre-Construction Notification for Nationwide Permits (NWP), would be required for any impacts to waters of the U.S. exceeding 0.10 acre but less than 0.5 acre at each crossing. Mitigation for jurisdictional water impacts would be determined during the Section 404 permitting process. This project would be designed to comply with the criteria established in the Trinity River Environmental Impact Statement Record of Decision.

TABLE 1-8. POTENTIAL IMPACTS TO WATERS OF THE U.S. AND WETLANDS

Location[1]	Potential Permit	Jurisdictional Water Impacted	Temporary Fill Impacts (acres)	Permanent Fill Impacts[1] (acres)
Bear Creek	NWP 25	creek channel	0	0
Estelle Creek	NWP 14	concrete channel	0	0.13
Dry Creek	NWP 14	junction box and culvert	0	0.06
Delaware Creek	NWP 14	concrete channel	0	0.045
Unnamed Tributary # 1	NWP 14	relocation of existing junction box	0	0.006
Unnamed Tributary # 2	Individual Permit	removal of existing culvert (0.14 acres) removal and/ or realign existing concrete channel (0.29 acres)	0	0.43
Unnamed Tributary # 3	Individual Permit	removal of concrete channel	0	0.214
Unnamed Tributary # 4	NWP 14	concrete channel	0	0.01
Elm Fork Trinity River	NWP 25	Elm Fork channel (0 acres) sump drainage channels (0 acres)	0	0

1. See Appendix I – Impacted Jurisdictional Waters cross sections.

The water quality of wetlands and waters in the State of Texas shall be maintained in accordance with all applicable provisions of the Texas Surface Water Quality Standards including the General Narrative and Numerical Criteria. No impedance of flow or impoundment of U.S. waters is proposed. No channelization would be required for the proposed project.

Threatened or Impaired Waters

None of the water bodies crossed by the proposed project is listed as threatened or impaired water on the 2002 Clean Water Act Section 303(d) List. However, each of the water bodies crossed by the project is a tributary of and is within five miles upstream of a threatened or impaired water – the West Fork Trinity River (State Stream Segment 0841). The West Fork of the Trinity River is designated as a threatened or impaired water due to PCBs in fish tissue and bacteria. Best Management Practices (BMPs) would be incorporated into the final design and would include one or more of the following: temporary vegetation, blankets/matting, mulch, sod, interceptor swales, diversion dikes, retention/irrigation, detention basins, vegetative filter strips, wet basins, and/or grassy swales. Coordination with the TCEQ would be required for this project.

Water Quality

Because the proposed project would disturb more than 1 acre, TxDOT would be required to comply with the TCEQ Texas Pollutant Discharge Elimination System (TPDES) General Permit for Construction Activity. This would be accomplished by filing a Notice of Intent (NOI) to comply with TCEQ stating that TxDOT would have a Storm Water Pollution Prevention Plan (SW3P) in place during construction of the proposed project.

To minimize impacts during construction, the SW3P plan would ensure that appropriate steps are taken to control water pollution during construction. The amount of disturbed earth would be limited so that potential for excessive erosion is minimized and sedimentation outside of the ROW is avoided. Temporary erosion and sedimentation control measures such as silt fences, rock berms, sedimentation basins, and/or soil retention blankets from TxDOT's manual "Standard Specifications for the Construction of Highways, Streets, and Bridges" would be implemented as needed prior to the initiation of construction. Permanent soil erosion control features would be constructed as soon as feasible during the early stages of the contract through proper sodding and/or seeding techniques. Disturbed areas would be restored and stabilized according to TxDOT's specifications for "Seeding for Erosion Control" as soon as the construction schedule permits, and temporary sodding would be considered where large areas of disturbed ground would be left bare for a considerable length of time.

In accordance with the TCEQ Section 401 water quality certification conditions for nationwide permits, at least one of the following Best Management Practices (BMP) from each of the categories listed below

would be used to maintain on-site water quality. Specific erosion, sedimentation, and post-construction TSS controls would be detailed in the final design.

I. Erosion Control	II. Sedimentation Control	III. Post-Construction Total Suspended Solids (TSS) Control
Temporary Vegetation Mulch Blanket/Matting Sod	Sand Bag Berm Silt Fence Triangular Filter Dike Rock Berm Hay Bale Dike	Retention / Irrigation Extended Detention Basin Vegetative Filter Strips Constructed Wetlands Wet Basins

These erosion control measures would be coordinated with the permanent soil erosion control features that are to be a part of the completed project to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods. Moreover, efforts would be made to prevent long-term water pollution by reducing fertilizer and pesticide use during the installation and maintenance of landscaping.

Navigable Waters

The proposed project crosses Bear Creek, Estelle Creek, Dry Creek, Delaware Creek, four unnamed tributaries of Delaware Creek, and the Elm Fork of the Trinity River. These are designated as non-navigable waterways; therefore neither a U.S. Coast Guard (USCG) Section 9 permit nor a U.S. Army Corps of Engineers (USACE) Section 10 permit would be required.

Floodplains

The proposed project would pass through portions of the 100-year floodplain of Bear Creek, Estelle Creek, Delaware Creek, and the Elm Fork of the Trinity River. The waterways have been designated as Federal Emergency Management Agency (FEMA) floodways within the cities of Fort Worth, Irving, and Dallas. The waterways have been studied by FEMA and their floodplain boundaries are shown on the following FEMA Flood Insurance Rate Maps (FIRM):

- Community Panel Number 480596 0035D – Fort Worth, Texas, dated November 18, 1988;
- Community Panels Numbers 480180 0030, 480180 0035, and 480180 0040 – Irving, Texas, dated February 5, 1986; and
- Community Panel Number 480171 0125d and 480171 0130D, Dallas, Texas, dated July 2, 1991.

The cities of Dallas, Euless, Fort Worth, and Irving along with the counties of Dallas and Tarrant are participants in the National Flood Insurance Program (NFIP).

The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations or ordinances; therefore, coordination with FEMA and/or local floodplain

administrators would not be required. The hydraulic design practices for this project would be in accordance with current TxDOT design policies and standards. The highway facility would permit the conveyance of the design year flood levels, inundation of the roadway being acceptable, without causing substantial damage to the roadway, stream, or other property.

Threatened and Endangered Species

The Texas Parks and Wildlife Department (TPWD) maintains special species lists through the Biological Conservation Data System (BCD). The BCD identified several threatened or endangered species that may occur within Dallas and Tarrant Counties. The listed status and anticipated impacts to each of these species is addressed in the following table.

TABLE 1-9. THREATENED / ENDANGERED SPECIES IN DALLAS AND TARRANT COUNTIES AND ANTICIPATED IMPACTS

Species	USFWS*	TPWD**	Habitat Present	Species Impacted	Justification of Impacted Status***
Interior Least Tern	E	E	Yes	No	3b,e
Whooping Crane	E	E	No	No	1, 2
Black-capped vireo	E	E	No	No	1
Golden-cheeked warbler	E	--	No	No	1
Bald Eagle	T	T	No	No	1
Piping Plover	T	--	No	No	1
Mountain Plover	P	--	No	No	1
Arctic Peregrine Falcon	DL	T	No	No	1
Texas Horned Lizard	--	T	No	No	1
Timber/Canebrake Rattlesnake	--	T	Yes	No	3c, 3e
Wood Stork	--	T	No	No	1

* U.S. Fish and Wildlife Service listing (E=Endangered, T=Threatened, DL=Delisted, P=Proposed, C=Candidate)

** Texas Parks and Wildlife Department listing (E=Endangered and T=Threatened)

*** 1. The project area does not contain the preferred habitat for this species.
2. This species is migratory through the project area and would only potentially utilize the area for temporary stopover sites.
3. The project area may contain preferred habitat, but the project would not adversely impact the species due to one or more of the following reasons:
a. No preferred habitat would be removed.
b. Habitat would be removed at a time of year when the species is not expected to be present.
c. The species is mobile. It is anticipated that it can avoid construction activities/machinery.
d. Runoff and erosion controls would protect adjacent water bodies from pollution/turbidity.
e. No evidence of species was observed during field surveys.

-- The BCD lists this as a "Species of Concern" but currently it is not listed as Threatened or Endangered at the federal or state level.

Migratory bird species may not be disturbed and must be dealt with in a manner consistent with the Migratory Bird Treaty Act (MBTA). The MBTA implicitly prohibits intentional and unintentional take of migratory birds, including their nests and eggs, except where permitted. Migration patterns would not be affected by the proposed project. According to the U.S. Fish and Wildlife Service (USFWS), there is no designated critical habitat for listed species in Tarrant or Dallas Counties. According to the TPWD, no major impacts to federal or state listed rare, threatened and endangered species are anticipated as a

result of the proposed project. Because of the highly urbanized area surrounding the proposed project, the USFWS believes that adverse effects to the black-capped vireo, golden-cheeked warbler, whooping crane, bald eagle, piping plover, and mountain plover are unlikely. However, the interior least tern may utilize the Elm Fork corridor during the nesting season from May through August. The interior least tern nests along sand and gravel bars within braded streams and rivers and is known to nest on man-made structures. Based on field surveys of the Elm Fork corridor in the project area, there are no sparsely vegetated sand/gravel bars or suitable man-made structures in the project area and no evidence of the species was observed. The proposed project would have no effect on threatened or endangered species. Correspondence with USFWS and TPWD are included in **Appendix C**.

D.4.2. Cultural Resources

Archaeology

A cultural resource investigation for archaeological resources was conducted during the fall of 2002 under the Texas Antiquities Code Permit Number 2836 (**Appendix C – THC letters dated May 30, 2002 and April 26, 2002**). The archaeological area of potential effect (APE) was determined to be the extent of the proposed ROW. The documentation of the investigation is on file at TxDOT Dallas District. The project was included in the "No Survey List" provided to the Texas Historical Commission (THC) by letter dated 5/7/03. The THC concurred on 5/8/03 (see **Appendix C** – No Survey List). Tribal coordination was initiated by FHWA letter dated 4/28/03 and the 40-day response period expired on 6/6/03. Archeological coordination for this project is complete.

If evidence of archeological deposits is encountered during construction, work in the immediate area would cease and TxDOT archeological staff would be contacted to initiate accidental discovery procedures under the provisions of the Programmatic Agreement between TxDOT, THC, FHWA, and the Advisory Council on Historic Preservation (ACHP) and the Memorandum of Understanding between TxDOT and THC.

Historic Structures

A cultural resources inventory study was performed during the spring of 2003 to identify sites that are listed in or eligible for the National Register of Historic Places (NRHP), Texas Historical Markers, historic districts, bridges, and structures of 50 years of age or older that may be eligible for the NRHP. The study is on file at the TxDOT Dallas District office. The historic structures APE extended 150 feet each side of the proposed roadway ROW.

Within the project APE, there are no structures, sites, districts, bridges, cemeteries, or objects that are currently listed on or eligible for the NRHP. There are no greater than 50-year old structures, sites,

bridges, or objects that potentially may be eligible for listing on the NRHP. There are no Texas Historical Markers within or near the study APE. The THC concurred on 7/17/03 (see **Appendix C** – TxDOT letter dated 7/17/2003). Historic structure coordination for this project is complete.

Throughout project development there exist the potential for historic properties, archaeological sites, and 50+-year-old buildings to be discovered. Should cultural resources be encountered before or during construction, all efforts for proper conservation and preservation would be used in the planning and construction of the project.

D.4.3. Social and Economic Resources

Land Use and Zoning

Land use and zoning within the study limits consist of retail/commercial, office, industrial, single and multi-family residential, parks, school, mixed-use, places of worship, and a cemetery. Since the proposed improvements are associated with an existing roadway, it is anticipated that this project would not substantially change the land usage as it now exists or as planned for future development. The proposed project is consistent with local land use plans and policies.

Economic Impacts

The SH 183 study area is one of the most intensively developed arteries in the D/FW Metroplex. Several important major regional activity centers are located along SH 183 between Fort Worth and Dallas. These include the DFW International Airport, Irving Mall, Irving Healthcare System, and Texas Stadium. With the exception of a residential area with a school and a park on the south side of SH 183 between Beltline Road and Story Road, commercial, retail, and related services dominate the project study area.

The proposed project would have incremental impacts on the socio-economic conditions due to ROW acquisition. The required displacement of businesses and residences (see **Chapter 3, Section A.3**) along SH 183 and the conversion of adjacent land to road ROW would have a short-term negative impact. These impacts, such as loss of tax revenue and loss of employment, tend to be localized and occur during the period of business relocation to another suitable site. Improving traffic mobility through the area would increase commercial business opportunities in Fort Worth, Dallas and Irving along and near the proposed roadway. Adjacent and surrounding property values are expected to be favorably affected by improved accessibility, thereby increasing the local tax base and producing benefits that would accrue during the design life of the project. A short-term benefit of the proposed action is construction employment for some area residents during the construction phase.

Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations", provides that each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations, and Indian tribes and allowing all portions of the population a meaningful opportunity to participate in the development of, compliance with, and enforcement of Federal laws, regulations, and policies affecting human health or the environment regardless of race, color, national origin, or income. The following definitions apply:

Low-Income Population: Low-income populations in an affected area should be identified with the annual statistical poverty thresholds from the Bureau of the Census' Current Population Reports, Series P-60 on Income and Poverty. In identifying low-income populations, agencies may consider as a community, either a group of individuals living in geographic proximity to one another, or a set of individuals (such as migrant workers of Native Americans), where either type of group experiences common conditions of environmental exposure or effect.

Minority: Individual(s) who are members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic.

Minority Populations: Minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. In identifying minority communities, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a geographically dispersed / transient set of individuals (such as migrant workers or Native American), where either type of group experiences common conditions of environmental exposure or effect. The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, census tract, or other similar unit that is chosen so as to not artificially dilute or inflate the affected minority populations. A minority population also exists if there is more than one minority group present and the minority percentage, as calculated by aggregating all minority persons, meets one of the above-stated thresholds.

Disproportionately high and adverse human health effects: When determining whether human health effects are disproportionately high and adverse, agencies are to consider the following three factors to the extent practicable:

- Whether the health effects, which may be measured in risks and rates, are significant, or above generally accepted norms. Adverse health effects may include bodily impairment, infirmity, illness, or death; and
- Whether the risk or rate of hazard exposure by a minority population, low-income population, or Indian tribe to an environmental hazard is significant and appreciably exceeds or is likely to appreciably exceed the risk or rate to the general population or other appropriate comparison group; and
- Whether health effects occur in a minority population, low-income population, or Indian tribe affected by cumulative or multiple adverse exposures from environmental hazards.

Disproportionately high and adverse environmental effects: When determining whether environmental effects are disproportionately high and adverse, agencies are to consider the following three factors to the extent practicable:

- Whether there is or will be an impact on the natural or physical environment that significantly and adversely effects a minority population, low-income population, or Indian tribe. Such effects may include ecological, cultural, human health, economic, or social impacts on minority communities, low-income communities, or Indian tribes when those impacts are interrelated to impacts on the natural or physical environment; and
- Whether environmental effects are significant and are or may be having an adverse impact on minority populations, low-income populations, or Indian tribes that appreciably exceeds or is likely to appreciably exceed those of the general population or other appropriate comparison group; and
- Whether the environmental effects occur or would occur in a minority population, low-income population, or Indian tribe affected by cumulative or multiple adverse exposures from environmental hazards.

To assess the distribution of impacts of the proposed project, population demographics for the City of Irving and the 20 census tracts located along and adjacent to the project study area were tabulated. The results of the analysis are presented in the following table.

TABLE 1-10. MINORITY AND LOW-INCOME CHARACTERISTICS

Area / Tract[1]	Total Area Population	Racial Distribution							% Hispanic or Latino of any Race[3]	Median Household Income[4] (1999 $)
		% White	% Black	% American Indian and Alaskan Native	% Asian American	% Other Race	% Two or More Races	% Racial Minority[2]		
REFERENCE AREAS										
City of Irving	**191,615**	**64.2**	**10.2**	**0.6**	**8.4**	**13.4**	**3.2**	**35.8**	**31.2**	**44,956**
Project Area[5]	**96,017**	**63.3**	**13.0**	**0.7**	**6.5**	**13.1**	**3.4**	**36.7**	**28.0**	**38,040**
PROJECT AREA CENSUS TRACT DEMOGRAPHICS										
CT 1065.08	6,311	62.4	16.6	0.4	12.6	5.0	3.0	37.6	13.7	32,209
CT 1135.07	8,224	86.2	4.0	0.5	4.5	2.9	1.6	13.8	8.2	60,787
CT 1135.15	7,408	75.4	7.3	0.7	8.9	4.4	3.4	24.6	9.9	48,706
CT 144.03	3,905	47.5	29.1	0.5	9.6	9.9	3.3	52.5	19.6	37,290
CT 144.07	4,225	49.8	25.9	1.2	6.3	13.6	3.2	50.2	26.7	35,224
CT 144.05	3,724	72.8	3.1	0.8	1.8	18.4	3.2	27.2	50.8	31,919
CT 145.01	3,074	85.1	2.6	0.7	2.5	6.7	2.5	14.9	21.2	57,917
CT 146.01	2,834	61.9	4.2	0.6	2.5	27.0	3.8	38.1	48.3	48,203
CT 146.02	4,701	54.6	8.4	1.0	4.9	26.4	4.6	45.4	55.3	27,262
CT 147.01	5,265	55.4	5.4	0.4	3.8	31.9	3.1	44.6	68.9	35,390
CT 141.12	3,582	48.9	33.8	0.9	6.2	7.8	2.4	51.1	14.1	36,399
CT 141.16	3,871	48.4	28.2	0.9	10.1	8.8	3.7	51.6	18.7	35,968
CT 141.15	6,435	68.5	11.4	0.8	6.8	9.0	3.6	31.5	24.3	50,029
CT 143.06	5,315	68.1	6.1	0.6	3.6	18.3	3.3	31.9	36.6	46,630
CT 143.02	6,712	76.6	4.3	0.8	2.1	13.6	2.7	23.4	36.0	46,740
CT 143.08	4,077	53.1	8.9	0.7	10.4	23.1	3.8	46.9	4.7	35,928
CT 142.03	3,187	77.0	6.7	0.6	4.7	7.9	3.1	23.0	20.7	56,853
CT 142.04	2,354	51.9	7.7	0.3	25.9	9.0	5.1	48.1	17.5	34,667
CT 148.01	1,199	72.4	5.3	0.3	2.9	15.6	3.4	27.6	48.1	34,348
CT 100.00	9,614	49.2	42.2	0.9	0.3	3.2	4.2	50.8	17.7	29,063

Source: U.S. Census Bureau, 2000 Census.

Notes:

1. CT = Census Tracts. Census tracts along and adjacent to the study area were used to represent the population potentially affected by the project.
2. Aggregate percentage of persons reporting as Black, American Indian and Alaskan Native, Asian American, Other Races, and Two or More Races.
3. Percent of persons reporting as Hispanic or Latino ethnic origin - may be of any race.
4. Median Household Income as reported in the 2000 Census. The U.S. Department of Health and Human Services 2003 Poverty Guidelines for a family of four is $18,400.
5. Average of project area census tracts for Racial Distribution, Hispanic or Latino of any race, and Median Household Income.

As shown in the above table, the project area minority population does not (a) exceed 50 percent and (b) is not meaningfully greater than the minority population percentage of the general population (City of Irving). Additionally, the average median household income level average for the project area is not below the U.S. Department of Health and Human Services 2003 Poverty Guidelines of $18,400, and is similar to the City of Irving median household income level.

Based on the aerial photograph of the project area (see **Appendix B, Figure B-1**) and field reconnaissance, the majority of the structures adjacent to the existing highway are retail/commercial businesses with residential neighborhoods located some distance away from the existing highway. The one exception is a residential neighborhood located on the south side of the existing highway between Belt Line Road and Mac Arthur Boulevard.

The proposed project would potentially displace two (2) residential properties. Both occur in the residential neighborhood noted above. The proposed project would potentially displace 64 businesses. All of these businesses are located in the retail/commercial corridor adjacent to the existing highway. This retail/commercial corridor is

typical of major urban thoroughfares in that the majority of business types are retail sales, service-oriented, and commercial facilities (e.g., restaurants, gasoline stations, automotive repair shops, auto sales) with few manufacturing or industrial facilities. **Figure G-1** in **Appendix G** contains a project area key-map of census tracts and potentially displaced properties. **Table G-1 in Appendix G** contains a listing of the types of businesses that may be displaced.

The availability of vacant land for business development and relocation is limited along the project; however, building occupancy is not 100 percent and the turnover of commercial space is typical of any large urban area. The DFW Retail Submarket Summary (year end 2002) indicates the City of Irving had a retail vacancy rate of 8.67% and the Dallas Office Submarket Summary (mid-year 2003) indicates the Mid Cities area (including the project area) had an office vacancy rate of 12.07%. These vacancy rates demonstrate the possibility that displaced businesses could be successfully relocated to a comparable location in the same general area. Additionally, the proposed project improvements would not discourage or provide disincentives to retail and commercial redevelopment. Improved access and mobility would be an incentive to future development or redevelopment along the project. Over the long term, the project area would benefit from the proposed project as a result of improved mobility, reduced traffic congestion, and increased safety. Because of the opportunities for business redevelopment and relocation in the area, re-employment opportunities for affected employees would likely occur within the vicinity of their current employment or at other similar businesses in the area. Assistance is available from both the public and private sector for those who may need to find new employment.

TxDOT would be responsible for the ROW acquisitions. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program. Relocation assistance and benefits are available to all businesses displaced by proposed TxDOT transportation projects in accordance with Title VI of the Civil Rights Act of 1964.

Development of the proposed project involved a long-term process beginning in 1998 with a Major Investment Study (MIS). Public involvement during the MIS consisted of monthly or bimonthly meetings of a Project Coordination Work Group and a Community Advisory Work Group. The Project Coordination Work Group was comprised of representatives from local governments and resource agencies. The Community Advisory Work Group was comprised of members of the community to provide a broad-based representation of the community at-large. Four public meetings were held at key points in the study process (May 1998 through August 1999). Following the MIS, the PE/EA initiated a similar public involvement process consisting of quarterly meetings with a Project Coordination Work Group and the Irving Citizens Advisory Committee (ICAC). The ICAC was formed by the City of Irving to provide citizen input concerning project development, and has met over 30 times. Three public meetings were held at key points in this study process (August 2001 through December 2002). Public Meeting announcements were published in local newspapers, including *El Sol de Texas*, a local Hispanic paper. Additional efforts for public involvement included meetings and presentations at: citizen workshops and forums hosted by the City of Irving, the Irving City Council and Chamber of Commerce, and other civic groups.

A field reconnaissance (windshield survey) indicated that English was the language used for building signage and other forms of posted information and advertisement along the project corridor. City of Irving officials were not aware of any LEP populations along or adjacent to the project alignment. Based on this data, there does not appear to be Limited English Proficiency (LEP) populations along or adjacent to the project alignment.

This extensive public involvement process has enabled transportation professionals to plan the project with public input as a part of the decision-making process. Comments on alternatives and appropriate options were used to modify or eliminate alternatives. The proposed build alternative was identified based on its ability to satisfy the project's purpose and need, goals and objectives, community input, and to avoid or minimize the project's social, economic, and environmental impacts.

In summary, there are no known areas where there are measurable differences in the potential impacts on minority or low-income populations compared to the total population. There does not appear to be disproportionate impacts on any minority and/or low-income populations associated with the proposed project. Therefore, the requirements of Executive Order 12898, pertaining to environmental justice, appear to be satisfied.

Community Cohesion

The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. SH 183 is a primary arterial in the project area and is a boundary for much of the

existing development in the project area. Adding roadway capacity to SH 183 would not change these conditions. Residential and commercial displacements that would occur are described in **Chapter 3.**

Aesthetic Considerations

As directed for all federally assisted projects (where cost-effective and to the extent practicable) regionally native plants would be used for landscaping. Moreover, TxDOT would design and promote construction practices that minimize adverse effects on existing vegetation. Mitigative measures would be implemented by the State where feasible and desirable.

Farmland Protection Policy Act

No displacements, relocations, or division of farm operations would occur as a result of the proposed project. Because the proposed ROW acquisition is developed, urbanized, or zoned for urban use, the proposed project is exempt from the requirements of the Farmland Protection Policy Act (FPPA) and requires no coordination with the Natural Resources Conservation Service (NRCS).

Fire and Police Facilities - No Fire or Police facilities would be impacted by the proposed project. The proposed improvements would provide increased accessibility to the various public facilities in the surrounding area. Emergency public services would also have a safer, more efficient facility to use in the performance of their various duties.

Schools - Crockett Middle School, addressed 2431 Hancock Street, Irving, Texas is located south of SH183. No ROW acquisition is required at this location. No impacts to the school are anticipated.

Utilities - Utilities such as water lines, sewer lines, gas lines, telephone cables, electrical lines, and other subterranean and aerial utilities may require adjustment. The adjustment and relocation of any utilities would be handled in close coordination with the affected utility company, so that no significant interruptions would take place while these adjustments are being made. Interruptions to public facilities and services during construction would be minimized through the use of appropriate traffic control and sequencing procedures.

A 48-inch water supply line is currently located within the SH 183 right-of-way from near Tom Braniff Drive to MacArthur Boulevard. From that point, it reduces to 36-inch diameter and continues in the SH 183 right-of-way to a point east of the intersection of SH 183 and Beltline Road. From there, it turns south and continues to the City of Grand Prairie. Relocation of this water line is anticipated.

Cemeteries - Tompkins Cemetery is located within the existing ROW of SH 183 between the eastbound main lanes and the eastbound exit ramp to Valley View Lane. The project would not require ROW from the cemetery and access to the cemetery would be maintained. Previous investigations conducted by

TXDOT for an earlier project (SH 161) included trenching around the cemetery. The investigation indicated there were no other graves outside the chain-link fence surrounding the cemetery. Consequently, no impacts to the cemetery are anticipated.

Hospitals - No hospitals would be displaced or require relocation. ROW acquisition would be required at the Baylor Medical Center located at the southwest corner of SH 183 and MacArthur Boulevard. The proposed acquisition (2.23 acres) occurs adjacent to the existing ROW within the hospital parking lot. Impacts to the hospital, other than the minor loss of parking area, are not anticipated.

Airway – Highway Clearance - The proposed project is within 2 miles of DFW Airport and Dallas Love Field. As a result, airway-highway clearance coordination with the FAA would be required. Research of the DFW Airport Air Hazard zoning maps (sheet 10) dated December 1970 show improvements to SH 183 would be below restricted heights (approximate elevation of 640 feet above mean sea level).

D.4.4. Air Quality

This project is located in Tarrant and Dallas Counties, which are designated as serious ozone non-attainment areas. Therefore the transportation conformity rules apply. The proposed action is consistent with the area's financially constrained Metropolitan Transportation Plan (MTP) known as *Mobility 2025 Update* and the *2002-2004 Transportation Improvement Program (TIP)* as proposed by the North Central Texas Council of Governments (NCTCOG), which were found to conform to the Clean Air Act Amendments (CAAA) of 1990 by the U.S. Department of Transportation (DOT) on January 27, 2003. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements of 23 CFR – Highways, Parts 450 and 500. The proposed action is included in the *2002-2004 Metropolitan TIP*, Appendix D, pages D.3 and D. 5-7. *Mobility 2025 Update: The Metropolitan Transportation Plan* was developed in accordance with the planning requirements established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Transportation Equity Act for the 21st Century (TEA-21), and the CAAA. A major emphasis of *Mobility 2025 Update* is on the management of the regional transportation system. As required by § 176(c)(4) of the CAAA, an air quality conformity analysis was conducted for the long-range transportation plan (*Mobility 2025 Update*). The analysis was conducted to verify that the federal transportation actions are consistent with the objectives of the air quality planning process and the State Implementation Plan (SIP). Qualitative and quantitative analyses were conducted for the *Mobility 2025 Update* by the NCTCOG.

The air quality analysis (**Appendix D**) indicates the project would comply with the Federal transportation conformity guidelines, and would not have any adverse impacts to either residential or commercial properties in the project study area. The project would not cause or contribute to any new localized carbon monoxide (CO) violations or increase the frequency and severity of any existing CO violations.

This project would benefit air quality, as improved mobility would reduce congestion and associated vehicular emissions. The construction, maintenance, and operation of this facility would be consistent with the *State Implementation Plan* as prepared by the TCEQ.

D.4.5. Hazardous Materials

Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA), an initial site assessment including a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases/lists was performed. This was conducted in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-97, with exceptions to accommodate the particular situations and needs of the TxDOT's roadway projects. The purpose of the initial site assessment was to identify possible hazardous materials within the project limits. Documentation of the preliminary assessment is maintained in the TxDOT Dallas District project files.

Environmental Data Resources, Inc. (EDR) performed a regulatory database search. The database review lists reviewed include the National Priorities List (NPL), Texas State Superfund, Comprehensive Environmental Response Compensation and Liability System (CERCLIS), Resource Conservation and Recovery Act (RCRA) facilities, municipal solid waste landfills (MSWLF), registered petroleum storage tanks (RPST) and leaking petroleum storage tanks (LPST) facilities. The following table provides a list of the regulatory databases reviewed.

TABLE 1-11. EPA AND TCEQ REGULATORY DATABASES AND MINIMUM SEARCH DISTANCE

ABBREVIATION		REGULATORY DATABASE		SEARCH RADIUS
EPA				
NPL		National Priorities List		1.0 mi. (1.6 km)
CERCLIS		Comprehensive Environmental Response, Compensation, and Liability Information System (Uncontrolled hazardous waste sites)		0.5 mi. (0.8 km)
RCRIS	(TSDF)	Resource, Conservation and Recovery Information System	Treatment, Storage and Disposal Facilities	1.0 mi. (1.6 km)
	(G)		Generators Violations and Corrective Action Reports	0.25 mi. (0.4 km)
ERNS		Emergency Response Notifications and Texas Spills		0.25 mi. (0.4 km)
TRIS		Toxic Release Inventory System		0.25 mi. (0.4 km)
TCEQ				
Tx Superfund		Texas State Superfund Sites		1.0 mi. (1.6 km)
LPST		Leaking Petroleum Storage Tanks		0.5 mi. (0.8 km)
MSWLF		Municipal Solid Waste & Landfills (Authorized & Unauthorized)		1.0 mi. (1.6 km)
VCP		Texas Voluntary Cleanup Program		0.5 mi. (0.8 km)
RPST		Registered Petroleum Storage Tanks		0.25 mi. (0.4 km)
Note: These distances should be measured from every point on the roadway within the project limits.				

Sites considered likely to be contaminated and within the proposed ROW are categorized as "high risk." An example of a "high risk" site is a landfill. Sites are categorized as "low risk" if available information indicates that some potential for contamination exists, but the site is not likely to pose a contamination problem to roadway construction.

Table F-1 in **Appendix F** contains a detailed listing of the sites, a description of the site locations relative to the project, and an assessment of risk associated with each site. **Figure F-1** in **Appendix F** shows the locations of the sites. Fourteen (14) sites where ROW acquisition is proposed and three (3) sites adjacent and up-gradient to the ROW were assessed as high-risk sites because of the potential for affected subsurface media and/or shallow groundwater to be encountered. For a description of the sites see **Appendix F**.

In addition to conducting a Federal and State environmental database search to determine the existence of potential hazardous waste / substance sites, field reconnaissance along the project were conducted to confirm the location of selected facilities and to observe the general condition at these sites. No surface evidence of contamination was observed within the project limits or from adjacent or surrounding properties.

The land use within the study limits is comprised primarily of retail and commercial areas with the remainder consisting of residential, office, industrial, and parks and open space. Adjacent property at the western end of the project, between SH 360 and Valley View Lane, consists of undeveloped DFW Airport land on the north side of SH 183 and generally undeveloped land on the south side with some equipment and truck storage lots. Land at the southeast corner of SH 183 and SH 360 is generally undeveloped and is a part of the CentrePort Business Park. Between SH 161 and Belt Line Road, retail and commercial land use is predominate on both the north and south sides of SH 183. In addition to Irving Mall, shopping centers, hotels/motels, gas stations, and car lots are common. From Beltline Road to east of O'Connor Road, existing land use consists of a mix of retail, office, and residential development. Within this area, a retail and commercial corridor is located on the north side of SH 183 with residential neighborhoods generally located continuously along the backsides of the commercial corridor. From near O'Connor Road to the Trinity River, land use consists primarily of commercial and industrial land uses with some undeveloped parcels remaining in the vicinity of Loop 12. Car lots, manufacturing, and office/warehouse distribution centers are the primary development. East of the Trinity River to the intersection of SH 183/IH 35E, existing land use consists primarily of office/light industrial development; however retail, gas stations, offices, and hotels are located within the SH 183/Mockingbird Lane/IH 35E interchange area. Numerous unoccupied buildings, both large and small, were observed during field reconnaissance.

Further assessment and investigations, if needed, would be completed after any necessary right-of-entry can be obtained in later stages of project development. If identified, any hazardous material issues would be addressed during the ROW negotiation, acquisition, or eminent domain process prior to construction. Appropriate soils and/or groundwater management plans for activities within these areas would be developed. Special provisions or contingency language would be included in the project's plans, specifications, and estimates (PS&E) to handle hazardous materials and/or petroleum contamination according to applicable State, Federal and local regulations per TxDOT Standard Specifications.

During the ROW negotiation and acquisition process, further inquiry into the existing and previous ownership and uses of the sites would be performed. Additional investigation would be required to confirm if contamination would be encountered during construction.

The LPST sites and tank systems would be addressed during the ROW negotiation and acquisition process. The LPST sites are currently in various stages of corrective action. Coordination with property owners, tank owners, operators, and TCEQ on these sites would be an ongoing process up to and during construction.

In the event that hazardous materials are found on parcels of land to be acquired for this project, the removal of such materials would comply with applicable federal, state, and local laws. Hazardous materials that require special handling would be removed only by certified abatement contractors. The TxDOT Dallas District has procedures intended to minimize cost and construction delays when petroleum contaminated soils are encountered during roadway construction. The Dallas District has a contractor to remove underground tanks; and a contract to excavate and haul petroleum-contaminated soils. These contracts are not intended to replace any mitigation that can take place prior to ROW acquisition; but do reduce the cost if petroleum contamination is encountered during construction.

D.4.6. Other Project-Related Hazardous Waste/Substance Issues

Monitoring wells were observed within the study limits. Proper plugging of the wells would be addressed during the ROW negotiation and acquisition process. If not plugged prior to construction, the wells would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells.

At this time, utility adjustment requirements have not been determined. If there is a potential for contamination to be encountered during utility adjustments, coordination with utility companies concerning this contamination would be addressed during the ROW stage of project development. It is anticipated that all utility adjustments or relocation would be completed prior to construction.

The proposed project includes the demolition and/or relocation of building structures. The buildings may contain asbestos containing materials. Asbestos inspections, specification, notification, license,

accreditation, abatement, and disposal, as applicable, would be in compliance with Federal and State regulations. Asbestos issues would be addressed during the ROW acquisition process prior to construction.

E. APPLICABLE REGULATORY REQUIREMENTS AND REQUIRED COORDINATION

The following Executive Orders and regulations directly influence the design, operational, and environmental decisions that must be made concerning the proposed improvements to SH 183.

Executive Order 11988, Floodplain Management – Because this project crosses floodplain, agencies are required to take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.

Executive Order 13112, Invasive Species – Because this project impacts vegetation, agencies are required to prevent the introduction of invasive species and provide for their control and then to minimize the economic, ecological, and human health impacts that invasive species cause.

Clean Air Act of 1970 – This Act is the comprehensive Federal law that regulates air emissions from area, stationary, and mobile sources. This law authorizes the U.S. Environmental Protection Agency to establish National Ambient Air Quality Standards to protect public health and the environment. Because this project adds traffic capacity, agencies are required to ensure the project complies with the Act.

Clean Water Act of 1977 – This Act is an amendment to the Federal Water Pollution Control Act of 1972 and it sets the basic structure for regulating discharges of pollutants to waters of the U.S. Because this project crosses waters of the U.S., agencies are required to comply with the Act.

Texas Department of Transportation/State Natural Resource Agencies Memoranda of Understanding – Texas Civil Statutes, Article 6673g, requires TxDOT to adopt a memorandum of understanding with each state agency that has responsibilities for the protection of the natural environment or for the preservation of historical or archeological resources, and requires the department and each of the agencies to adopt the memoranda and all revisions by rule.

Section 4(f) of the U.S. DOT Act of 1966 – The project would require ROW acquisition from a City of Dallas-owned municipal park. Therefore, the project is subject to the requirements of Section 4(f).

CHAPTER 2: DESCRIPTION OF THE ALTERNATIVES

A. PROCESS USED TO DEVELOP THE PROJECT ALTERNATIVES

On January 2001, the TxDOT Dallas District initiated the SH 183 Preliminary Engineering and Environmental Assessment Study (PE/EA) to develop and evaluate conceptual design options for the reconstruction and improvement of SH 183. The PE studied a total of six design cross-section options (see **Table 2-1**) for the reconstruction and improvement of SH 183, with each cross-section evaluated on three different alignments (widen south, widen north, or widen both sides). Right-of-way and construction costs were evaluated, along with the total number of displacements for each option. Freeway accessibility, visual intrusion, off-site drainage impacts, and potential noise impacts were also considered in the evaluation. The goal was to develop a preferred design schematic showing proposed freeway, frontage road, and ramp locations.

The design options were first presented at two Public Meetings held on August 21 & 23, 2001, with approximately 330 members of the public attending. A majority of the comments from the public meetings focused on:

- Using 2 lane frontage roads instead of 3 lanes (to narrow the right-of-way needed).
- Effectiveness (or lack thereof) of HOV lanes.
- Desire in depressing the main lanes.
- R.O.W. impacts must protect residences, Jaycee Park, and Plymouth Park UM Church.
- Noise, visual, and air quality impacts. (Noise walls wanted)
- Objections to elevated lanes.
- The addition of main lanes only benefits through-traffic.

Following these public meetings, the impacts from the design options were evaluated, and presented in an Irving Council/Citizen Forum on Nov. 26, 2001 (150 attendees), and Irving Council briefings on November 14 and December 13, 2001. The Irving City Council made a conditional resolution of support for design cross section Group 1A on January 10, 2002. Formal public meetings on February 25 and 28, 2002 were held in Irving and Dallas, respectively. A combined total of approximately 225 citizens, local officials, and staff attended the meetings. Concerns expressed at these meetings were similar to previous meetings, but the public generally concurred with the Group 1A cross section with stipulations that the alignment vary through the project area to avoid or minimize right-of-way impacts to Jaycee Park (south side of roadway), the Plymouth Park Church building (north side of roadway), and minimize the displacement of residences.

B. REQUIREMENTS FOR AND BENEFITS OF ALTERNATIVES

Using a systematic, interdisciplinary approach, the analysis team used the following criteria to develop and evaluate project alternatives:

- Satisfy the project needs by meeting the project objectives;
- Satisfy the design requirements;
- Achieve the desired benefits; and
- Achieve environmental protection and enhancement requirements.

B.1. PRINCIPAL DESIGN REQUIREMENTS

The principal design requirements for the proposed improvements to SH 183 include:

- Widen the SH 183 roadway from east of SH 360 to west of IH 35E to accommodate mainlane expansion from 3-lanes in each direction to 4-lanes in each direction and the addition of two to three reversible managed HOV lanes;
- Expand the existing right-of-way to accommodate the transportation improvements;
- Provide entrance and exit ramps at selected areas;
- The proposed improvements should not infringe upon existing residential neighborhoods; and
- The proposed improvements should not infringe on or impair the use of schools and parks in the vicinity of the project (Crockett Middle School and Jaycee Park).
- Design the new roadway along its entire length in accordance with TxDOT's *Roadway Design Manual*, which meets the standards of the American Association of State Highway and Transportation Officials (AASHTO).

B.2. DESIRED DESIGN BENEFITS

The desired designed benefits of the proposed project are:

- Improve east-west mobility on SH 183;
- Reduce congestion on SH 183;
- Improve safety on SH 183; and
- Minimize adverse physical, biological, economic, and social effects.

B.3. ENVIRONMENTAL PROTECTION AND ENHANCEMENT REQUIREMENTS

The environmental protection and enhancement requirements of the proposed project include:

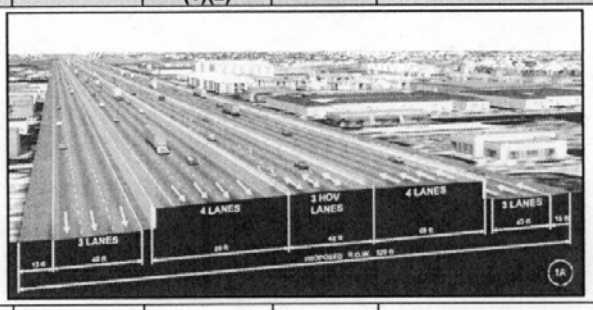
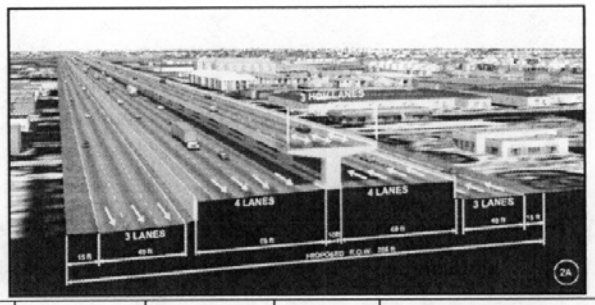
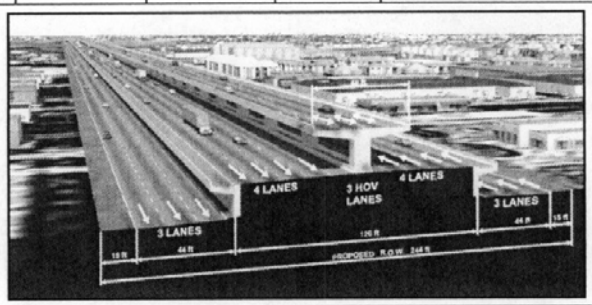
- Meet the requirements of the CAA conformity rule.
- Comply with the TCEQ TPDES permit requirements.
- Comply with the USACE Nationwide Permits 14 and 25 requirements for jurisdictional waters of the U.S.

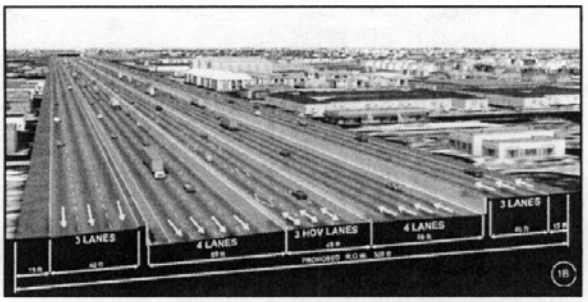
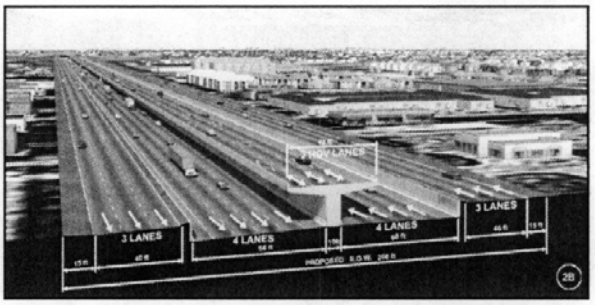
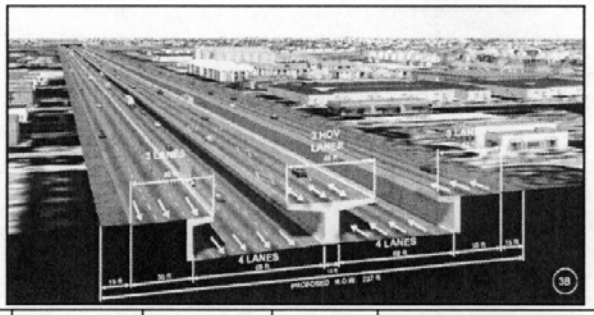
- Comply with the FHWA/TxDOT requirements for noise mitigation along the project.
- Comply with TPWD Memorandum of Agreement (MOA).
- Comply with THC MOA.
- Comply with requirements of the Uniform Relocation and Real Property Acquisition Policies Act of 1970.
- Comply with Section 4(f) of the DOT Act of 1966.
- Comply with the Federal Aviation Authority reporting and planning requirements associated with the potential effect of the highway project on airports within 2 miles of the project.
- Comply with the City of Dallas requirements for conversion of city parkland to road ROW (see **Appendix H** – City of Dallas letters dated December 18, 2002 and June 17, 2003).
- Adherence to FHWA's "Context-Sensitive Design" (CSD) concepts and principles.

C. ALTERNATIVES ELIMINATED FROM DETAILED STUDY

As discussed in **Section A** of this chapter, during the PE process, conceptual cross section design options and alignments for improvements to SH 183 were investigated based on public input and identifiable social, economic, and environmental constraints. The analysis focused on the identification of an alternative that best (1) avoided known engineering and environmental constraints, (2) satisfied city, public, and agency concerns identified in the scoping process, and (3) satisfied the purpose and need of the project. **Table 2-1**, below, shows the design options and alignments that were studied in the PE process, but were eliminated from further detailed study.

TABLE 2-1. ALTERNATIVES ELIMINATED FROM DETAILED STUDY

Alternative	ROW Cost ($ millions) (1)(2)	Cost to Construct ($millions) (1)(2)	Displace -ments (1)(2)	Reasons for Elimination
				
1A-Hold Existing Centerline	$86	$118	114	ELIMINATED: High Displacements on both sides, including residences & apts. Impacts to Jaycee Park, Office Tower and large church.
1A-Shift Centerline North	$98	$118	58	ELIMINATED: Impacts to large church & apartments.
1A-Shift Centerline South	$73	$118	97	ELIMINATED: High Displacements, including residences. Impacts to Jaycee Park and Office Tower.
				
2A-Hold Existing Centerline	$66	$181	105	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, High Displacements, Impacts to Jaycee Park, Office Tower, and large church.
2A-Shift Centerline North	$70	$181	50	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, Impacts to large church.
2A-Shift Centerline South	$51	$181	92	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, High Displacements, Impacts to Jaycee Park and residences.
				
3A-Hold Existing Centerline	$34	$259	58	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, Restricts local access (no ramps)
3A-Shift Centerline North	$21	$259	26	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, Restricts local access (no ramps)
3A-Shift Centerline South	$20	$259	25	ELIMINATED: High Cost, Visual Intrusion on Residences from elevated structure, Restricts local access (no ramps)

Alternative	ROW Cost ($ millions) (1)(2)	Cost to Construct ($millions) (1)(2)	Displace -ments (1)(2)	Reasons for Elimination
				
1B-Hold Existing Centerline	$86	$253	114	ELIMINATED: High Displacements on both sides, including residences & apts. Impacts to Jaycee Park, Office Tower and large church. Off-site drainage cost & impacts.
1B-Shift Centerline North	$98	$253	58	ELIMINATED: Impacts to large church & apartments. Off-site drainage cost & impacts.
1B-Shift Centerline South	$73	$253	97	ELIMINATED: High Displacements, including residences. Impacts Jaycee Park and Office Tower. Off-site drainage cost & impacts.
				
2B-Hold Existing Centerline	$66	$311	105	ELIMINATED: High Cost, High Displacements, Impacts to Jaycee Park, Office Tower and large church. Off-site drainage cost & impacts.
2B-Shift Centerline North	$70	$311	50	ELIMINATED: High Cost, Impacts to large church. Off-site drainage cost & impacts.
2B-Shift Centerline South	$51	$311	92	ELIMINATED: High Cost, High Displacements, Impacts to Jaycee Park and residences. Off-site drainage cost & impacts.
				
3B-Hold Existing Centerline	$34	$374	58	ELIMINATED: High Cost, Restricts local access (no ramps), Off-site drainage costs and impacts.
3B-Shift Centerline North	$21	$374	26	ELIMINATED: High Cost, Restricts local access (no ramps), Off-site drainage cost & impacts.
3B-Shift Centerline South	$20	$374	25	ELIMINATED: High Cost, Restricts local access (no ramps), Off-site drainage cost & impacts.

Notes: Reference: For details see SH 183 Technical Memo dated October 2001, available at TxDOT Dallas District

(**1**) Costs and potential displacements were calculated for the middle segment of SH 183 from Beltline Road to the BNSF Railroad near Carl Road. This area was a major focus in the PE Study because it contained the majority of ROW acquisition and impacts.

(**2**) Preliminary Estimates

D. DETAILED DESCRIPTION OF REASONABLE ALTERNATIVES

This section provides a detailed description of the reasonable alternatives considered for the proposed project. These descriptions do not include minor construction and operational details, but they do focus on those aspects of the operation and environment that relate directly to the stated objectives and the environmental issues.

D.1. ALTERNATIVE A: NO-BUILD

The No-Build Alternative (Alternative A) represents the case in which the proposed project is not constructed. Other transportation improvements, including those identified in the Regional CMS and the *Mobility 2025 Update* plan, may or may not be constructed depending on project development and funding availability for each improvement. Planned roadway improvements and Travel Demand Management (TDM) measures included in the *Mobility 2025 Update* plan and improvements of the Regional CMS are included in the baseline condition for the study area. All of these improvements comprise the No-Build Alternative. See the **Aerial Photograph (Figure B-1) and Site Photographs in Appendix B** for existing conditions.

Costs associated with the No-Build include: maintenance of the existing system – the longer the improvements and/or reconstruction are postponed, the higher this figure becomes; increased vehicle operating costs on under-designed, inadequate facilities; the monetary value of time lost by motorists due to lower operating speeds, congested roadway conditions, and restricted maneuverability on area roadways; and the intangible costs associated with the inconvenience for emergency services and annoyance for average motorists caused by the above deficiencies.

The No-Build avoids impacts associated with new construction, such as displacement and relocation, land use changes, and environmental disruption. The No-Build also allows construction funds to be shifted to other needed projects. Although the No-Build avoids construction impacts, the problems associated with a deficient east-west route along SH 183 would remain. The costs associated with the No-Build combined with the adverse impacts related to traffic congestion, such as air pollution, noise, and decreased pedestrian and vehicular safety, could create an undesirable urban environment that would have more long-term adverse impacts than the construction impacts. In addition, growth would eventually cause congestion so intolerable that action would be unavoidable. When that time comes, ROW may be scarce, if available at all without substantial relocation, and construction costs would likely be higher.

As previously described in **Chapter 1, Section B**, the MTP (*Mobility 2025 Update*) includes the improved SH 183 facility, which is a key element to the functioning of the plan. Implementation of Alternative A

would jeopardize the balance and efficiency of the local transportation system by not addressing any of the stated project needs.

D.2. ALTERNATIVE B: BUILD

The build alternative improves and reconstructs SH 183. The project consists of widening the freeway to 8 general-purpose main lanes (four in each direction), improving the frontage roads by providing two to three-lane continuous frontage roads in each direction, and adding a two to three-lane reversible managed High Occupancy Vehicle (HOV) system. The project limits of the Build Alternative are from SH 360 to IH35E. The proposed design speed of the main lanes and HOV lanes is 70 miles per hour and the frontage road design speed is 40 miles per hour.

The existing right-of-way width is highly variable, but is as narrow as 240 feet wide from Story Road to MacArthur Boulevard. Proposed improvements west of MacArthur Boulevard require up to 165 feet in additional right-of-way.

The Build Alternative has the same cross section as Alternative 1A in **Table 2-1**. However, the Build Alternative differs from Alternative 1A in that the alignment varies through the project length to avoid and minimize impacts.

The Build Alternative alignment:

- Holds the existing centerline from SH 360 to Beltline Road (west end)
- Shifts the existing centerline north from Beltline Road to William Brewster Drive
- Shifts the existing centerline south from William Brewster Drive to west of O'Connor Road
- Shift the existing centerline north from west of O'Connor to Carl Road
- Holds the existing centerline from Carl Road to IH 35E (east end)

Typical sections of the Build Alternative are presented as **Figures A-4 in Appendix A**. The design schematic encompassing the proposed improvements described above has been prepared and is available for inspection at the TxDOT Dallas District Office, 4777 E. Highway 80, Mesquite, Texas.

The transportation improvements provided by the Build Alternative would best address the current and projected transportation demands and facility deficiencies while meeting the goals and objectives of the project.

E. DESCRIPTION OF OTHER RELEVANT ACTIONS

The following are reasonably foreseeable future actions to which the SH 183 transportation improvements would connect.

SH 183 Improvements (west of the proposed project) - This project involves reconstructing and improving SH 183 from IH 820 in Fort Worth eastward to SH 360. The improvements consist of 8 general-purpose lanes with two to three reversible HOV lanes. This project includes the SH 183/SH 360 interchange. TxDOT Fort Worth District is currently preparing the schematic design and EA for the improvements.

SH 161 - This is a new location freeway/tollway (President George Bush Turnpike) in western Dallas County. SH 161 includes a recently constructed interchange connection with SH 183 in the west portion of the project area near DFW International Airport. The remainder of the SH 161 project is currently in the design and/or construction phase.

Loop 12 / IH-35E Improvements - TxDOT recently completed (FONSI in Dec. 2002) a MIS/PE/EA for this project to address transportation deficiencies along Loop 12 from Spur 408 through the Texas Stadium area in Irving to the IH-35E/IH-635 interchange in northwestern Dallas County. This project includes the SH 183 interchange with Loop 12 and SH 114 near Texas Stadium.

Trinity Parkway Corridor MIS- Major planned improvements include Project Pegasus, construction of the Trinity Parkway, and other congestion reduction strategies. As currently planned, SH 183 would include an interchange connection with the Trinity Parkway at IH-35E. NTTA has initiated the EIS phase of this project. TxDOT has initiated the PE/EA phase for Project Pegasus.

Project Pegasus (IH 35E/IH 30) - Major improvements include reconstruction of the IH-35E/IH-30 interchange (Canyon/Mixmaster) near downtown Dallas and IH 35E Lower Stemmons Freeway from south of IH 30 to the IH 35E/SH 183 interchange. The Project Pegasus improvements to IH 35E would include an interchange connection with the Trinity Parkway at IH 35E, as well as interchange improvements to SH 183.

Northwest Corridor MIS - Planned improvements by DART include LRT service along the existing TRE corridor past Texas Stadium to the University of Dallas and Las Colinas in Irving. An LRT extension from SH 161 in Irving to the north end of DFW International Airport is planned by 2012. The highway/HOV element includes a two-lane reversible HOV facility on a portion of IH 35E, a one- or two-lane reversible HOV on SH 114, and other congestion reduction strategies. DART has initiated the PE/EIS phase of this project.

CHAPTER 3: AFFECTED ENVIRONMENT AND CONSEQUENCES

A. RELOCATIONS AND DISPLACEMENTS

A.1. EXISTING CONDITIONS

The project area is highly urbanized with businesses and residential neighborhoods located adjacent to the existing roadway. See **Appendix B - Aerial Photograph (Figure B-1) and Site Photographs** for existing conditions.

A.2. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE A (NO BUILD)

If Alternative A is implemented, there would be no displacements and relocations or ROW acquisition.

A.3. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE B (BUILD)

The following table describes the ROW and displacement requirements of Alternative B.

TABLE 3-1. PROJECT ROW ACQUISITION AND DISPLACEMENTS

Roadway	Total Project ROW Acquisition (acres)	Residential Displacements	Business Displacements (# of Structures associated with these Businesses)	Total Residential and Business Displacements	Estimated Total ROW Cost (2003 Dollars)
SH 183 Improvements	72.6	2	64 (75)	66	$93 Million

The two residential displacements occur south of SH 183, on each side of William Brewster Street. The majority of the business displacements occur between Belt Line Road and Loop 12. **Appendix G** contains a location map showing the potential displacements. The business displacements are located in the retail/commercial corridor adjacent to the existing highway. This retail/commercial corridor is typical of major urban thoroughfares in that the majority of business types are retail sales, service-oriented, and commercial facilities (e.g., restaurants, gasoline stations, automotive repair shops, auto sales) with few manufacturing or industrial facilities.

TxDOT would be responsible for the ROW acquisitions. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-way Acquisition and Relocation Assistance Program. Relocation assistance and benefits are available to all businesses displaced by proposed TxDOT transportation projects in accordance with Title VI of the Civil Rights Act of 1964.

Cumulative Effects of Alternative B

The availability of vacant land for development and relocation is limited along the project; however, building occupancy is not 100 percent and the turnover of commercial space is typical of any large urban area. The DFW Retail Submarket Summary (year-end 2002) indicates the City of Irving had a retail vacancy rate of 8.67% and the Dallas Office Submarket Summary (mid-year 2003) indicates the Mid Cities area (includes the project area) had an office vacancy rate of 12.07%. This increases the possibility that most of the displaced businesses would successfully be relocated to a comparable location in the same general area.

Because these displacements are localized and project specific, no adverse cumulative effects are anticipated as a result of this project. The local impacts of business displacement and relocation would likely be offset by the redevelopment of businesses along SH 183. The proposed improvements would not discourage or provide disincentives to retail and commercial redevelopment. Better traffic flow, improved access and mobility, and minimal restriction to business access would be an incentive to future development or redevelopment.

B. PUBLIC PARKS AND OPEN SPACE

B.1 EXISTING CONDITIONS

The following table lists the parks, recreation facilities and open space areas adjacent or near the proposed project.

TABLE 3-2. PARKS, RECREATION FACILITIES, AND OPEN SPACE

Park/Facility Name	Address	Location	Description	ROW Acquisition
Jaycee Park City of Irving	2000 W Airport Freeway (SH 183), Irving TX	Adjacent south of SH 183	Publicly-owned neighborhood park; approx. 8 acres; botanical garden, playground, picnic tables, pond, special use building, policemen memorial	No
Nichols Park City of Irving	2310 E Newton, Irving, TX	Approximately 500 feet north of SH 183	Publicly-owned neighborhood park located at the corner of Holland Street and Newton Circle East. The park has an approximate area of 3 acres. Amenities include playground, ½ basketball court, picnic area with cooking grills, lighted tennis court, and a walking trail loop.	No
City of Irving Youth Action Center	2423 W. Airport Freeway (SH 183), Irving, TX	Adjacent north of SH 183	Publicly owned facility located at the northwest corner of Story Road and SH 183. The center is a 4,000 sq. ft. resource center that offers internet accessible computer lab, study rooms, counseling areas, workrooms, and conference rooms.	No
Elm Fork Greenbelt	---	SH 183 at the Elm Fork of the Trinity River, Irving and Dallas, TX	Publicly-owned land located between the levees of the floodway. The floodway is undeveloped. Routine maintenance includes mowing of the floodway bottom and the levees. Current primary use is open space and flood control.	Yes

With the exception of the Elm Fork Greenbelt, no ROW acquisition would occur at any adjacent park or open space.

The Elm Fork Greenbelt, located within the floodway levees of the Elm Fork of the Trinity River, extends through the eastern portion of the project area. The Elm Fork Greenbelt has uses described as flood control, open space, and park. The primary use or major purpose of the Elm Fork Greenbelt is flood control and open space. An aerial map showing the existing ROW and proposed ROW acquisition at the SH 183 crossing of the Elm Fork Greenbelt is included in **Appendix B, Figure B-1, page B-5**. Although a portion of the Elm Fork Greenbelt was acquired through the Land and Conservation Fund program, no Section 6(f)(3) property is located adjacent to or near the project and no conversion of Section 6(f)3 would be required for the project (see **Appendix C, TPWD letter dated October 29, 2001**).

In the area of the SH 183 crossing of the Elm Fork Greenbelt, the Irving Flood Control District #1 owns and administers the land from the river channel to the west levee (except two privately owned parcels) and the City of Dallas owns and administers the land from the river channel to the east levee. Information pertaining to these lands is described below.

Irving Flood Control District #1 owned land:

- Land Ownership – The Irving Flood Control District #1 owns and administers the land between the Elm Fork of the Trinity River and the west levee within the Irving city limits.

- Zoning and Land Use – The land is zoned FP(A), indicating floodplain and areas of the 100-year flood. The Irving Flood Control District #1 maintains the west half of the floodway and the west levee. The maintenance includes periodic mowing of the floodway bottom and levee. The area is not used for recreational purposes and is to be maintained for a primary use of flood conveyance and open space. According to the City of Irving web map "Master Plans," the Elm Fork Greenbelt has a future land use designation as floodplain.

- Official Designation – Correspondence from the City of Irving and the City of Irving web map "Parks and Recreation" indicate that there are no designated public parks, recreation areas, or wildlife or waterfowl refuges in the vicinity of the SH 183 Elm Fork crossing within the Irving city limits (see **Appendix H, Coordination, City of Irving letter dated January 3, 2003**).

- Existing Trails – There are no existing recreational trails within the Irving city limits in the area of the SH 183 crossing of the Elm Fork Greenbelt.

- Proposed Trails – The City of Irving's "Trinity River Parks and Greenbelt Master Plan" proposes a greenbelt system in the Trinity River corridor within the city boundaries. Irving's proposed greenbelt extends from the Bear Creek confluence with the West Fork of the Trinity River (south of the project area) eastward to the Elm Fork of the Trinity River confluence (southeast of the project area), then north along the Elm Fork through the project area to Champions Park in Valley Ranch. The Master Plan proposes a primary hike and bike trail and an equestrian trail along the west levee that extends through the project area. This Master Plan trail is the City of Irving's part of the regional Trinity Trails System and is officially named the Campión Trail. The regional Trinity Trails System is a part of NCTCOG's Regional Veloweb. The Veloweb is an interconnected network of off-street, hard-surface trails designed to provide safe, efficient mobility opportunities to bicycle commuters. The purpose of the regional Trinity Trails System is to establish a continuous corridor along the Trinity River that can accommodate a variety of uses including recreation, hike, bike, equestrian, and nature trails. Trails within the corridor spine and connecting spurs would provide alternate transportation routes to parks, recreation areas, schools, shopping areas and work.

  In the event that this proposed trail through the project area has been constructed and is in use at the time of the construction of the proposed project, a safe and reasonable detour would be provided in the event of temporary closure of the trail (23 USC 109 (m)). In addition, coordination would occur with the City of Irving concerning any temporary trail closure.

<u>City of Dallas owned land:</u>

- Land Ownership - The City of Dallas owns the land between the Elm Fork of the Trinity River and the east levee within the Dallas city limits. The land is administered by the City of Dallas Park and Recreation Department.

- Zoning and Land Use – The land is zoned FP(A), indicating floodplain and areas of the 100-year flood. The City of Dallas maintains the east half of the floodway and the east levee. The maintenance includes mowing the floodway bottom twice a year, and mowing the east levee four times a year. The area is to be maintained for a primary use of open space and flood conveyance.

- Official Designation – According to the City of Dallas Park and Recreation Department Facilities Inventory, the City of Dallas-owned land within the Elm Fork Greenbelt from Northwest Highway (north of the SH 183 crossing) to the AT&SF RR (south of the SH 183 crossing) is designated as an open space park with a total area of 3,652 acres. Specifically, the City of Dallas has designated this land as municipal parkland (see **Appendix H, Coordination, City of Dallas letter dated**

December 18, 2002 and Appendix H, Ancillary Information for the Dallas Park and Recreation Department Facilities Inventory).

- Existing Trails – There are no existing recreational trails in the area of the SH 183 crossing of the Elm Fork Greenbelt.
- Proposed Trails – The City of Dallas has future plans for hike and bike trails and possibly nature trails and trailheads in the area of the SH 183 crossing. As described with the proposed City of Irving trails, these would be a part of the Trinity Trail System and a part of the Regional Veloweb.

In the event that this proposed trail through the project area has been constructed and is in use at the time of the construction of the proposed project, a safe and reasonable detour would be provided in the event of temporary closure of the trail (23 USC 109 (m)). In addition, coordination would occur with the City of Dallas concerning any temporary trail closure.

B.2. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE A (NO BUILD)

If the No Build alternative were implemented, there would be no impacts to Elm Fork Greenbelt floodway lands in the vicinity of the SH 183 crossing.

B.3. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE B (BUILD)

Improvements to SH 183 at the crossing of the Elm Fork of the Trinity River include widening the freeway to five to six main lanes in each direction and adding three reversible managed HOV lanes. Three-lane frontage roads would also be extended over the river floodway.

If the Build alternative were implemented, a narrow strip of land would be required from each side of the existing roadway (approximately 81 ft x 1200 ft on the north side and 63 ft x 1200 ft on the south side).

The land from the river channel to the east levee (owned by the City of Dallas and administered by the Dallas Parks and Recreation Department) is designated as municipal parkland. Therefore, this land is considered to be a Section 4(f) resource and is subject to the requirements of Section 4(f) of the U.S. DOT Act of 1966. The proposed right-of-way acquisition of this municipal parkland is 1.02 acres (44,685 ft^2). The total area of this Dallas owned municipal parkland is 3,652 acres. The **Programmatic 4(f) Evaluation** in **Appendix H** discusses avoidance, minimization, and mitigation measures for this project. **Appendix H** also contains City of Dallas correspondence and coordination (see **Appendix H Appendix Content List**).

Additionally, the conversion of the City of Dallas parkland for non-park purposes must comply with the regulations of the Texas Parks and Wildlife Code, Chapter 26. This code stipulates that a public hearing, held by the governing body of the municipality, must take place prior to the conversion of the land to non-park purposes.

C. NOISE

C.1. EXISTING CONDITIONS

Traffic noise is a component of the existing noise levels in the project area. Existing noise levels, by themselves, are not used to determine when traffic noise impacts occur. Existing levels are only considered relative to predicted (future) noise levels to determine if the associated increases would result in traffic noise impacts.

C.2. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE A (NO BUILD)

Noise levels would be expected to increase with an associated increase in traffic volumes; however, TxDOT does not have a program for providing retrofit noise abatement along existing roadways.

C.3. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE B (BUILD)

A noise analysis of the current land use activities adjacent to the proposed build alternative indicates that most of the receivers would be impacted by highway traffic noise. However, noise abatement measures were determined to be both feasible and reasonable at two residential neighborhoods: Plymouth Park and Nichols Park. Plymouth Park is located south of SH 183, east of Belt Line Road between Harvard Street and West Park Drive. Nichols Park is located north of SH 183, east of MacArthur Boulevard between O'Connor Road and Wingren Road. Additional details are provided in the noise analysis (**Appendix E**).

The undeveloped land along the project is planned for commercial and industrial uses, with the exception of the area just east of SH 360. This area is planned for mixed-use growth and may include residential uses. Predicted noise contours were developed in order to assist local officials in planning for future developments that would, to the maximum extent possible, avoid traffic noise impacts. The resulting contours for residential and commercial land use are presented in **Appendix E**.

D. VEGETATION AND WILDLIFE HABITAT

D.1. EXISTING CONDITIONS

According to "The Vegetation Types of Texas" (TPWD 1984), the entire project area is located within the "Urban" physiognomic region. "Urban" regions usually reflect major metropolitan areas with vegetation usually restricted to roadway medians or building landscapes. Vegetation may also consist of a high proportion of non-native, ornamental species. The majority of the project area would be better classified as Other Native or Introduced Grasses. Commonly associated plants include mixed native or introduced grasses and forbs on grassland sites or mixed herbaceous communities resulting from the clearing of woody vegetation

Vegetation within the project study limits is consistent with the preceding description. The project area is highly developed with commercial, industrial, and residential structures along each side of the existing roadway and habitat for fish and wildlife is sparse. Scattered landscape trees were observed throughout the project area, both within existing ROW and within ROW to be acquired. Herbaceous species in the project area are limited and consist of a mixture of native upland grasses. Two relatively natural waterways, Bear Creek and the Elm Fork of the Trinity River, cross the project area and may provide refuge for wildlife. These waterways provide food and cover for migratory bird and resident species of wildlife and are often used as corridors for dispersal and migration.

Both Bear Creek and the Elm Fork of the Trinity River have been modified and channelized in the past. Both waterways have an associated narrow forested riparian corridor. Regular mowing occurs outside of the forested riparian corridor. Species observed in both riparian corridors were typical for this area and consisted primarily of cedar elm (*Ulmus crassifolia*), bois d'arc (*Maclura pomifera*), green ash (*Fraxinus pennsylvanica*), hackberry (*Celtis laevigata*), and black willow (*Salix nigra*).

A large wooded area (estimated to be greater than 400 acres in size) of native post oaks (*Quercus stellata*) is located on DFW Airport property on the north side of SH 183 at County Line Road. This area (observed from the perimeter fence) contained several large post oaks estimated to be 14-18 inches in diameter at breast height (dbh). This wooded area generally extends throughout the southern sections of the DFW Airport property.

According to the 1998 TxDOT-TPWD Memorandum of Agreement Concerning Habitat Descriptions and Mitigation, "unusual vegetation features" in the project area include the riparian corridors of Bear Creek and the Elm Fork of the Trinity River and the native post oak stand north of SH 183 on DFW Airport property. "Special habitat features" in the project area consist of Bear Creek and the Elm Fork Trinity River. The remaining water bodies that cross the project corridor are not considered "special habitat features" because they are concrete-lined or contained in underground culverts. Aerial photography of the project area showing these features is included as **Figure B-1** in **Appendix B**.

According to "The Plant Communities of Texas (Series Level)" (Texas Natural Heritage Program 1993), none of the plant communities in the project area is classified as S1 (extremely rare) or S2 (very rare).

D.2. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE A (NO BUILD)

If the No Build Alternative were implemented, there would be no impacts to existing vegetation and wildlife habitat.

D.3. ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING ALTERNATIVE B (BUILD)

If Alternative B were implemented, woody vegetation within the existing ROW would be removed as necessary for the project improvements. New ROW would be cleared of vegetation as required for the safety clear zone, travel lanes, frontage roads, and bridges, and other project features. The vegetation cleared from the new ROW would be replaced with pavement surfaces, shoulders, and maintained vegetation.

Approximately 72.6 acres of new ROW would be acquired for the project improvements. The habitat type for new ROW is shown in the following table.

TABLE 3-3. SUMMARY OF HABITAT TYPES WITHIN ROW ACQUISITION

Habitat Type	Approximate Acres Within Proposed ROW Acquisition
Urban Landscape	66.28
Riparian Corridor at Elm Fork Trinity River	3.62 (floodway area)
Open Water – Elm Fork channel[1]	0.20
Wooded areas at County Line Road (DFW Airport property)	2.50
TOTAL	**72.6 Acres**

1. Open water of the Elm Fork channel would be spanned with a bridge

No ROW acquisition is required in the Bear Creek area as all improvements occur within the existing TxDOT ROW. Project improvements within TxDOT ROW at the Bear Creek riparian corridor require approximately 0.32 acres.

Field observation resulted in an estimated density of 233 trees per acre within the Bear Creek riparian corridor and 67 trees per acre within the Elm Fork floodway. The Elm Fork floodway is primarily mowed grass with trees located in a narrow strip adjacent to the river channel. No unusually large trees (>20 inches dbh) were observed at either location.

The post oak wooded area north of SH 183 at County Line Road (DFW Airport property) had an estimated density of 296 trees per acre. Although no unusually large trees (>20 inches dbh) were observed from the perimeter fence, it is possible that such trees occur within the area of ROW to be acquired. The proposed ROW acquisition at this location (2.5 acres) would be less than an estimated one percent of the total area of the existing post oak stand.

The table below lists the dbh range of the various tree species (>6 inches dbh) observed within the two riparian corridors and the wooded area.

TABLE 3-4. AVERAGE SIZE OF TREES

Common Name	Scientific Name	dbh Range (inches)	Unusually Large Trees (>20 inches dbh)
Cedar Elm	*Ulmus crassifolia*	6-14	No
Bois d'arc	*Maclura pomifera*	6-12	No
Green Ash	*Fraxinus pennsylvanica*	6-12	No
Hackberry	*Celtis laevigata*	6-14	No
Black Willow	*Salix nigra*	6-14	No
Post Oak	*Quercus stellata*	8-18	No
Live Oak	*Quercus virginiana*	6-10	No
American Elm	*Ulmus americana*	6-16	No
Cottonwood	*Populus deltoides*	6-18	No
Pecan	*Carya illinoensis*	6-14	No

In accordance with provision (4)(A)(ii) of the Memorandum of Understanding between TxDOT and the TPWD, TxDOT has discretion in compensative replacement plantings. Habitats that are being considered for compensatory mitigation are the riparian corridors of Bear Creek and the Elm Fork of the Trinity River, and the Post Oak wooded area north of SH 183 at County Line Road (DFW Airport property). The riparian corridors have been substantially modified with little abutting woods and would be marginally supportive to any endangered or threatened species. The County Line Road wooded area is remnant of the cross timbers ecological area. There are no TPWD rare habitat series S1, S2, or S3 present nor is there any locally unique habitat present.

Possible onsite mitigation of 3.5 acres of trees is proposed at one or both of the following locations in Dallas and Tarrant counties: SH 183/SH 161 interchange and SH 183 / DFW International Parkway interchange. The exact planting locations would be identified at the time that mitigation would be necessary. Mitigation plans would include replacing lost vegetation on an acre-per-acre basis (for example, one acre replanted for each acre removed), not on plant-per-plant basis. The Post Oak species is very sensitive to soil disturbance and is very difficult to transplant or grow from samplings or acorns. Given these conditions, standard TxDOT-Dallas District planting details shall be used (see **Appendix C**, TxDOT-Dallas District Standard for Woodlands Mitigation)

Because the project would require coordination with the USACE for NWPs, coordination with the U.S. Fish and Wildlife Service (USFWS) under the Fish and Wildlife Coordination Act (FWCA) would not be required.

In accordance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, landscaping would be limited to seeding and replanting the ROW with native species, where possible. A mix of native grasses would be used to revegetate the ROW.

Cumulative Effects of Alternative B

Past development in the project area has resulted in a loss of natural habitats through residential, commercial, and industrial development; habitat fragmentation from infrastructure construction or changes

in land use; and disruption of fish and wildlife populations. Development in the DFW region, whether for transportation improvements or commercial/residential development, would have cumulative effects upon the region's remaining natural resources. The cumulative effects of future developments would involve a continuation of this longstanding situation. Impacts to biological resources (vegetation and wildlife) would be avoided or minimized in compliance with the TxDOT/TPWD MOA, where cost-effective and to the extent practicable. As a result, no substantial adverse effects on biological resources are anticipated as a cumulative consequence of continuing historic development patterns.

E. SUMMARY AND COMPARISON OF POTENTIAL EFFECTS

The following table provides a summary of the four issues studied in detail and the impacts that Alternative A (No-Build) and Alternative B (Build) would have.

TABLE 3-5. SUMMARY TABLE

Issues	Alternative A – No Build	Alternative B - Build
Relocations and Displacements Measurement of Change: Number of relocations and displacements	No relocations or displacements would occur	2 residential properties and 64 businesses (75 structures associated with the businesses) would be displaced.
Public Parks and Open Space Measurement of Change: Loss of public resources	No loss of park or open space would occur.	Entire Floodway - 3.62 acres of floodway land and 0.20 acres of open water would be converted to road ROW. Loss of 1.02 acres of Dallas municipal parkland.
Noise Measurement of Change: Change in noise levels	Noise levels would be expected to increase with an associated increase in traffic volumes; however, TxDOT does not have a program for providing retrofit noise abatement along existing roadways.	Most of the adjacent receivers would be impacted by highway traffic noise. However, noise abatement measures were determined to be both feasible and reasonable at two residential neighborhoods: Plymouth Park and Nichols Park. Possible short-term noise increase during construction phase.
Vegetation and Wildlife Habitat Loss Measurement of Change: Loss of habitat	No loss of habitat would occur	Entire Project - 6.12 acres of riparian and woodland habitat, and 0.20 acres of open water (spanned with bridge) would be converted to road ROW. 0.32 acres of riparian habitat within TxDOT-owned ROW at Bear Creek.

CHAPTER 4: RECOMMENDATION OF THE PREFERRED ALTERNATIVE

A. IDENTIFICATION AND RATIONALE FOR THE PREFERRED ALTERNATIVE

TxDOT recommends Alternative B (Build) as the preferred alternative.

A.1. SUPPORT RATIONALE

Alternative B would fulfill the public's need for a safe, efficient, transportation system and would satisfy the stated project needs and objectives. Alternative B would reduce the number of accidents per VMT, the concentration of vehicles per lane per mile, improve the LOS and decrease air pollution caused by traffic congestion. Alternative B utilizes the existing SH 183 alignment and complies with all applicable federal, state, county and local environmental laws and executive orders.

TABLE 4-1. ABILITY TO ACHIEVE THE PROJECT OBJECTIVES

Project Objective	Alternative A *NO BUILD*	Alternative B BUILD
1. Improve East-West Mobility	Low probability	High probability
2. Improve Safety and Reduce Accidents	Low probability	High probability
3. Minimize Negative Social and Economic Effects	Low probability	High probability
4. Minimize Negative Environmental Effects	Low probability	High probability

A.2. MITIGATION AND MONITORING COMMITMENTS

The degree of negative impacts of the proposed project on the resources described previously is expected to be limited and controllable. Efforts have been made to avoid and minimize impacts, and measures would be implemented to mitigate the loss of resources.

The ROW requirements for the proposed project comprise residential, retail/commercial properties, public land, and transportation facilities. When the project alternatives were developed, several environmental issues were considered that influenced the identification of a preferred alternative. Among the environmental constraints analyzed were the potential for involvement with Section 4(f) and Section 6(f) resources, avoiding and minimizing the filling of wetlands and floodplains, residential and business displacements, hazardous waste/material sites, and community interests. Other factors affecting the project were also studied, namely compatibility with local/regional land use plans/policies, socioeconomic issues, cost of construction, and engineering considerations. The alternatives evaluation process was based on the philosophy of avoidance first, minimization second, and mitigation last.

As previously described in **Chapter 1, Sections D.3** and **D.4**, the proposed project would affect several social, economic, and environmental resources. The analysis conducted for the proposed project concluded that many resource impacts would be incidental and that no substantial environmental impacts would occur. As a result, they were judged not relevant to the decision-making process and eliminated from further study. However, several of the resources described in **Chapter 1, Section D.4 Issues Eliminated from Detailed Study** would be required to comply with appropriate resource agency permitting and mitigation requirements. This includes TCEQ coordination and compliance concerning impacts to hazardous waste/material sites and water quality. Adherence to the requirements of the TPDES General Permit for Construction Activity would minimize water quality impacts associated with the proposed project. In addition, the project would require permitting under CWA Section 404 – NWP 14 *Linear Transportation Facilities* and NWP 25 *Structural Discharges.*

For the issues studied in detail, project-specific mitigation commitments include:

- **Relocations and ROW Acquisition**: The ROW acquisition process follows the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The process provides for fair and equitable treatment of those properties that would be acquired. The process includes initial property appraisal, determination of just compensation, negotiations, payment, and rights under eminent domain.

- **Public Parks and Open Space**: A Programmatic 4(f) Evaluation has been prepared for the proposed ROW acquisition (use) from the City of Dallas designated municipal park at the Elm Fork of the Trinity River. The Programmatic 4(f) Evaluation documents that there are no feasible and prudent alternatives to the use of this resource and all possible planning has been taken to minimize harm to the resource. Coordination with the City of Dallas has occurred (see **Appendix H, City of Dallas letter dated June 17, 2003**. The conversion of the land for non-park purposes must comply with the regulations of the Texas Parks and Wildlife Code, Chapter 26. This code stipulates that a public hearing, held by the governing body of the municipality, must take place prior to the acquisition. The project does not require the conversion of any Section 6(f)(3) property (see **Appendix C, TPWD letter dated October 29, 2001**).

- **Noise:** As previously described in **Chapter 3, Section C.3**, traffic noise impacts would occur as a result of the proposed project. Noise abatement measures were evaluated to determine those areas that would potentially benefit from feasible and reasonable noise abatement. Noise abatement measures determined to be both feasible and reasonable are proposed for specific locations along SH 183. Noise abatement measures implemented as a part of the proposed

project would comply with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Highway Traffic Noise.

- **Vegetation and Wildlife Habitat**: According to the publication *Plant Communities of Texas* (Series Level), there are no imperiled or critically imperiled plant communities within or adjacent to the study area. Therefore, non-regulatory compensatory mitigation should not be required. During construction, TxDOT would minimize the amount of wildlife habitat disturbed.

  All re-vegetation and landscaping activities would comply with EO 13112, which calls for FHWA/TxDOT to prevent and control the introduction and spread of invasive (non-native) plant and animal species. In consideration of the *Executive Memorandum on Beneficial Landscaping*, landscaping activities would utilize techniques that complement and enhance the local environment and seek to minimize the adverse effect that the landscaping would have on it. In particular, this means using regionally native plants and employing landscaping practices and technologies that conserve water and prevent pollution. Environmentally beneficial landscaping would be limited to seeding and replanting the ROW with native species of plants, where cost-effective and to the extent practicable.

Project impacts would be further minimized by adherence to the concepts and principles of FHWA's CSD approach. CSD provides community benefits as it seeks to:

- Incorporate feedback from the local populace affected by proposed transportation facilities;
- Encourage collaboration between neighborhoods and local, State, and Federal public officials;
- Enhance not only the roadway and transit communities, but the bicycle and pedestrian communities as well;
- Assist in the development of strategies for smart growth;
- Encourage assessments and design of alternatives consistent with local needs; and
- Help effectively merge transportation, engineering, architectural, historical, and natural environmental systems into transportation decision making.

CSD contributes to community, safety, and mobility. It is a collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving its aesthetic, historic, community, and environmental values.

<u>Mitigation and Monitoring Commitments</u>

All project-specific commitments and conditions of approval, including resource agency permitting compliance as well as mitigation and monitoring requirements, would be included in the SH 183 project.

These project-specific commitments and conditions for approval may vary depending on the project's final design and construction. Mitigation and monitoring would be conducted by TxDOT and other appropriate Federal, State, and local agencies to ensure compliance.

A.3. CONCLUSION

The engineering, social, economic and environmental investigations conducted thus far on the proposed project indicate that it would result in no significant impacts on the quality of the human environment; therefore, a finding of no significant impact is anticipated.

Appendix A

Maps, Figures, Typical Section

Appendix A Content List

Item	Topic	Date	Page
Vicinity Map	-	-	A-1
Location Map	-	-	A-2
USGS Topographic Map	-	-	A-3 and A-4
Typical Cross Sections	-	-	A-5

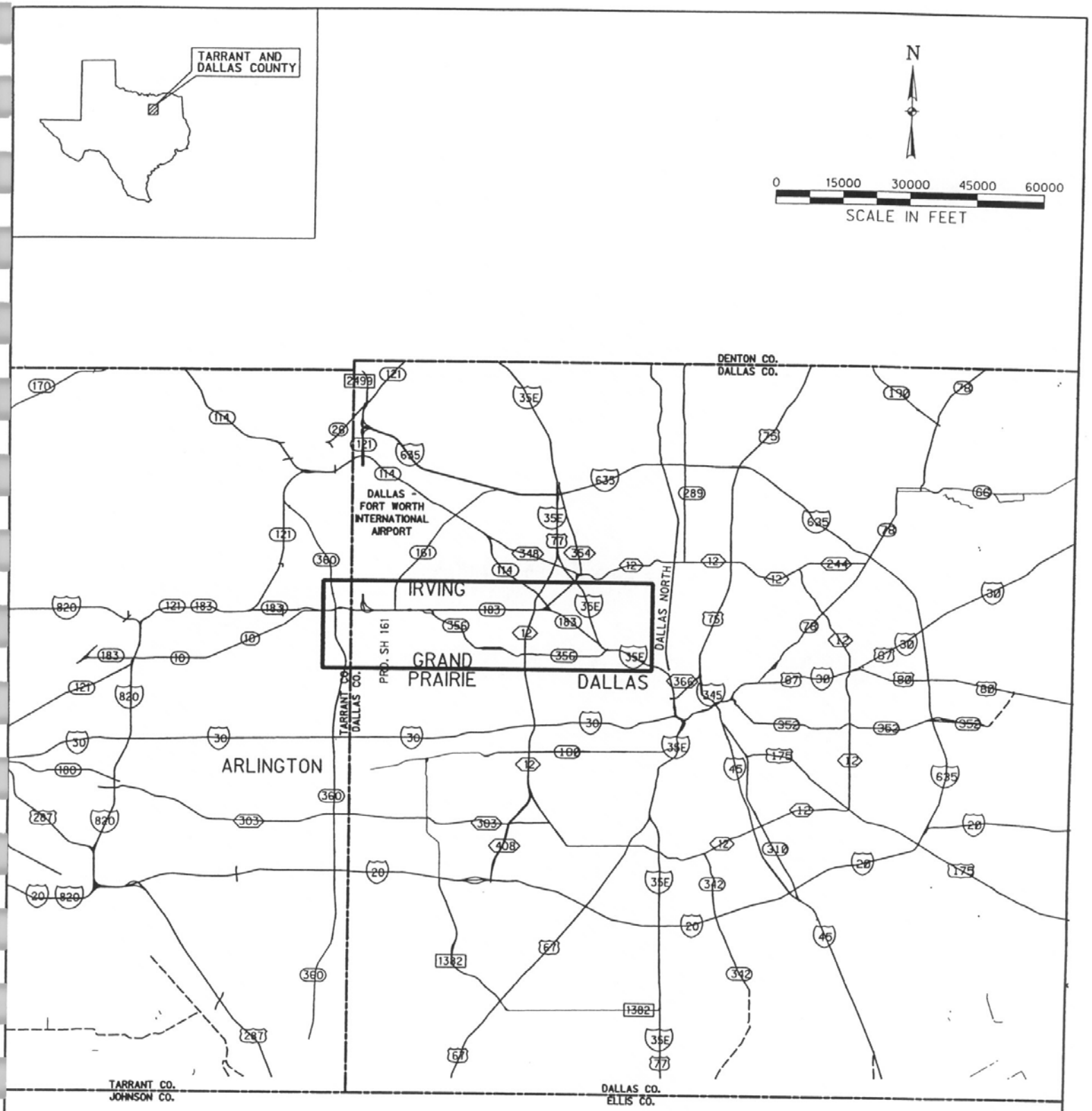


Figure A-1

VICINITY MAP						
SH-183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
FORT WORTH, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
HALFF	TNL	APRIL 2003		SH 183 19474	474-VicMp	A-1

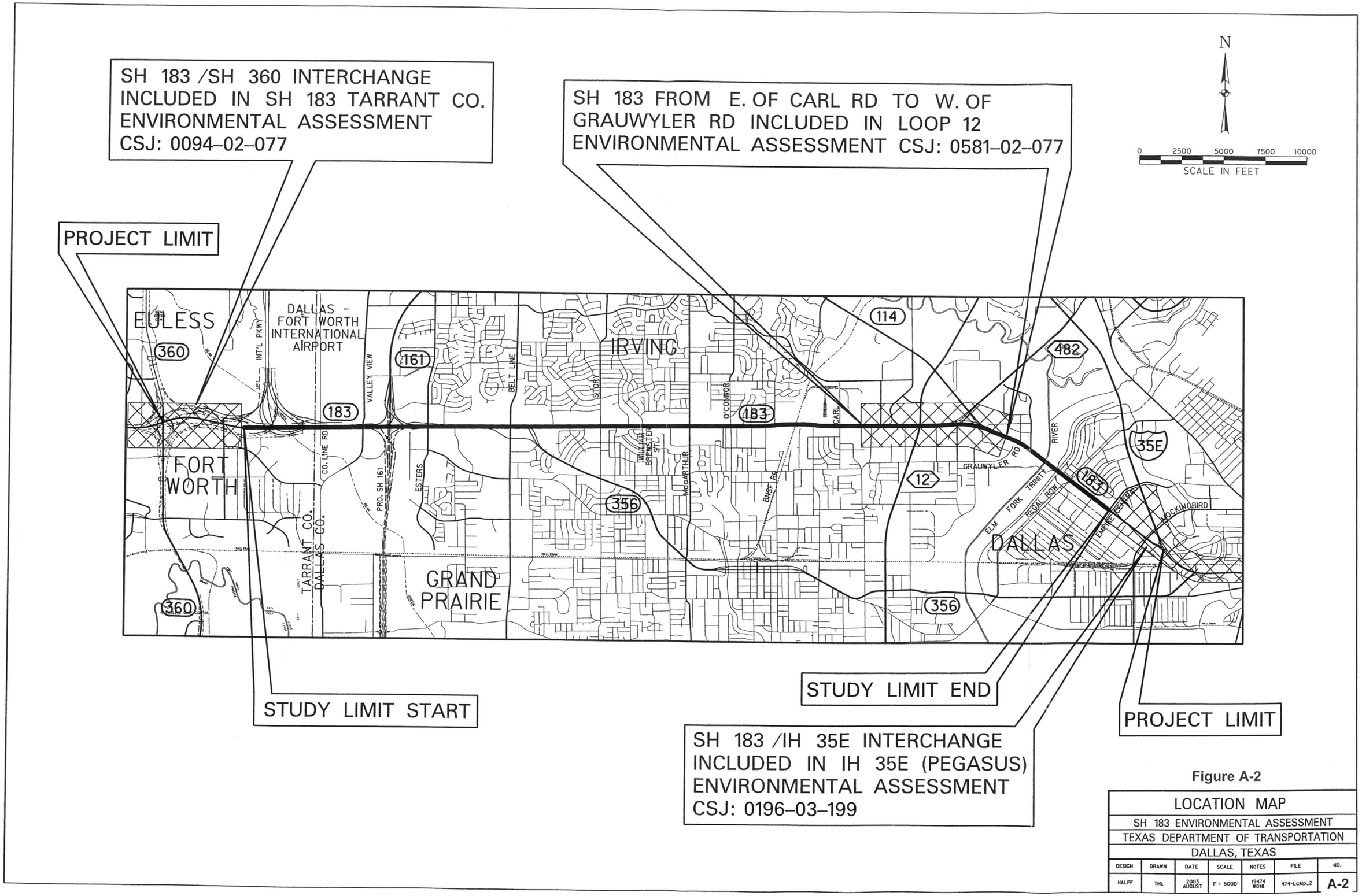
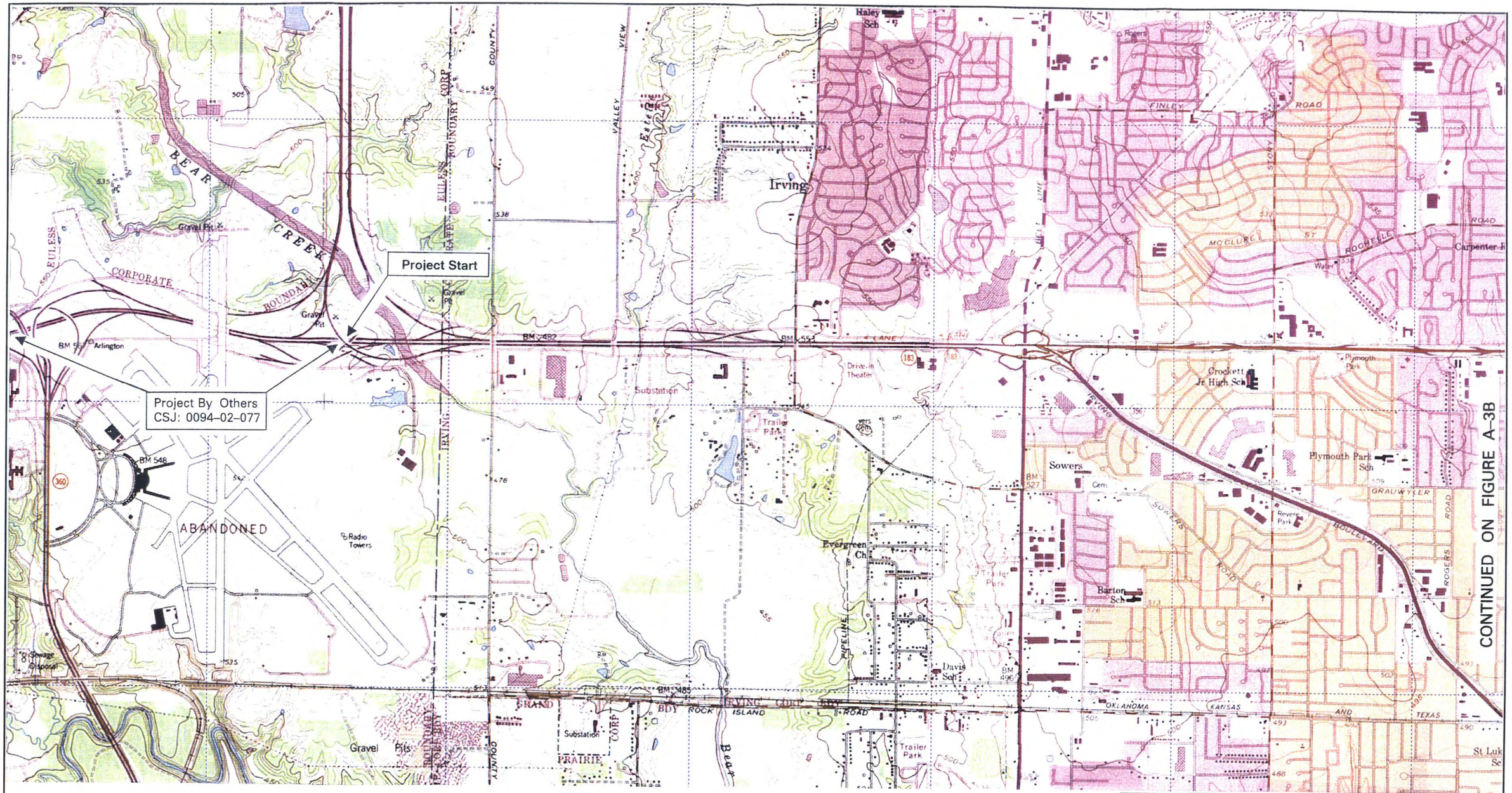


Figure A-2

LOCATION MAP						
SH 183 ENVIRONMENTAL ASSESSMENT						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
HALFF	TNL	2003 AUGUST	1" = 5000'	19474 W018	474-LcMp_2	A-2



97°02'00" W

TN MN

5°

Magnetic Declination
On 01/27/03

97°01'00" W

Scale 1 : 24,000
Contour Interval 10 ft

0 0.5 1 MILE

0 1000 FEET 0 500m 1 KILOMETER

This map was printed by HALFF

97°00'00" W

MAP LOCATION
IN TEXAS

96°59'00" W

1	2	3
4	5	6
7	8	9

1. Colleyville, TX '78
2. Grapevine, TX '78
3. Carrollton, TX '78
4. Hurst, TX '78
5. Euless, TX '78
6. Irving, TX '78
7. Kennedale, TX '78
8. Arlington, TX '78
9. Duncanville, TX '78

ADJOINING 7.5' QUADS

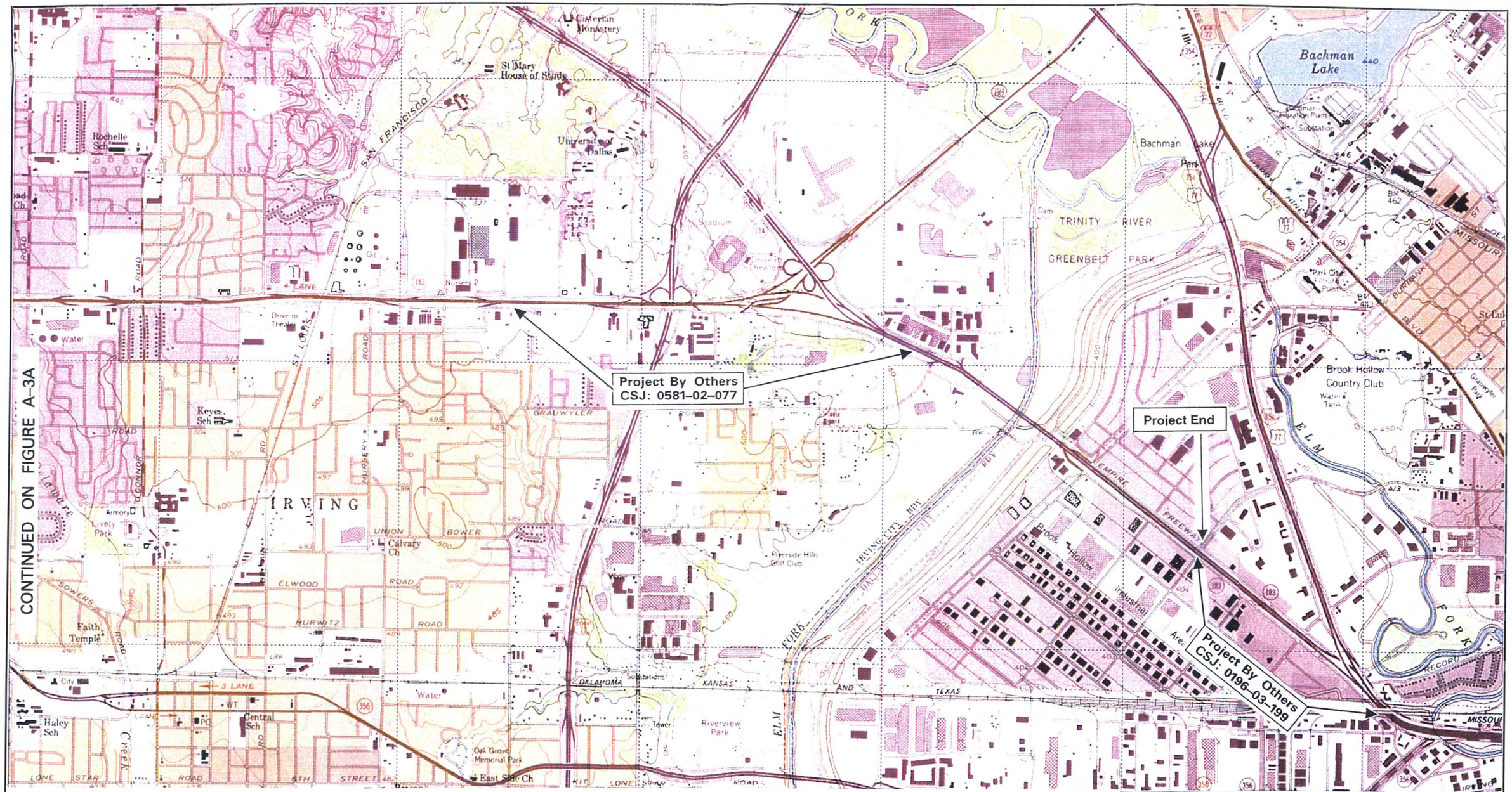
U.S.G.S. TOPOGRAPHIC MAP

S.H. 183

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
D.G.		JANUARY 2003	AS NOTED	FIGURE A-3A		



97°02'00" W

TN MN

5°

Magnetic Declination
On 01/27/03

97°01'00" W

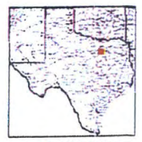
Scale 1 : 24,000
Contour Interval 10 ft

0 0.5 1 MILE

0 1000 FEET 0 500m 1 KILOMETER

This map was printed by HALFF

97°00'00" W



MAP LOCATION
IN TEXAS

96°59'00" W

1	2	3
4	5	6
7	8	9

ADJOINING 7.5' QUADS

1. Colleyville, TX '78
2. Grapevine, TX '78
3. Carrollton, TX '78
4. Hurst, TX '78
5. Euless, TX '78
6. Irving, TX '78
7. Kennedale, TX '78
8. Arlington, TX '78
9. Duncanville, TX '78

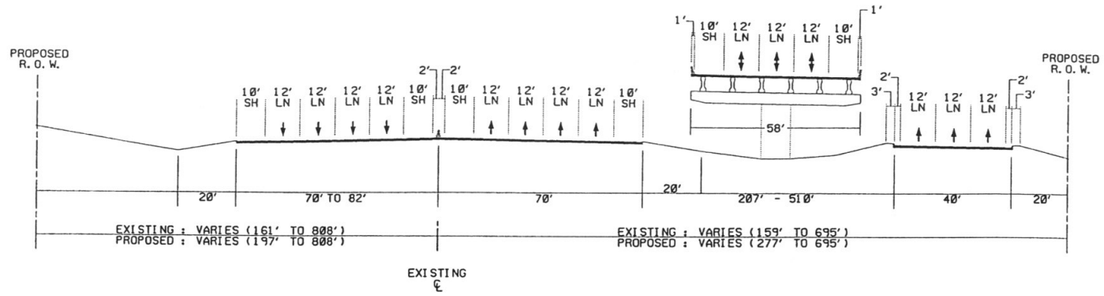
U.S.G.S. TOPOGRAPHIC MAP

S.H. 183

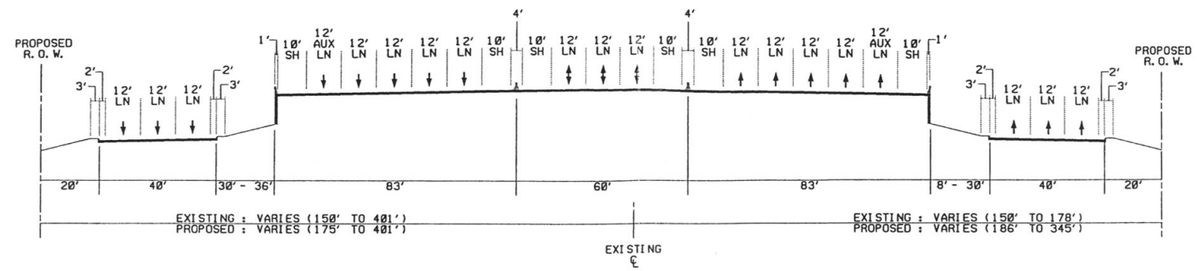
TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS, TEXAS

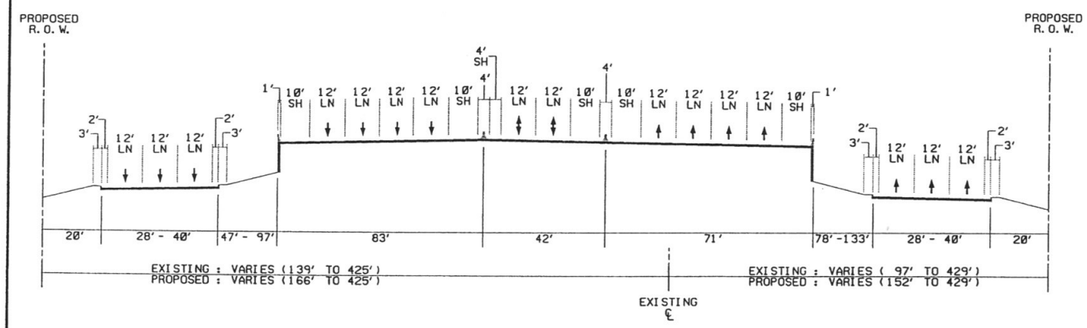
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
D.G.		JANUARY 2003	AS NOTED	FIGURE A-3B		



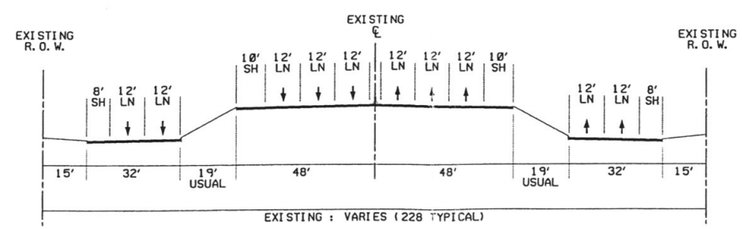
SH 183 8 GP LANES + AUX + 3 LANE REV HOV
FROM SH360 TO SH 161



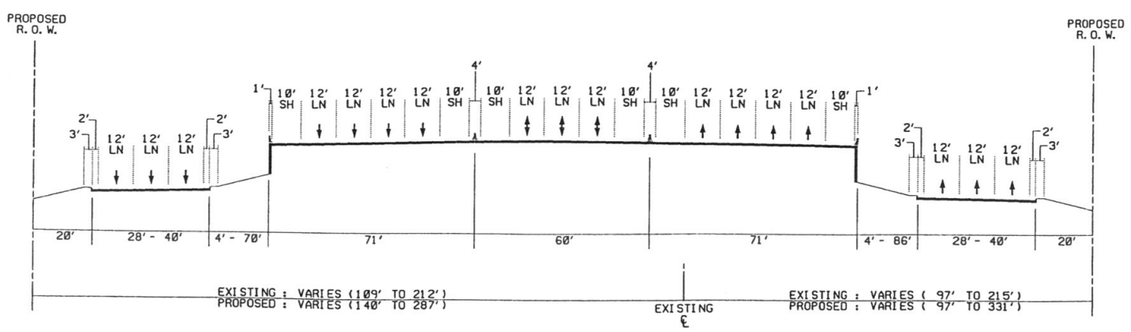
SH 183 10 GP LANES + 3 LANE REV HOV
FROM SH 114 TO IH 35E



SH 183 8 GP LANES + AUX + 2 LANE REV HOV
FROM SH 161 TO BELTLINE RD



EXISTING FACILITY



SH 183 8 GP LANES + AUX + 3 LANE REV HOV
FROM BELTLINE RD TO CARL RD

Figure A-4

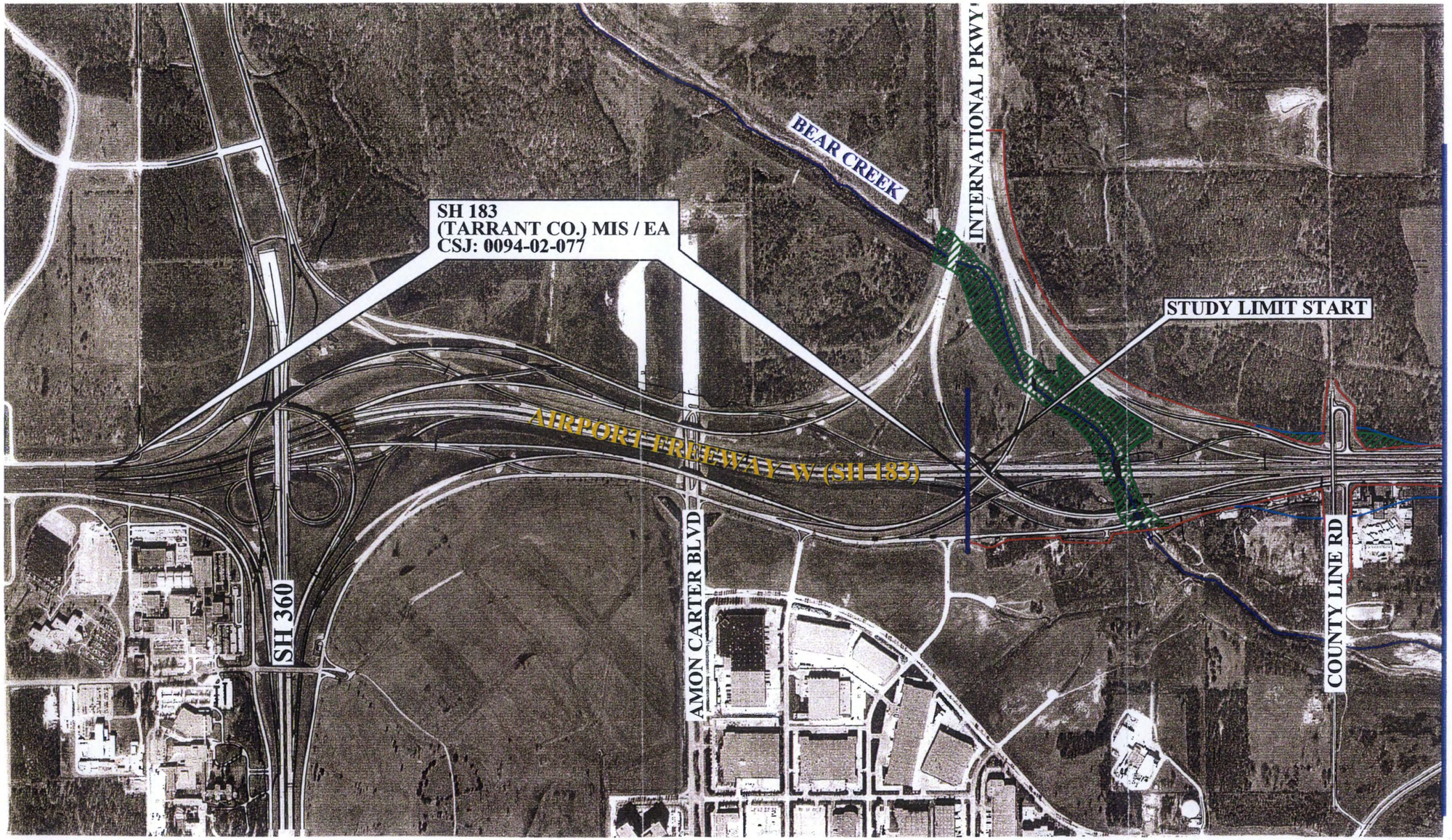
TYPICAL CROSS SECTIONS						
SH-183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		JANUARY, 2003	1" = 50'			

Appendix B

Aerial Photograph, Site Photographs, and Census Tract Map

Appendix B Content List

Item	Topic	Date	Page
SH 183 Schematic/Aerial Photograph	-	-	B-1 through B-5
Site Photographs	-	-	B-6 through B-8
2000 Census Tracts Map	-	-	B-9



LEGEND:

- EXISTING ROW
- PROPOSED ROW
- JURISDICTIONAL WATERS OF THE U.S.
- UNUSUAL VEGETATION AREAS

N

0 250 500 1000 1500 2000
SCALE IN FEET

FIGURE B-1
SH-183 EA /SCHEMATIC
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		JULY 2003	1" = 1000'		474_EA-BASE*01	1 OF 5

LEGEND:

- EXISTING ROW
- PROPOSED ROW
- JURISDICTIONAL WATERS OF THE U.S.
- UNUSUAL VEGETATION AREAS

N

0 250 500 1000 1500 2000
SCALE IN FEET

FIGURE B-1						
SH-183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
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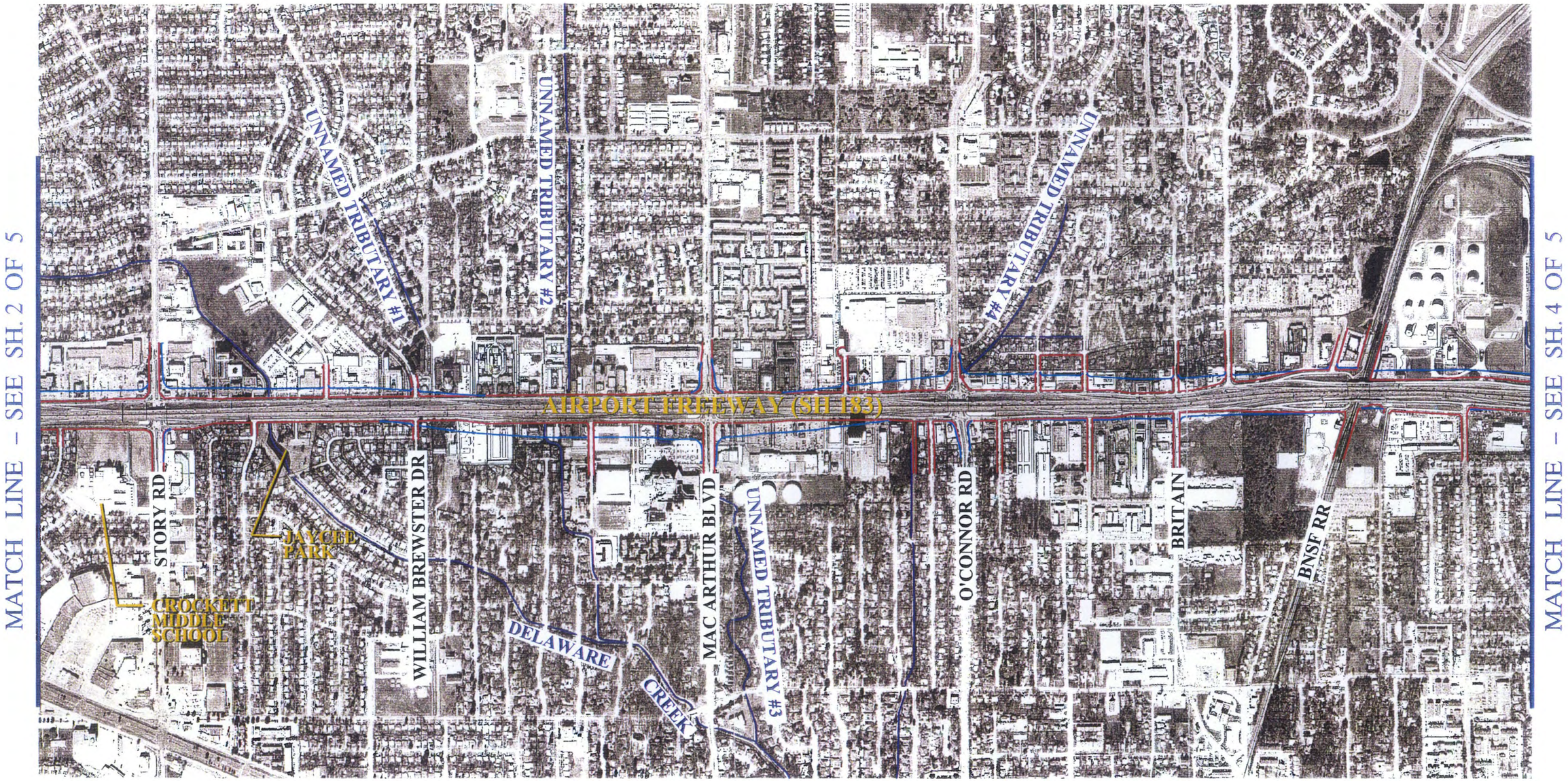

LEGEND:

- EXISTING ROW
- PROPOSED ROW
- JURISDICTIONAL WATERS OF THE U.S.
- UNUSUAL VEGETATION AREAS

N

0 250 500 1000 1500 2000

SCALE IN FEET

FIGURE B-1						
SH-183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
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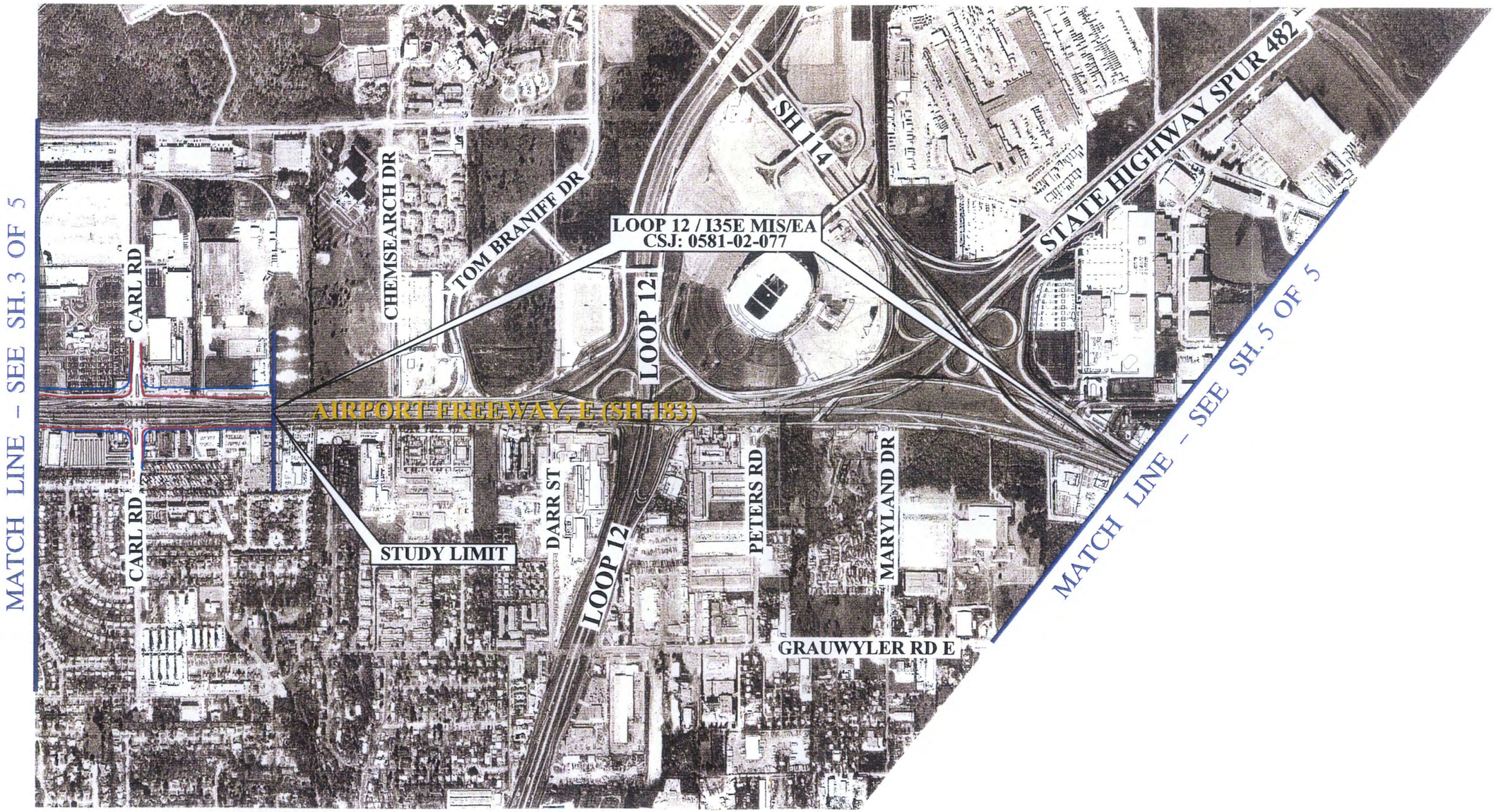


LEGEND:

- EXISTING ROW
- PROPOSED ROW
- JURISDICTIONAL WATERS OF THE U.S.
- UNUSUAL VEGETATION AREAS

N

0 250 500 1000 1500 2000

SCALE IN FEET

FIGURE B–1						
SH–183 EA /SCHEMATIC						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		JULY 2003	1" = 1000'		174_EA-BASE*04	4 OF 5

LEGEND:

- EXISTING ROW
- PROPOSED ROW
- JURISDICTIONAL WATERS OF THE U.S.
- UNUSUAL VEGETATION AREAS

N

0 250 500 1000 1500 2000
SCALE IN FEET

FIGURE B-1
SH-183 EA /SCHEMATIC
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
		JULY 2003	1" = 1000'		174_EA-BASE"05	5 OF 5

Photo 1 – Looking north along Bear Creek from SH 183.

Photo 2 - Looking west along SH 183 from Valley View bridge. Tompkins Cemetery is on the left.

Photo 3 - View of Tompkins Cemetery.

Photo 4 - Looking west along SH 183 westbound frontage road toward Belt Line Road intersection.

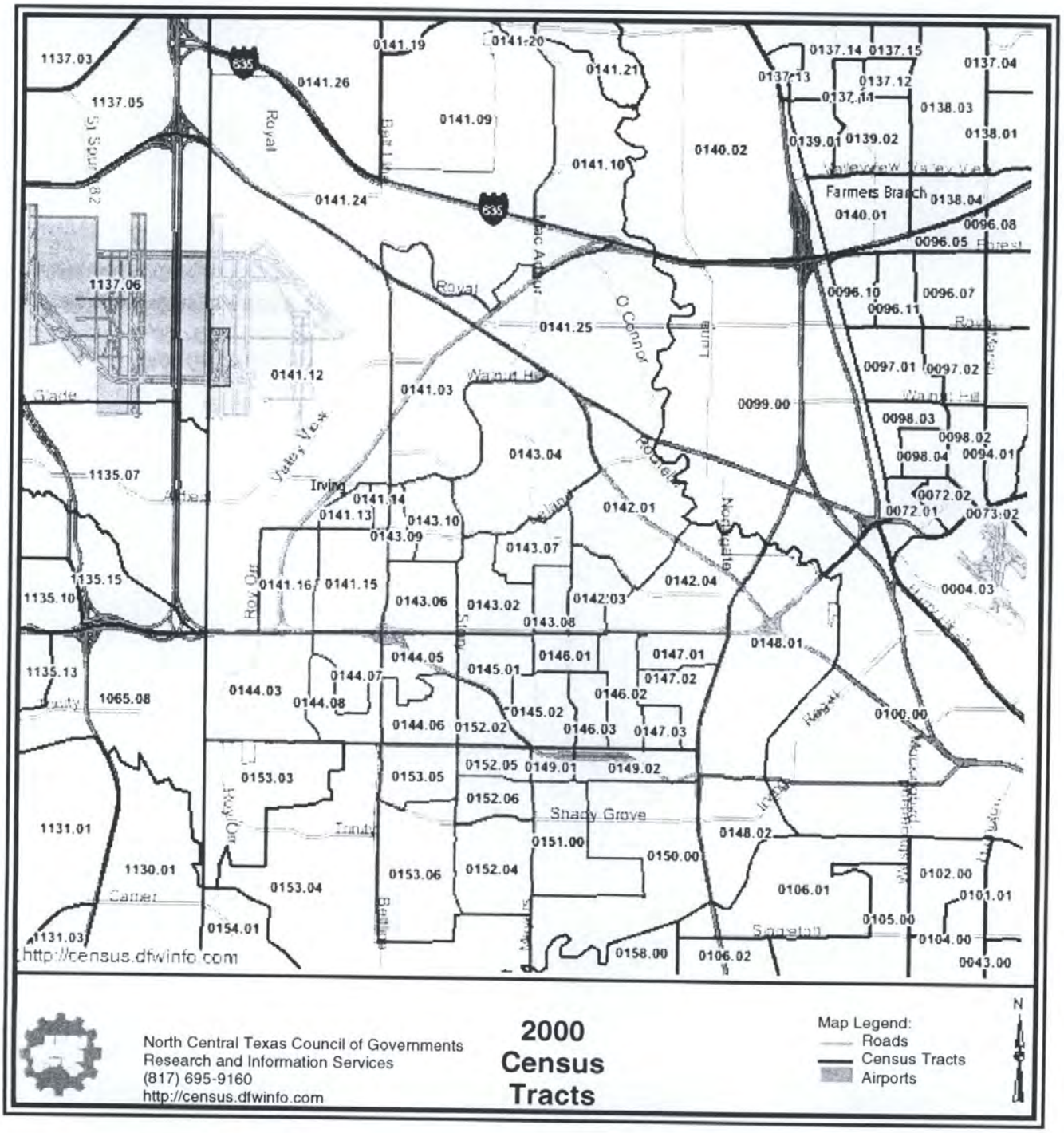
Photo 5 - Looking east along the eastbound frontage road near Story Road exit.

Photo 6 - Looking east along the eastbound frontage road, east of Story Road.

Photo 7 - Looking southeast across the Elm Fork of the Trinity River floodway at the SH 183 bridge.

Photo 8 - Looking southwest along the Elm Fork of the Trinity River floodway from the SH 183 bridge. The north levee is on the right side of picture.

Photo 9 - Looking northeast along the Elm Fork of the Trinity River floodway from the SH 183 bridge. The Irving Flood Control District north levee is on the left side of photo.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0148.02
0150.00
0153.06
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0158.00
0106.02
0106.01
0102.00
0101.01
0105.00
0104.00
0043.00
Farmers Branch
Shady Grove
Royal
Valley View
Walnut Hill
Irving
http://census.dfwinfo.com
North Central Texas Council of Governments
Research and Information Services
(817) 695-9160
http://census.dfwinfo.com
2000
Census
Tracts
Map Legend:
Roads
Census Tracts
Airports
N

Appendix C

Correspondence / Coordination

Appendix C Content List

Item	Topic	Date	Page
TxDOT-Dallas District Woodland Mitigation	Standards for Woodland Mitigation	--	C-1
DOI - US Fish and Wildlife Service	Resource comments	April 24, 2001	C-2 and C-3
Texas Parks and Wildlife	Resource comments	August 3, 2001	C4 through C-9
Texas Parks and Wildlife	Section 6(f)	October 29, 2001	C-10
Texas Historical Commission (THC)	Antiquities Permit	April 26, 2002	C-11 through C-13
TxDOT - No Survey List	Archaeological Coordination	May 8, 2003	C-14
TxDOT letter to THC	Historic Property Coordination	July 11, 2003	C-15 and C-16
TCEQ	TCEQ Compliance	Sept. 19, 2003	C-17
TxDOT to TPWD	TPWD Coordination	Sept. 19,2003	C-18
TPWD	TPWD Compliance	October 17, 2003	C-19

Texas Department of Transportation Dallas District
Standards for Woodlands Mitigation

In accordance with the Memorandum of Understanding between TxDOT and the Texas Parks and Wildlife Department (TPWD), mitigation should be provided when TxDOT construction activities remove significant amounts of riparian woodlands or other natural plant communities. The following information shall be used to develop mitigation plans for loss of woody vegetation. Ordinarily, mitigation plans shall replace lost vegetation on an acre-per-acre basis (i.e., one acre replanted for each acre removed), not on a plant-per-plant basis. The exact species composition given in the table below may be adjusted due to commercial availability or site specifics; however, the total number of plants shall remain at 30 large trees and 60 small trees/shrubs per acre (90 plants per acre). Only those plants listed below shall be used, unless approved by Dallas Advance Project Development (and TPWD).

Species	Spacing	Quantity	Remarks
Large Trees			
Bur Oak (*Quercus macrocarpa*)	30-35 ft. o.c.	10 per acre	
Chinkapin Oak (*Quercus muehlenbergii*)	30-35 ft. o.c.	5 per acre	
Shumard Red Oak (*Quercus shumardii*)	30-35 ft. o.c.	5 per acre	Check branching structure to avoid Pin Oak hybrids.
Pecan (*Carya illinoensis*)	30-35 ft. o.c.	10 per acre	Use native variety if available. Plant B&B trees from Jan.15 to Mar.15, containerized from Sep.15 to Apr.15.
Small Trees/Shrubs			
Possumhaw Holly (*Illex decidua*)	15-20 ft. o.c.	12 per acre	Specify female plants (3:1).
Mexican Plum (*Prunus mexicana*)	15-20 ft. o.c.	12 per acre	
Common Persimmon (*Diospyros virginiana*)	15-20 ft. o.c.	12 per acre	Specify female plants (3:1).
Carolina Buckthorn (*Rhamnus caroliniana*)	15-20 ft. o.c.	12 per acre	
Flameleaf Sumac (*Rhus lanceolata or Rhus copallina*)	15-20 ft. o.c.	12 per acre	Specify female plants (3:1).

Large trees shall be 1½" to 2" caliper at planting; small trees and shrubs shall be 6' to 8' in height at planting. Standard TxDOT planting details shall be used. A maintenance period lasting at least one full growing season shall be specified for all mitigation plantings. Maintenance shall include: supplemental watering of all plants; maintaining an 8" layer of mulch on all plantings; replacement of all dead plants at the end of the maintenance period. Whenever possible, planting should be scheduled during the fall of the year to improve the survival rate. Additional information is available through Dallas District landscape architect.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
WinSystems Center Building
711 Stadium Drive, Suite 252
Arlington, Texas 76011

2-12-01-I-439

April 24, 2001

Mr. Rick Thomas
Halff Associates
8616 Northwest Plaza Drive
Dallas, Texas 75225

Dear Mr. Thomas:

This responds to your April 3, 2001, letter requesting comments on the Texas Department of Transportation's proposed improvements to SH 183 in Dallas and Tarrant Counties, Texas. The proposed improvements would include the widening of the existing six-lane highway to an eight-lane highway and the addition of managed High Occupancy Vehicle lanes. The information provided by this office is needed for the preparation of an Environmental Assessment (EA) for the proposed project.

Threatened and Endangered Species

The following federally listed threatened, endangered, and proposed species are known to occur or have been documented in Dallas and Tarrant Counties:

interior least tern (*Sterna antillarum*) - E
whooping crane (*Grus americana*) - E
black-capped vireo (*Vireo atricapillus*) - E
golden-cheeked warbler (*Dendroica chrysoparia*) - E
bald eagle (*Haliaeetus leucocephalus*) - T
piping plover (*Charadrius melodus*) - T
mountain plover (*Charadrius montanus*) - P

There is no designated critical habitat for listed species in Tarrant or Dallas Counties. Because of the highly urbanized area surrounding the proposed project corridor, we believe adverse effects to the black-capped vireo, golden-cheeked warbler, whooping crane, bald eagle, piping plover, and mountain plover are unlikely. However, due to the proposed project area encompassing the Elm Fork of the Trinity River and the propensity of the interior least tern to utilize artificial

habitat along the river corridor, terns may be present in the project area during the nesting season, which generally runs from May through August. Therefore, we recommend the EA evaluate the potential for the proposed project to impact the least tern. For more information on least tern occurrences in the metroplex, please contact Omar Bocanegra of my staff at the telephone number given below.

Wetlands and Wildlife Habitat

As discussed above, the study corridor is highly developed and habitat for fish and wildlife is sparse. However, several creeks and streams, including the Elm Fork of the Trinity River occur in the area and may provide the only significant refuge for wildlife. These waterbodies provide food and cover for migratory and resident species of wildlife and are often used as corridors for dispersal and migration. In addition to providing habitat, the riparian corridors associated with these streams act as a buffer zone for pollutants entering waterways via stormwater run off, and provide pervious surfaces to facilitate the percolation of stormwater to reduce the effects of flooding.

For these reasons, we recommend the EA define, describe, and quantify the proposed project's anticipated impacts to streams and riparian corridors. This information should then be used to design alternatives that would avoid and/or minimize these impacts to the maximum extent practical. Additionally, you should contact the Fort Worth District Corps of Engineers, Regulatory Branch, CESWF-EV-R, P.O. Box 17300, Fort Worth, Texas 76102-0300, to determine if a permit is required by that Agency prior to commencement of construction activities.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Omar Bocanegra at (817) 277-1100.

Sincerely,

Tom Cloud

Thomas J. Cloud, Jr.
Field Supervisor

TEXAS PARKS & WILDLIFE

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PERRY R. BASS
CHAIRMAN-EMERITUS
FT. WORTH

ANDREW SANSOM
EXECUTIVE DIRECTOR

August 3, 2001

Mr. Rick Thomas
Halff Associates
8616 Northwest Plaza Drive
Dallas, TX 75225

Dear Mr. Thomas:

This letter is in response to your review request, dated April 3, 2001, for potential impacts to rare and threatened and endangered (T&E) species as a result of the proposed improvements to existing SH 183 from SH 360 to IH 35E in Dallas and Tarrant counties.

Given the small proportion of public versus private land in Texas, the TPWD Biological and Conservation Data System (BCD) includes less than a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the BCD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features in your project area. These data cannot substitute for an on-site evaluation by your qualified biologists. The BCD information is intended to assist you in avoiding harm to species that may occur on your site.

Based on the project as presented, the TPWD Dallas and Tarrant county lists, and presently known BCD occurrences, TPWD does not anticipate any major impacts to federally or state listed rare and T&E species as a result of proposed project activities. However, please review the enclosed county lists as rare and T&E species could occur depending upon habitat availability. If rare and T&E species, special features, and/or natural communities are found within or near the project area, TPWD recommends precautions be taken to avoid adverse impacts to them.

Migratory bird species may not be disturbed and must be dealt with in a manner consistent with the Migratory Bird Treaty Act (MBTA). The MBTA implicitly prohibits intentional and unintentional take of migratory birds, including their nests and eggs, except where permitted. TPWD recommends construction activities not be conducted during the general bird nesting season to avoid adverse impacts to nesting birds. Additional information regarding the MBTA may be obtained through the Southwest Regional Office (Region 2) Division of Migratory Birds, FWS, at (505) 248-6879 or the Migratory Birds Permits Office at (505) 248-7882.

Give Thanks for the Memories...

Lone Star Legacy.

Give to the Lone Star Legacy Endowment Fund

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512-389-4800
www.tpwd.state.tx.us

Please use the enclosed "Threatened and Endangered Species Review" form with all future review request letters. Providing more information with your review requests is valuable when reviewing projects, allows for a more focused review, and often expedites the review process. If you would like this form sent to you electronically, please contact me.

This letter does not constitute a general review of fish and wildlife impacts that might result from the activity for which this information is provided. Should you need such a review, contact Kathy Boydston, TPWD Wildlife Habitat Assessment Program, Wildlife Division (512) 389-4571.

Thank you for the opportunity to comment on this project. Please contact me if you have any questions or need additional assistance (512) 912-7054.

Sincerely,

Amy Sugeno

Amy Sugeno, Habitat Review Assistant
Wildlife Habitat Assessment Program, Wildlife Division
Threatened and Endangered Species

Enclosures (3)

TARRANT COUNTY

	Federal Status	State Status
***** BIRDS *****		
Arctic Peregrine Falcon (*Falco peregrinus tundrius*) - due to similar field characteristics, treat all Peregrine Falcons as federal listed Endangered; potential migrant	DL	T
Bald Eagle (*Haliaeetus leucocephalus*) - found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	LT-PDL	T
Henslow's Sparrow (*Ammodramus henslowii*) - wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking; likely to occur, but few records within this county		
Interior Least Tern (*Sterna antillarum athalassos*) - nests along sand and gravel bars within braided streams and rivers; also known to nest on man-made structures	LE	E
Migrant Loggerhead Shrike (*Lanius ludovicianus migrans*) - open and semi-open grassy areas with scattered trees and brush; breeding March-late August		
Western Burrowing Owl (*Athene cunicularia hypugaea*) - open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows		
Whooping Crane (*Grus americana*) - potential migrant	LE	E
***** MAMMALS *****		
Plains Spotted Skunk (*Spilogale putorius interrupta*) - catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie		
***** REPTILES *****		
Texas Garter Snake (*Thamnophis sirtalis annectens*) - wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August		
Texas Horned Lizard (*Phrynosoma cornutum*) - open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September		T
Timber/Canebrake Rattlesnake (*Crotalus horridus*) - swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland, limestone bluffs; sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto		T
***** VASCULAR PLANTS *****		
Auriculate false foxglove (*Tomanthera auriculata*) (extirpated) - known in Texas from one late nineteenth century specimen record labeled "Benbrook"; in Oklahoma found in degraded prairies and floodplains, fallow fields, and borders of upland sterile woods		

	Federal Status	State Status
LE, LT - Federally Listed Endangered/Threatened		
PE, PT - Federally Proposed Endangered/Threatened		
E/SA, T/SA - Federally Endangered/Threatened by Similarity of Appearance		
C1 - Federal Candidate, Category 1; information supports proposing to list as endangered/threatened		
DL ,PDL - Federally Delisted/Proposed Delisted		
E, T - State Endangered/Threatened		
"blank" - Rare, but with no regulatory listing status		

Species appearing on these lists do not share the same probability of occurrence. Some species are *migrants or wintering residents only, or may be historic or considered extirpated.*

DALLAS COUNTY

	Federal Status	State Status
***** BIRDS *****		
Arctic Peregrine Falcon (*Falco peregrinus tundrius*) - due to similar field characteristics, treat all Peregrine Falcons as federal listed Endangered; potential migrant	DL	T
Bald Eagle (*Haliaeetus leucocephalus*) - found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	LT-PDL	T
Black-capped Vireo (*Vireo atricapillus*) - oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer	LE	E
Henslow's Sparrow (*Ammodramus henslowii*) - wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking; likely to occur, but few records within this county		
Interior Least Tern (*Sterna antillarum athalassos*) - nests along sand and gravel bars within braided streams and rivers; also known to nest on man-made structures	LE	E
Migrant Loggerhead Shrike (*Lanius ludovicianus migrans*) - open and semi-open grassy areas with scattered trees and brush; breeding March-late August		
Western Burrowing Owl (*Athene cunicularia hypugaea*) - open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows		
Whooping Crane (*Grus americana*) - potential migrant	LE	E
Wood Stork (*Mycteria americana*) - forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960		T
*****INSECTS*****		
Black Lordithon Rove Beetle (Lordithon niger) - historically known from Texas		
***** MAMMALS *****		
Plains Spotted Skunk (*Spilogale putorius interrupta*) - catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie		
***** REPTILES *****		
Texas Garter Snake (*Thamnophis sirtalis annectens*) - wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August		

	Federal Status	State Status
Texas Horned Lizard (*Phrynosoma cornutum*) - open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September		T
Timber/Canebrake Rattlesnake (*Crotalus horridus*) - swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland, limestone bluffs; sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto		T

***** VASCULAR PLANTS *****

Warnock's coral root (*Hexalectris warnockii*) - leaf litter and humus in oak-juniper woodlands in mountain canyons in the Trans Pecos but at lower elevations to the east, often on narrow terraces along creekbeds

LE, LT - Federally Listed Endangered/Threatened
PE, PT - Federally Proposed Endangered/Threatened
E/SA, T/SA - Federally Endangered/Threatened by Similarity of Appearance
C1 - Federal Candidate, Category 1; information supports proposing to list as endangered/threatened
DL ,PDL - Federally Delisted/Proposed Delisted
E, T - State Endangered/Threatened
"blank" - Rare, but with no regulatory listing status

Species appearing on these lists do not share the same probability of occurrence. Some species are *migrants or wintering residents only, or may be historic or considered extirpated.*

TEXAS PARKS & WILDLIFE

October 29, 2001

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CHAIRMAN-EMERITUS
FORT WORTH

ANDREW SANSOM
EXECUTIVE DIRECTOR

Mr. Rick Thomas
Environmental Scientist
Halff Associates
8616 Northwest Plaza Drive
Dallas, Texas 75225

Dear Mr. Thomas:

Based on the information provided for the proposed improvements to SH 183 in Tarrant and Dallas Counties, there does not appear to be any adverse impact to any Land and Water Conservation Fund or Local Parks Fund projects. There would be no Section 6 (f) conversions involved.

However, changes in the alignment may require additional evaluations. If so, I may be contacted at 512/912-7112.

Sincerely,

C. R. Downey, P.E.
Staff Engineer
Recreation Grants Program

Give Thanks for the Memories...

Lone Star Legacy.

Give to the Lone Star Legacy Endowment Fund

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To manage and conserve the natural and cultural resources of Texas for the use and enjoyment of present and future generations.

TEXAS HISTORICAL COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

April 26, 2002

Rebecca Procter, Ph.D.
LOPEZGARCIA GROUP
1825 Market Center Blvd., Suite 500
Dallas, TX 75207

Re: Project review under the Antiquities Code of Texas
Widening & Improvements Along State Highway 183
Texas Antiquities Permit #2836

Dear Colleague:

Thank you for your Antiquities Permit Application for the above referenced project. This letter presents the final copy of the permit application from the Executive Director of the Texas Historical Commission, the state agency responsible for administering the Antiquities Code of Texas.

Please keep this copy for your records. Additionally, please note that the Antiquities Permit investigations require production of 20 copies of the final report and verification that any artifacts recovered and records produced during the investigations are curated at the repository listed in the permit.

If you have any questions concerning this permit or if we can be of further assistance, please contact Lillie Thompson at 512/463-1858. The reviewer for this project is Debra Beene.

Sincerely,

for
F. Lawerence Oaks, State Historic Preservation Officer

FLO/lft

Enclosure

cc: Dr. Nancy Kenmotsu, TxDOT

P.O. BOX 12276 · AUSTIN, TX 78711-2276 · 512/463-6100 · FAX 512/475-4872 · TDD 1-800-7
www.thc.state.tx.us

State of Texas

TEXAS ANTIQUITIES COMMITTEE

ARCHEOLOGY PERMIT # 2836

This permit is issued by the Texas Historical Commission, herafter referred to as the Commission, represented herein by and through its duly authorized and empowered representatives. The Commission, under authority of the Texas Natural Resources Code, Title 9, Chapter 191, and subject to the conditions hereinafter set forth, grants this permit for:

Intensive Survey

To be performed on a potential or designated landmark or other public land known as:

Title: Widening & Improvements Along State Highway 183
County: Dallas and Tarrant
Location: SH 183 from IH 35E (Stemmons Freeway) west to the Tarrant County Line, Dallas County

Owned or Controlled by: (hereafter known as the Permittee):

Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Sponsored by (hereafter known as the Sponsor):

Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

The Principal Investigator/Investigation Firm representing the Owner or Sponsor is:

Rebecca Procter
Wendy Lopez & Assoc., 1825 Market Center Blvd., Ste. 500
Dallas, TX 75207

This permit is to be in effect for a period of:

2 years

and Will Expire on:

4/18/04

During the preservation, analysis, and preparation of a final report or until furhter notice by the Commission, artifacts, field notes, and other data gathered during the investigation will be kept temporarily at:

Wendy Lopez & Associates, Inc.

Upon completion of the final permit report, the same artifacts, field notes, and other data will be placed in a permanent curatorial repository at:

Texas Archeological Research Lab.

Scope of Work under this permit shall consist of:

For details, see work plan submitted with the permit application. Visual reconn. & photo. doc. to assess disturbances in ROW. Geomorph investigations at all waterways w/o extensive disturbances. Survey 100% with state of undeveloped lands.

ARCHEOLOGY PERMIT # 2836

This permit is granted on the following terms and conditions:

1) This project must be carried out in such a manner that the maximum amount of historic, scientific, archeolc cal, and educational information will be recovered and preserved and must include the scientific techniques for recovery, recording, preservation and analysis commonly used in archeological investigations.

2) The Principal Investigator/Investigation Firm, serving for the Owner/Permittee and/or the Project Sponsor, is responsible for insuring that specimens, samples, artifacts, materials and records that are collected as a result of this permit are appropriately cleaned, and cataloged for curation. These tasks will be accomplished at no charge to the Commission, and all specimens, artifacts, materials, samples, and original field notes, maps, drawings, and photographs resulting from the investigations remain the property of the State of Texas, or its political subdivision, and must be curated at an appropriate repository. Verification of curation by the repository is also required, and duplicate copies of any requested records shall be furnished to the Commission before any permit will be considered complete.

3) The Principal Investigator/Investigation Firm serving for the Owner/Permittee, and/or the Project Sponsor is responsible for the publication of results of the investigations in a thorough technical report containing relevant descriptions, maps, documents, drawings, and photographs. A draft copy of the report must be submitted to the Commission for review and apporval. Any changes to the draft report requested by the Commission must be made or addressed in the report, or under separate written response to the Commission. Once a draft has been apporoved by Commission, twenty (20) copies of the final report shall be furnished to the Commission.

4) If the Owner/Permittee, Project Sponsor, or Principal Investigator/Investigation Firm fails to comply with any of the Commission's Rules of Practice and Procedure or with any of the specific terms of this permit, or fails to properly conduct or complete this project within the allotted time, the permit will fall into default status and/or the Commission may cancel the permit until such time that the terms of the permit are properly completed. ***Notification of Cancellation*** *shall be sent to the Owner/Permittee and the Principal Investigator/Investigation Firm, and all work associated with the permit must then stop immediately upon receipt of the notice. Notification of Default status shall be sent to the Principal Investigator/Investigation Firm, and the Principal Investigator will not be eligible to be issued any new permits until such time that the conditions of this permit are complete.*

5) The Owner/Permittee, Project Sponsor, and Principal Investigator/Investigation Firm, in the conduct of the activities hereby authorized, must comply with all laws, ordinances and regulations of the State of Texas and of its political subdivisions including, but not limited to, the Antiquities Code of Texas; they must conduct the investigation in such a manner as to afford protection to the rights of any and all lessees or easement holders or other persons having an interest in the property; and they must return the property to its original condition insofar as possible, to leave it in a state which will not create hazard to life nor contribute to the deterioration of the site or adjacent lands by natural forces.

6) Any duly authorized and empowered representative of the Commission may, at any time, visit the site to inspect the field work as well as the field records, materials, and specimens being recovered.

7) For reasons of site security associated with nautical historical resources, the Project Sponsor (if not the Owner/Permittee), Principal Investigator, and Investigation Firm shall not issue any press releases, or divulge to the news media, either directly or indirectly, information regarding the specific location of, or other information that might endanger those resources, or their associated artifacts without first consulting with the Commission, and the State agency or political subdivision of the State that owns or controls the land where the resource has been discovered.

8) This permit may not be assigned by the Principal Investigator/Investigation Firm, Owner/Permittee, or Project Sponsor in whole, or in part to any other individual, organization, institution, or corporation not specifically mentioned in this permit, without the written consent of the Commission.

9) Hold Harmless: The Owner/Permittee hereby expressly releases the State and agrees that Owner/Permittee will hold harmless, indemnify, and defend (including reasonable attorney's fees and costs of litigation) the State, its officers, agents, and employees in their official and/or individual capacities from every liability, loss, or claim for damages to persons or property, direct or indirect of whatsoever nature arising out of, or in any way connected with, any of the activities covered under this permit.

10) Addendum: The Owner/Permittee, Project Sponsor and Principal Investigator/Investigation Firm must abide by any addenda hereto attached.

Upon a finding that it is in the best interest of the State, this permit is issued on 4/18/02

James E. Bruseth, for the
Texas Historical Commission

ETS

ARCHEOLOGICAL COORDINATION

Inbox : 4/17/03
To: 5/7/03

Archeological Surveys, No Further Work Recommended

(Section 106 and ANTIQUITIES CODE OF TEXAS)

Date: 5/7/03

COUNTY	DISTRICT	PROJECT	CSJ	*F30/T20 Concur, no further work	*F10/T10 Unable to Concur
Brewster	El Paso	Avenue I	0924-35-016	✓	
Dallas	Dallas	SH 183	0094-03-065	✓	
DeWitt	Yoakum	CR 377 (Hrabovsky Rd.)	0913-17-022	✓	
Freestone	Bryan	IH 45	0675-01-044	✓	
Reagan and Irion	San Angelo	US 67	0077-01-023	✓	
Runnels	San Angelo	U.S. 67	0078-01-033	✓	
Sabine	Lufkin	FM 3449	3436-01-004	✓	
Sabine	Lufkin	FM ~~4939~~ 3449	3436-01-005	✓	
Tom Green	San Angelo	FM 2288	2141-02-010	✓	
Wharton	Yoakum	FM 102	0709-02-041	✓	
Wise	Fort Worth	CR 3390	0902-20-060	✓	
Wise	Fort Worth	FM 1810	2418-01-009	✓	

Number of Projects: 12

Post-it® Fax Note 7671	Date 4 Aug 03	# of pages ▶ 1
To Nasser Askari	From Barbara Hickman	
Co./Dept. Dallas District	Co. ENV	
Phone # 214-320-6628	Phone # 512-416-2637	
Fax # 214-320-4470	Fax # 512-416-2643	

F. Lawerence Oaks
State Historic Preservation Officer and Executive Director

5-8-03
Date

CC: CRM 7-21-03 SBW

Texas Department of Transportation

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

July 11, 2003

RECEIVED
JUL 15 2003
TEXAS HISTORICAL COMMISSION

SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES
Tarrant and Dallas Counties
CSJs# 0094-03-060; 0094-03-065; 0094-07-015; 0094-07-020
SH 183 from SH 360 to IH 35E

Mr. Bob Brinkman
History Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Post-It® Fax Note 7671	Date 8/11/03	# of pages ▸ 2
To NASSER ASKARI	From M. SANCHEZ	
Co./Dept. DAL. DISTR.	Co. ENV/CRM	
Phone #	Phone #	
Fax # 214/320-4470	Fax #	

Dear Mr. Brinkman:

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

The federally funded undertaking will reconstruct and improve a 10-mile segment of SH 183 through portions of the cities of Fort Worth, Euless, Irving, and Dallas in Tarrant and Dallas Counties, Texas. SH 183 is a six-lane divided freeway with two-lane frontage roads on either side. The proposed improvements consist of widening the facility to eight main lanes, and adding 2-3 reversible HOV lanes. The project will be executed with the purchase of additional right-of-way (ROW).

In accordance with the provisions of 36 CFR 800, Texas Department of Transportation personnel conducted a cultural resources survey to identify properties potentially eligible for listing in the National Register of Historic Places extending to 1964, based on a 2009 project implementation schedule, while allowing for a five-year buffer. The project area includes a contemporary urban mix of single family residences and commercial and industrial establishments constructed between the early 1950s and 1990s. One historic age family cemetery is also included in the area of potential effects (APE).

The survey identified 106 pre-1964 sites to be 50 years of age or older within the APE, which for this project was determined to be 150 feet from either side of the proposed ROW (see-attached cultural resources inventory).

I have evaluated these 106 properties through application of the Criteria of Eligibility for listing in the National Register of Historic Places and I have determined that they are **not eligible** for inclusion in the register. The buildings do not have associations with significant historical figures or events. The structures represent

TxDOT - ENV
JUL 21 2003
CRM

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common vernacular types that do not clearly reflect the distinctive characteristic of type, period, method of construction, work of a master or high artistic value.

Although the Nichols Park and Plymouth Parks neighborhoods are cohesive, easily identifiable areas, they failed to meet NRHP criteria for eligibility as historic districts. Many of the structures evidence numerous alterations to their original configuration and materials, including conversion of signature carports into enclosed garages or rooms, changes to exterior materials, and removal of original windows and doors.

The Tompkins Family Cemetery (Site ID #2) does not contain persons of transcendent importance. It does not have distinctive landscape design features or monuments of funerary art. Historical research does not indicate that the family had a significant role in the settlement of the county or its communities.

The bridges along SH 183 or crossing over the facility are also not eligible to the NRHP. Although their dates of construction extend from the 1940s to the early 1960s, all these structures were altered in the 1970s and in the 1980s according to agency records.

We request your written concurrence with these determinations of eligibility within 30 days of receiving this letter. If you need further information, feel free to call me at 416-2770.

Sincerely,

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

Attachments

NOT ELIGIBLE
for listing in the
National Register of Historic Places
PROJECT MAY PROCEED
by R. H. B.
for E. Lawrence Oaks
State Historic Preservation Officer
17 JUL 2003

TxDOT - ENV
JUL 21 2003
CRM

cc: Dallas District

Texas Department of Transportation

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

RECEIVED
2003 SEP 29 PM 2:17
OFFICE OF ENVIRONMENTAL POLICY, ANALYSIS & ASSESSMENT

September 19, 2003

PROJECT
OCT 20 2003
MANAGEMENT

NH
Environmental Assessment Coordination
Dallas County
CSJs 0094-03-065, 0094-07-015 & 0094-07-020

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

Mr. Dan Burke
Policy and Regulations Division, MC205
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

Dear Mr. Burke:

In accordance with the Memorandum of Understanding signed between our two agencies, attached are two copies of the environmental assessment covering the subject project for your review and comment.

If you have any comments, please submit them to us within 30 days from the date of receipt of this letter. If you do not have any comments on the document, please sign and date the bottom of the letter and return a copy to: Texas Department of Transportation, Environmental Affairs Division, 125 E. 11th Street, Austin, Texas 78701-2483. If no response is received after the 30 days have expired, we will proceed with project development.

Sincerely,

Elvia Gonzalez

Elvia Gonzalez
Project Management Section
Environmental Affairs Division

Attachments

☑ NO COMMENT: Clyde E. Bohnsack
Texas Commission on Environmental Quality

DATE: 10/13/03

C- SF 0094-03-065

cc: Dallas District

received
Sept 29, 2003

Texas Department of Transportation

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

September 19, 2003

NH
Environmental Assessment Coordination
Dallas County
CSJs 0094-03-065, 0094-07-015 & 0094-07-020

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

PROJECT
OCT 22 2003
MANAGEMENT

Dr. Ray C. Telfair
Texas Parks and Wildlife Department
Wildlife Division
Wildlife Habitat Assessment Program
11942 FM 848
Tyler, Texas 75707-9657

Dear Dr. Telfair:

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

Please submit any comments you may have within 45 days from the date of this letter. If you do not have any comments on the document, please sign and date the bottom of this letter and return a copy to the Environmental Affairs Division. If no response is received after the 45 days have expired, we will proceed with project development. If you have any questions regarding this project, please contact Bill Hood of this office at 416-2623.

Sincerely,

Elvia Gonzalez

Elvia Gonzalez
Project Management Section
Environmental Affairs Division

Attachment

☑ NO COMMENT: Ray C. Telfair II (See attached letter)
Wildlife Habitat Assessment Program
DATE: October 17, 2003

TEXAS PARKS & WILDLIFE

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ROBERT L. COOK
EXECUTIVE DIRECTOR

October 17, 2003

PROJECT
OCT 22 2003
MANAGEMENT

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

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

Dear Ms. Gonzalez:

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

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

Sincerely,

Ray C. Telfair II

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

RCT

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Appendix D

Air Quality Technical Information

Appendix D Content List

Item	Topic	Date	Page
Air Quality Technical Information	-	-	D-1 through D-3

APPENDIX D

AIR QUALITY TECHNICAL INFORMATION

D.1. INTRODUCTION

A Traffic Air Quality Analysis (TAQA) for SH-183 was conducted as part of the EA. Details concerning the MOBILE6 and CALINE3 models used in the analysis as well as analysis results are presented in the following sections.

D.2. AIR QUALITY MODELS

D.2.1. MOBILE6 Model

The EPA's highway vehicle emission factor model, MOBILE, is a FORTRAN program that provides average in-use fleet emission factors for three criteria pollutants (VOC, CO, and NOx) for each of eight categories of vehicles. MOBILE6 is the EPA's "latest official release" of the highway vehicle emission factor model.

The output from the model is in the form of emission factors expressed as grams of pollutant per vehicle mile traveled (g/mi). Because newer cars with better pollution-control devices are replacing older cars, the vehicle mean exhaust emission factors usually decrease faster than the traffic volumes increase each year. The MOBILE6 output data used in this study was provided by the TxDOT – Environmental Affairs (ENV) Division in Austin, Texas.

MOBILE6 Inputs. MOBILE6 default values for the DFW area operating mode (percent cold and hot starts) and percent of diesel vehicles were used. The estimated time of completion (ETC) year 2009 and design year 2029 were input into the model to calculate the exhaust emission factors.

Emission Factors. The emission factors for vehicular traffic are determined using the MOBILE6 output and projected peak-hour traffic and vehicle categories. The calculated emission factors used in the analysis ranged from 19.1 g/mi to 22.4 g/mi (2004 factors) for the year 2009 and 10.7 g/mi to 12.6 g/mi (2024 factors) for the year 2029. TxDOT-ENV directed that year 2004 factors be used for year 2009 to provide more of a worst-case scenario. In addition, the year 2024 factors were used for the year 2029 because they are the most recent available from the MOBILE6 model.

D.2.2 CALINE3 Model

The CALINE3 model is listed in 40 CFR Appendix W, *Guidelines on Air Quality Models (guidance)* as an appropriate model. The CALINE3 model can predict CO or other inert pollutant concentrations from both moving and idling vehicles. The model is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize the pollutant dispersion over the roadway.

Model Inputs

Meteorology. The regulatory default values for the following parameters were used:

Wind Speed:	1 meter/second
Wind Angle:	"Worst-Case" wind direction angle (variable at 30-degree increments)
Stability Class:	D – for an urban area
Mixing Height:	3,000 meters

Emission Factors. The composite emission factors derived from the MOBILE6 program were input.

Roadway and Receptor Parameters. The geometrics of the proposed roadway improvements were derived from preliminary design schematics. Receptor locations were placed along the proposed right-of-way boundaries along SH-183.

Other Site Variables. A surface roughness factor (Z_0) of 1.0 meter was input. The settling velocity (V_s) and deposition velocity (V_d) were each set at zero because CO is a gaseous emission. The projected CO concentrations are based upon an averaging time of 60 minutes.

Background Concentrations. Model calculations included TxDOT's recommended background CO concentrations of 3.7 ppm for the 1-hour average and 2.3 ppm for the 8-hour average for the years 2009 and 2029.

Traffic Parameters. Morning and evening traffic volumes were obtained from TxDOT–TPP. A straight-line interpolation method was used to convert the year 2000 AADT to the ETC year 2009 AADT by Lopez Garcia Group of Dallas, Texas. Design hourly volumes (DHV) ranging from 1,388 to 7,567 for the year 2009 and 1,824 to 9,340 were used for the TAQA. The DHV used for the study were:

Roadway	Year 2009 DHV	Year 2029 DHV
Eastbound Frontage Road	1,388	2,052
Eastbound Main Lane	7,567	9,340
HOV Lane	1,388	1,824
Westbound Main Lane	7,499	8,626
Westbound Frontage Road	1,406	2,728

Source: Lopez Garcia Group, 2003.

Conversion from the 1-Hour Standard to the 8-Hour Standard. The NAAQS 1-hour CO standard is 35 ppm and the 8-hour standard is 9 ppm. The conversion from the 1-hour to the 8-hour standard was calculated using a computer program provided by TxDOT-ENV. The correspondence between Lopez Garcia Group and Mr. Bill Jordan, Air Quality Specialist, with TxDOT-ENV is provided at the end of this appendix.

D.3. ANALYSIS RESULTS

Using the models and assumptions described previously, the analysis results are presented in **Table D-1.**

TABLE D-1. PROJECTED CO CONCENTRATIONS

Year	1-Hour CO (ppm) Standard 35ppm	% of NAAQS (1-Hour)	8-Hour CO (ppm) Standard 9ppm	% of NAAQS (8-Hour)
2009	10.2	29.1	6.1	67.8
2029	8.6	24.6	5.2	58.2

Source: Lopez Garcia Group, 2003.

Notes: The receptor with the highest CO concentration is reported.
The NAAQS for CO is 35 ppm for 1-hour and 9 ppm for 8-hour.
CO 1-hour concentrations include an ambient background level of 3.7 ppm and a 2.3 ppm CO 8-hour background concentration.

D.4. CONCLUSIONS

Results of the TAQA conducted for the proposed project indicates the following conclusions:

- The analysis results indicate the ETC year 2009 and year 2029 CO concentrations for the proposed SH-183 improvements are well below the NAAQS of 35 ppm for 1-hour and 9 ppm for 8-hour as set by the EPA.

- No NAAQS violations are anticipated as a result of the proposed project.

Appendix E

Noise Analysis

Appendix E Content List

Item	Topic	Date	Page
Noise Analysis	-	-	E-1 through E-5
Noise Modeling Sites Map	-	-	E-6 and E-7

NOISE ANALYSIS

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

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

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

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

The traffic analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

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

TABLE E-1 FHWA Noise Abatement Criteria

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

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

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

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

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

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

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

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

Existing and predicted traffic noise levels were modeled at receiver locations (**Table E-2**) that represent the land use activity areas adjacent to the highway project that may be impacted by traffic noise and that may potentially benefit from reduced noise levels. **Figures E-1A and E-1B** in this appendix show the receiver location areas.

TABLE E-2 Traffic Noise Levels (dBA Leq)

Receiver	Description	NAC Category	NAC Level	Existing 2000	Predicted 2029	Change (+/-)	Noise Impact
1	Calvary Church	E	52	45	48	+3	N
2	House	B	67	77	83	+6	Y
3	House	B	67	77	82	+5	Y
4	Crockett Middle School	E	52	40	40	0	N
5	House	B	67	71	75	+4	Y
6	Jaycee Park	B	67	74	78	+4	Y
7	House	B	67	79	85	+6	Y
8	House	B	67	59	77	+18	Y
9	Baylor Hospital	E	52	40	50	+10	N
10	Colonial Funeral Home	E	52	51	53	+2	Y
11	Oakhurst Apartments	E	52	43	44	+1	N
12	Airport Inn	E	52	49	50	+1	N
13	Sterling Hotel	E	52	47	46	-1	N
14	Trinity Park	B	67	70	64	-6	N
15	Wingren Village Apartments	E	52	46	55	+9	Y
16	House	B	67	63	72	+9	Y
17	Nichols Park	B	67	61	72	+11	Y
18	House	B	67	66	77	+11	Y
19	Office/Shopping Center	E	52	42	43	+1	N
20	Embassy Apartments-1st Floor	E	52	50	48	-2	N
21	Plymouth Church	E	52	41	48	+7	N
22	Medical Center	E	52	47	54	+7	Y
23	El Chico Restaurant	E	52	48	53	+5	Y
24	Medical Center	E	52	44	50	+6	N
25	Motel 6	E	52	47	53	+6	Y
26	House	B	67	67	72	+5	Y

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

Before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. In order to be feasible, the measure should reduce noise levels by at least 5 dB(A) per benefited receiver; and to be reasonable it should not exceed $25,000 per benefited receiver.

Traffic management: Control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dB(A) per five mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for

certain vehicles are prohibited on state highways.

Alteration of horizontal and/or vertical alignments: further alterations to the existing alignment would result in additional displacements and increased right-of-way in addition to the current business and residential displacements under the Preferred Alternative and would not be cost effective or reasonable.

Buffer zone: the acquisition of sufficient undeveloped land adjacent to the highway project to preclude future development that could be impacted by highway traffic noise would not be cost effective or reasonable.

Noise barriers: This is the most commonly used noise abatement measure. For this project, a noise barrier would severely restrict access to a majority of the adjacent activity areas. Numerous gaps in the noise barrier would satisfy access requirements but would render the barrier ineffective (unfeasible). Also, noise barriers could have a detrimental impact on nearby businesses by restricting views and access by potential customers. Finally, a noise barrier would not be cost effective for an individual receiver. For these reasons, a noise barrier would not be feasible and reasonable for Receivers 10, 22, 23, 25, and 26.

However, noise barriers were determined to be both feasible and reasonable in the residential areas for Receivers 2, 3, 5, 6, 7, and 8, located in Plymouth Park residential area; and 16 through 18, located in Nichols Park residential area; therefore, these noise barriers are proposed for incorporation into the project. Details of these proposed noise barriers are shown in the following table and their locations are shown on **Figure E-1A** in this Appendix. Any subsequent project design changes may require a reevaluation of this proposal. The final decision to construct the proposed noise barrier will be made upon completion of the project design and the public involvement process.

TABLE E-3 Noise Barrier Proposal (Preliminary)

Plymouth Park Residential Area					
Barrier	**#Benefited Receivers**	**Length (feet)**	**Height (feet)**	**Total Cost***	**$/Benefited Receiver**
1	41	1,667	10	$300,060	$18,768
2		2,169	10	$390,420	
3		439	10	$79,020	
Nichols Park Residential Area					
Barrier	**#Benefited Receivers**	**Length (feet)**	**Height (feet)**	**Total Cost***	**$/Benefited Receiver**
4	27	402	10	$72,360	$24,488
5		795	12 & 14	$182,376	
6		353	14	$89,082	
7		627	12 & 14	$143,4996	
8		907	8	$130,662	
9		400	6**	$43,200	

*Based on estimated construction cost of $18 per square foot.
** The 6 ft wall would be added to a 3 ft. CTB barrier producing a total wall height of 9 ft.
Note: Barriers 1-7 are located along the ROW, barrier 8 is located on the westbound main lanes and barrier 9 is located on the HOV ramp.

According to the Comprehensive Plans for the Cities of Fort Worth and Irving, the following land uses are proposed for the undeveloped lands along the project: mixed-use (east of SH 360, south of SH 183), heavy commercial (along County Line Road, south of SH 183 and east of Valley View Lane, south of SH 183), and commercial and light industrial uses for the Dallas-Fort Worth Airport

land located between loop 360 and Valley View Lane, north of SH 183. In summary, the undeveloped land within the project limits is planned for commercial and industrial uses, with the exception of the area just east of Loop 360, planned to be developed for mixed-use and may include residential uses.

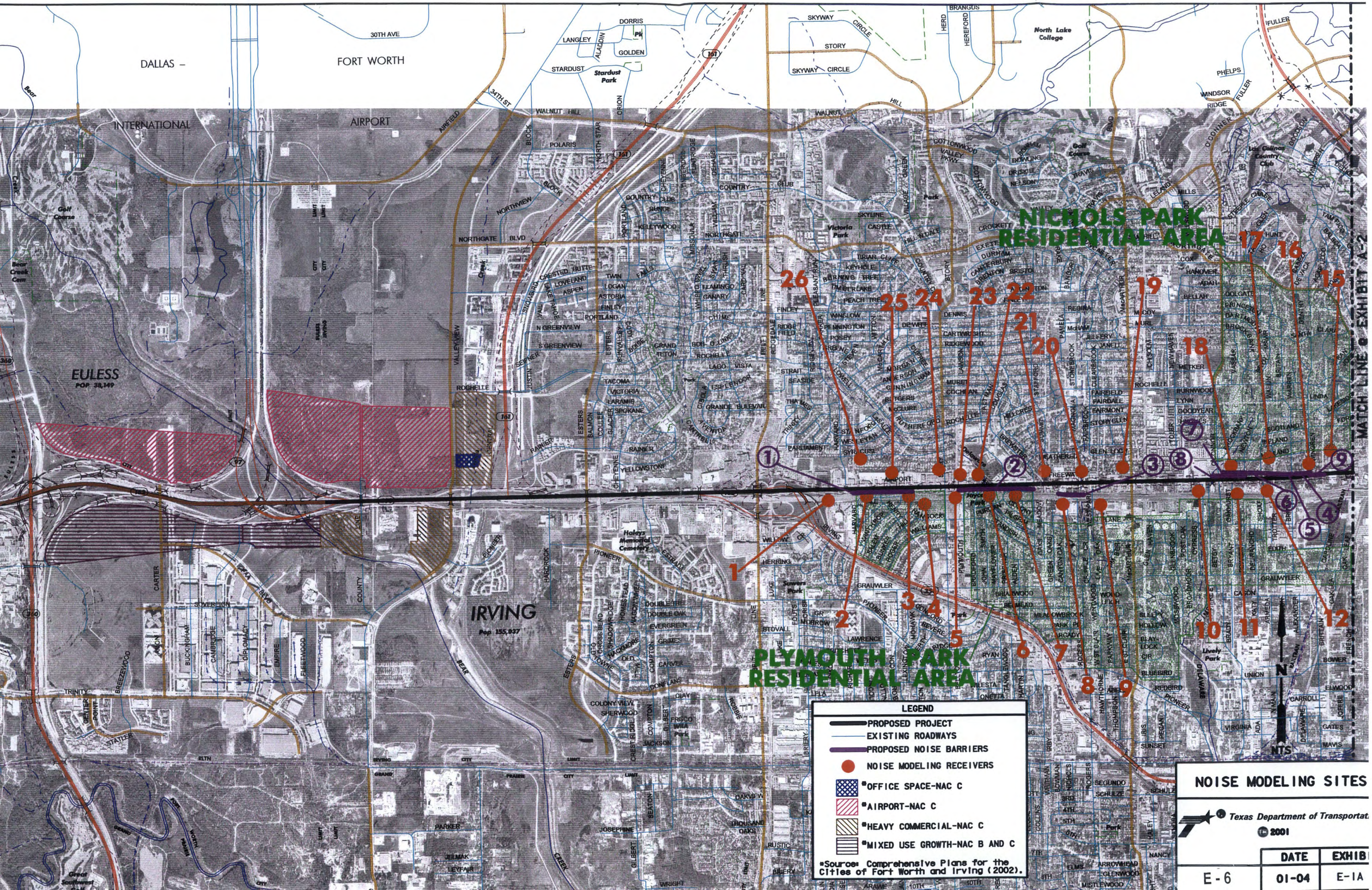
To avoid noise impacts that may result from future development of properties adjacent to the project, a copy of this traffic noise analysis will be provided to local officials to assist in future land use planning. Local officials responsible for land use control programs should ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the predicted 2029 noise impact contours.

TABLE E-4 YEAR 2029 NOISE IMPACT CONTOURS

Location	Undeveloped Area	Land Use	NAC Category	Impact Contour	Distance from ROW in feet
South of SH 183	Between SH 360 and the Tarrant/Dallas County Line	Mixed Use Growth	B	66	700
			C	71	500
	West of County Line Road	Commercial	C	71	300
	West of Valley View Lane	Commercial	C	71	400
North of SH 183	Between Loop 360 and International Parkway	Commercial/Industrial	C	71	100
	Between International Parkway and County Line Road	Commercial	C	71	350
	East of County Line Road	Commercial/Office	C	71	200

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

On the date of approval of the Environmental Assessment document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.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FORT WORTH
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AIRPORT
EULESS
POP 38,149
IRVING
Pop. 155,937
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PLYMOUTH PARK RESIDENTIAL AREA
North Lake College
Stardust Park
Victoria Park
Haleys Memorial Cemetery
Lively Park
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PROPOSED PROJECT
EXISTING ROADWAYS
PROPOSED NOISE BARRIERS
NOISE MODELING RECEIVERS
*OFFICE SPACE-NAC C
*AIRPORT-NAC C
*HEAVY COMMERCIAL-NAC C
*MIXED USE GROWTH-NAC B AND C
*Source: Comprehensive Plans for the Cities of Fort Worth and Irving (2002).
NOISE MODELING SITES
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MATCH LINE EXHIBIT A-1

LEGEND

- PROPOSED PROJECT
- EXISTING ROADWAYS
- NOISE MODELING RECEIVERS
- *OFFICE SPACE-NAC C
- *AIRPORT-NAC C
- *HEAVY COMMERCIAL-NAC C
- *MIXED USE GROWTH-NAC B AND C

*Source: Comprehensive Plans for the Cities of Fort Worth and Irving (2002).

NOISE MODELING SITES

Texas Department of Transportation

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	DATE	EXHIBIT
E-7	01-04	E-1B

Appendix F

Hazardous Materials

Appendix F Content List

Item	Topic	Date	Page
Hazardous Material Report	--	--	F-1 through F-18
Potential Haz-Mat Site Map	--	--	F-19 and F-20

APPENDIX F - HAZARDOUS MATERIALS

Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA), an initial site assessment including a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases/lists was performed. This was conducted in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-97, with exceptions to accommodate the particular situations and needs of the TxDOT's roadway projects. The purpose of the initial site assessment is to identify possible hazardous materials within the project limits. Documentation of the initial site assessment is maintained in the TxDOT Dallas District project files.

Environmental Data Resources, Inc. (EDR) performed a regulatory database search. The database review lists reviewed include the National Priorities List (NPL), Texas State Superfund, Comprehensive Environmental Response Compensation and Liability System (CERCLIS), Resource Conservation and Recovery Act (RCRA) facilities, municipal solid waste landfills (MSWLF), registered petroleum storage tanks (RPST) and leaking petroleum storage tanks (LPST) facilities. The following table provides a list of the regulatory databases reviewed.

EPA and TCEQ REGULATORY DATABASES AND MINIMUM SEARCH DISTANCE

ABBREVIATION		REGULATORY DATABASE		SEARCH RADIUS
EPA				
NPL		National Priorities List		1.0 mi. (1.6 km)
CERCLIS		Comprehensive Environmental Response, Compensation, and Liability Information System (Uncontrolled hazardous waste sites)		0.5 mi. (0.8 km)
RCRIS	(TSDF)	Resource, Conservation and Recovery Information System	Treatment, Storage and Disposal Facilities	1.0 mi. (1.6 km)
	(G)		Generators Violations and Corrective Action Reports	0.25 mi. (0.4 km)
ERNS		Emergency Response Notifications and Texas Spills		0.25 mi. (0.4 km)
TRIS		Toxic Release Inventory System		0.25 mi. (0.4 km)
TNRCC				
Tx Superfund		Texas State Superfund Sites		1.0 mi. (1.6 km)
LPST		Leaking Petroleum Storage Tanks		0.5 mi. (0.8 km)
MSWLF		Municipal Solid Waste & Landfills (Authorized & Unauthorized)		1.0 mi. (1.6 km)
VCP		Texas Voluntary Cleanup Program		0.5 mi. (0.8 km)
RPST		Registered Petroleum Storage Tanks		0.25 mi. (0.4 km)
Note: These distances should be measured from every point on the roadway within the project limits.				

A preliminary survey was conducted to identify sites within the project corridor that are "at risk" of environmental contamination by hazardous waste/substances. The scope of the survey consisted of the following tasks:

- Review of the proposed route maps, aerial photographs, and available historical maps to establish current and former land use;
- Review regulatory agency listings of sites within the study area using a consultant database service; and
- Conduct field reconnaissance to confirm and/or supplement information pertaining to the types of land use in the study area.

Sites considered likely to be contaminated and within the proposed right-of-way are categorized as "high risk". Sites are categorized as "low risk" if available information indicates that some potential for contamination exists, but the site is not likely to pose a contamination problem to roadway construction.

Fourteen (14) sites where ROW acquisition is proposed and three (3) sites adjacent to and up-gradient relative to the ROW were assessed as high-risk sites because of the potential to encounter affected subsurface media and/or shallow groundwater. **Table F-1**, below, contains a detailed listing of the sites, a description of the site location relative to the proposed project, and a preliminary risk assessment. Following the table is an explanation of the basis for the risk assessment. **Figure F-1** in this appendix shows the locations of these sites.

TABLE F-1 PROPERTIES WITH POTENTIAL ENVIRONMENTAL IMPACTS

STATE HIGHWAY 183

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
18	UST, LPST	Global Truck and Trailer 5200 West Airport Freeway	Same	X		Priority was listed as "Groundwater impact, no apparent threats or impacts to receptors. Status listed as " pre-assessment/release determination in progress."	ROW acquisition - Potential for soil and groundwater contamination	
191	Finds, RCRIS-LQG, IHW, UST	Murdoch Machine and Engineering 5200 West Airport Freeway	Same	X		Six recorded violations. Enforcement actions included written and verbal enforcements. One 500-gallon UST removed from the ground in 1989.	ROW acquisition - Potential for soil and groundwater contamination	
187	UST	Conoco Gas Station 4900 West Airport Freeway	Up		X	Three UST's installed in 1996. In use.		X
184	UST	Holiday Inn South 4440 West Airport Freeway	Up	X		One 550- gallon, steel UST, listed as containing diesel.		X
177	UST	7-11 418 West Airport Freeway	Up	X		Facility ID# 0007362. Three 12,000-gallon UST's containing gasoline. Installed in 1984		X
176	FINDS, RCRIS-SQG	1 Hour Martinizing 2000 Esters Road	Up		X	No violations found.		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
172	UST, FINDS, RCRIS-SQG	David Mc David GMC 3900 West Airport Freeway	Down		X	Facility ID# 0037005. One 6,000-gallon gasoline, one 550-gallon gasoline UST removed from the ground in 1994. No violations found.		X
170	FINDS, RCRIS-SQG	Service King 3910 West Airport Freeway	Down	X		No violations found		X
168	UST, LPST	Fred Oakley Motors 3800 West Airport Freeway	Same	X		Facility ID# 0012201. LPST ID# 102023. Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed."	ROW acquisition - Potential for soil and groundwater contamination	
167	FINDS, RCRIS-SQG, UST	David McDavid Pontiac 3700 West Airport Freeway	Down	X		Facility ID# 0044386. One 10,00-gallon UST removed from the ground in 1998. One 500-gallon UST removed from the ground in 1996.		X
158	FINDS, RCRIS-SQG, UST	Mobil Gas Station 1951 North Beltline Road	Same		X	Facility ID# 0060322. Four 12,000-gallon, single wall, FRP, USTs installed in 1986. No violations found.		X
151	UST	Pep Boys 1950 North Beltline	Same		X	Facility ID# 0044027. One 550-gallon UST removed from the ground in 1997.		X
199	UST, LPST	7-11 2325 West Airport Freeway	Up	X		Facility ID# 0007366, LPST ID# 110835. "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed."	ROW acquisition - Potential for soil and groundwater contamination	

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
46	UST, LPST	Chevron gas station 4125 West Airport Freeway	Up		X	Facility ID# 0063208, LPST ID# 112567. "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed."		X
49	FINDS, RCRIS-SQG, UST, LPST	Texaco Food Mart 4101 West Airport Freeway	Up	X		Facility ID# 001348, LPST ID# 100785. "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed." No violations found.	ROW acquisition - Potential for soil and groundwater contamination	
72	FINDS, RCRIS-SQG	Olin Hunt 2729 West Airport Freeway	Up		X	No violations found.		X
528	UST	Fina Mart 2330 West Airport Freeway	Up		X	Facility ID# 0033209, Three gasoline USTS Permanently filled in place. The USTs were installed in 1969; One 44-gallon waste oil tank was removed from the ground.		X - Not listed on the TCEQ LPST database
404	UST, LPST	Exxon Tiger Mart 1100 West Airport Freeway	Down	X		Facility ID# 0026317, LPST ID# 093095, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed."		X - Down gradient from the Project
401	UST, LPST, FINDS, RCRIS-SQG	Chevron Food Mart 1016 West Airport Freeway	Same	X		Facility ID# 0005705, LPST ID# 110200, Priority "Groundwater impact, Public Domain water supply well within 0.25-0.5 miles.' Status "Monitoring." No violations.	ROW acquisition– Potential for soil and groundwater contamination	

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
399	RCRIS-SQG	Gerald Stavely 1006 West Airport Freeway	Down	X		No violations		X
364	UST, LPST	Texaco Refining and Marketing (Texaco Food Mart) 2112 North O'Connor	Up	X		Facility ID 00135876, LPST ID# 106793, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence issued, case closed."	ROW acquisition - Potential for soil and groundwater contamination	
328	UST, FINDS, RCRIS-SQG	Shell Oil 412 East Airport Freeway	Same	X		Facility ID# 0024386, Three gasoline USTs (one, 1,000-gallon and two, 9,500-gallon) removed from the ground in 1994.		X
322	UST, LPST, FINDS, RCRIS-SQG	Frank Parra Chevrolet 1000 East Airport Freeway	Same	X		Facility ID 0022447, LPST ID# 115131, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Pre-assessment/release determination." Four USTs on-site, listed as containing used-oil.	ROW acquisition – Potential for soil and groundwater contamination	
206	UST, LPST	Metro Volkswagen 2035 West Airport Freeway	Up	X		Facility ID 0008609, LPST ID# 101106, Priority "Minor soil contamination, does not require a remedial action plan." Status "Final concurrence issued, case closed." USTs removed from the ground in 1991.		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
210	UST, AST, FINDS, RCRIS-SQG	Toyota of Irving 1999 West Airport Freeway	Up	X		Four UST's on-site; The tanks were listed as 40-gallon steel tanks containing hydraulic oil.		No – not listed on the TCEQ LPST database and proximity to project
231	UST, LPST, FINDS, RCRIS-SQG	Texaco Food Mart 1101 West Airport Freeway	Up		X	Facility ID 0013437, LPST ID# 094216, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Corrective action Plan."	ROW acquisition – Potential for soil and groundwater contamination	
234	UST, LPST, Finds, RCRIS-SQG	Mobil (Former 7-11) 1025 West Airport Freeway	Up		X	Facility ID 0017555, LPST ID# 115036, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Site Assessment." No other information concerning the USTs was available in the database.	ROW acquisition – Potential for soil and groundwater contamination	
232	AST, FINDS, RCRIS-SQG	Westway Preowned Super Center 1015 West Airport Freeway	Up		X	Four low priority violations exist. One 2,000-gallon AST located on-site.		X
238	UST, AST, FINDS, RCRIS-SQG	Westway Ford 801 West Airport Freeway	Up	X		Four low priority violations exist. Two gasoline ASTs located on-site (one 6,000-gallon and one 2,000-gallon).		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
254	ERNS, FINDS, UST	Shell Food Mart 431 West Airport Freeway	Up	X		Facility ID 0033175, Four 10,000-gallon gasoline USTs installed in 1984. Currently in use. Two 44-gallon USTs containing hydraulic fluid were removed from the ground in 1998. Not listed on the LPST database.		X No – not listed on the TCEQ LPST database
257	UST, FINDS, RCRIS-SQG	Econo Lube & Tune 411 West Airport Freeway	Up	X		Facility ID# 0058377. One 550-gallon steel waste oil tank installed in 1991. No violations.		No – Slight potential for soul and groundwater contamination
258	UST, LPST, SQG, FINDS	Fina/Popeye's 401 West Airport Freeway	Up	X		Facility ID 0005720 LPST ID# 091289, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Final concurrence pending documentation of well plugging." No violations.	ROW acquisition – Potential for soil and groundwater contamination	
311	UST	A&B Muffler 103 East Airport Freeway	Up	X		Facility ID# 0061560. Two 4,000-gallon USTs were permanently removed from the ground in 1989.		No – Not listed on the TCEQ LPST database
321	UST, LPST, RCRIS-LQG, FINDS	Exxon Bulk Storage 1201 East Airport Freeway	Up	X		Facility ID 0011395 LPST ID# 100287, Priority "No groundwater impact, no apparent threats to receptors." Status "Final concurrence pending documentation of well plugging." See bldg ID# 544 for UST information.	ROW acquisition – Potential for soil and groundwater contamination	

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
652	UST, LPST	Shell Food Mart 1230 East Airport Freeway	Down	X		Facility ID# 0033177, LPST ID# 092094, Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status "Monitoring."	ROW acquisition – Potential for soil and groundwater contamination	
635	UST, LPST, RCRIS-SQG, FINDS	Mobil Food Mart 1300 East Airport Freeway	Down	X		Facility ID# 0017677, LPST ID# 091279, Priority "Former vapor impact, NAPL near utility, potential vapor pathway." Status "Final concurrence issued, case closed."	ROW acquisition – Potential for soil and groundwater contamination	
630	UST	Bankston Nissan 1500 East Airport Freeway	Same	X		Facility ID# 0064231, one 2,000-gallon gasoline UST installed in 1992, currently in service. One 550-gallon used oil UST installed in 1976, removed from the ground in 1992.		X – Not listed on TCEQ LPST database
587	UST, LPST	RDO Equipment 3230 John Carpenter Freeway	Same	X		Facility ID# 0064387, LPST ID# 092735, Priority " Soil contamination only, requires full sight assessment and remedial action plan." Status "final concurrence issued, closed." Three steel USTs removed from the ground in 1993. Substance stored not reported.		X – Tanks removed.
547	UST, FINDS, RCRIS-SQG, IHW	Point West Volvo 2200 Carl Road	Up	X		Facility ID# 0038710, One 550-gallon used oil UST permanently filled in place in 1992. Small quantity generator with no violations found. EPA identification# TXD987983772.		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
789	FINDS, RCRIS-SQG	**Pure Solve 2500 Carl Road**	Up		X	RCRIS high priority violator.	Upgradient - Chlorinated solvents used/stored on-site, upgradient. Potential for groundwater contamination.	
548	UST, RCRIS-SQG, FINDS, ERNS	Kroger Terminal 1331 East Airport Freeway	Up	X		Facility ID# 0002075, LPST ID# 092587, Priority "soil contamination Only, requires full site assessment and RAP", Status "Preassessment, release determination" LPST ID#, Priority "No groundwater impact, no apparent threats or impacts to receptors", Status "Final concurrence issue, case closed"		X – no ground water impacts and tanks not near roadway
787	UST, RCRIS-LQG, Finds	Engine Master (Sun Engine Sales) 1011 Regal Row	Up		X	Facility ID# 0058653, Two 1,000-gallon used USTs installed in 1988 and removed from the ground in 1993. Violations exist.		X – Site not listed on TCEQ LPST database and proximity to project
784	UST, LPST	Exxon Tiger Mart 9235 John Carpenter Freeway	Same	X		Facility ID # 0013514, LPST ID # 099018. Priority "Groundwater impacted, no apparent threats or impacts to receptors." Status " final concurrence issued, case closed."	ROW acquisition – Potential for soil and groundwater contamination	

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
780	UST	Midco Companies (Ruan Leasing Company) 9101 John Carpenter Freeway	Down	X		Facility ID# 0042542, Two 12,000-gallon gasoline USTs. One installed in 1966 and the second in 1976. Both USTs removed from the ground in 1998.		X – Not on LPST database
779	FINDS, RCRIS-SQG	Former Gould Industrial Battery	Down	X		No violations.		X
773-a	FINDS, RCRIS-SQG	Jerryco Industries 8401 Ambassador Row	Down		X	No violations.		X
773-b	FINDS, RCRIS-SQG	CBS Corporation 8400 Ambassador Row	Down		X	No violations.		X
766	FINDS, RCRIS-SQG	Former ZEP Mfg. 8605 John Carpenter Freeway	Down	X		Conditionally exempt small quantity generator with no violations.		X
770	FINDS, RCRIS-LQG	Dupont De Nemours 8510 Ambassador Row	Down		X	Waste stream included ignitable solid waste, chromium, methyl ethyl ketone, barium, lead, and non-halogenated solvents. Violations reported.		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
765	UST	Capps Rent A Car 8555 John Carpenter Freeway	Down	X		Facility ID# 0065457, One 4,000-gallon gasoline UST installed in 1990. Not reported on the LPST database.		X – Not on LPST database
656	FINDS, RCRIS-SQG, TX VCP, IOP, IHW	Square D 1111 Regal Row	Up	X		Small quantity generator, no violations found. Property in the Voluntary Cleanup Program. Trichloroethene found in soil/groundwater.	ROW acquisition – Potential for soil and groundwater contamination	
659	UST, LPST, FINDS, RCRIS-SQG	(Former Gas Station) McDonalds Restaurant 922 John Carpenter Freeway	Up	X		Facility ID# 0026231, LPST ID# 100192, Priority "Groundwater impacted no apparent threats or impacts to receptors". Status "Final concurrence issued, case closed." Four gasoline USTs installed in 1983, and removed from the ground in 1991. No violations found.		X
671	FINDS, RCRIS-SQG	Former Frito Lay Semi Works 9003 Governors Row	Up		X	No violations found.		X
663	FINDS, RCRIS-SQG	SW Displays 9010 John Carpenter Freeway	Up	X		No violations found.		X
664	FINDS, RCRIS-SQG	Crown Collision 8920 John Carpenter Freeway	Up	X		No violations found.		X

F-12

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low
677	FINDS, RCRIS-SQG, IHW	Rex Reproductions 8777 Governors Row	Up			No Violations found.		X
680	UST	(United Distributors) Intellicom 8818 John Carpenter Freeway	Up	X		Facility ID# 0032617, one 2,000-gallon tank installed in 1970. Status "Permanently filled in place." Closed in 1988. Not listed on LPST database.		X
678	FINDS, RCRIS-SQG	Sherman Williams 8757 Governors Row	Up		X	No violations found.		X
684	UST, LPST	Whitehall Electro Science 1133 Empire Central	Up		X	Facility ID# 0022976, LPST ID# 106483, Priority "Groundwater impacted no apparent threats or impacts to receptors". Status "Final concurrence issued, case closed."		X
229	VCP	183 Shopping Center 1111 West Airport Freeway	Up		X	Media affected was soils & groundwater. Contaminants were identified as VOCs.		X

Plate ID Number	Regulatory Database	Facility Name/Address	Gradient	Location		Comments	Risk Potential	
				In ROW Take	Adjacent to ROW		High	Low

Notes: Figure ID numbers correspond to the locations on Figure X-XX
UST – Underground Storage Tank
LPST – Leaking Underground Storage Tank
VCP – Voluntary Cleanup Program
IOP – Innocent Owner Program
RCRIS-SQG – Resource Conservation and Recovery Information – Small Quantity Generator
LQG – Large Quantity Generator
IHW – Industrial Hazardous Waste
ERNS – Emergency Response Notification System
ROW – Right of Way

The following summarizes the basis for the risk assessment for the potential high risk sites listed in **Table F-1.**

- Plate ID# 18 - Global Truck and Trailer – review of available information indicates this LPST site had impacted groundwater. The facility status is "pre-assessment/release determination in progress". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and County Line Road bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 191 – Murdock Machine and Engineering – review of available information indicates this large quantity generator of hazardous waste has had six recorded violations with both written and verbal enforcement actions. TxDOT would require ROW acquisition at this site. Probable construction activities near the site include road embankment, pavement, retaining walls, and utility relocation, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 168 – Fred Oakley Motors – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway pavement, retaining walls, utility relocation, and SH 183 bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 199 – Seven-Eleven – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and Story Road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 49 – Texaco Food Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, and utility relocation, which may require deep

excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 401 – Chevron Food Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "monitoring". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation and MacArthur road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 364 – Texaco Food Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation and O'Connor road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 322 – Frank Parra Chevrolet – review of available information indicates this LPST site had impacted groundwater. The facility status is "pre-assessment/release determination in progress". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, and utility relocation, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 231 – Texaco Food Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "corrective action plan". The facility is located adjacent and up-gradient relative to the project ROW. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation and MacArthur road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 234 – Mobil (former Seven-Eleven) – review of available information indicates this LPST site had impacted groundwater. The facility status is "site assessment". The facility is located adjacent and up-gradient relative to the project ROW. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation and MacArthur road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 258 – Fina / Popeye's – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence pending documentation of well plugging". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and SH 183 bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 321 – Exxon Bulk Storage facility – review of available information indicates this LPST site had no impacted groundwater. The facility status is "final concurrence pending documentation of well plugging". The facility currently has six (6) above ground storage tanks with a capacity of approximately 55,000 barrels each and 2 smaller above ground storage tanks. The facility has been in operation for at least 40 years. TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and BNSF Railroad overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 652 – Shell Food Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "monitoring". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and Carl Road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 635 – Mobil Food Mart – review of available information indicates this LPST site had "former vapor impact, NAPL (non-aqueous phase liquid) near a utility, and potential vapor pathway". The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and Carl Road overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 789 – Pure Solve – review of available information indicates this small quantity generator of hazardous waste was listed as a RCRA high priority violator. The facility stores and uses chlorinated solvents onsite. The facility is located adjacent and up-gradient relative to the project ROW. Probable construction activities near the site include roadway pavement and utility

relocation, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 784 – Exxon Tiger Mart – review of available information indicates this LPST site had impacted groundwater. The facility status is "final concurrence issued, case closed". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and Regal Row overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

- Plate ID# 656 – Square D - review of available information indicates this small quantity generator of hazardous waste was also listed in the Texas Voluntary Cleanup Program, the Innocent Owner Program, and the Industrial Hazardous Waste database. According to these databases, "Trichloroethene was found in the soil/groundwater". TxDOT would require ROW acquisition at this site. Probable construction activities near the site include roadway embankment, pavement, retaining walls, utility relocation, and Regal Row overpass bridge construction, which may require deep excavation. On the basis of this information, affected subsurface media and/or shallow groundwater may be encountered.

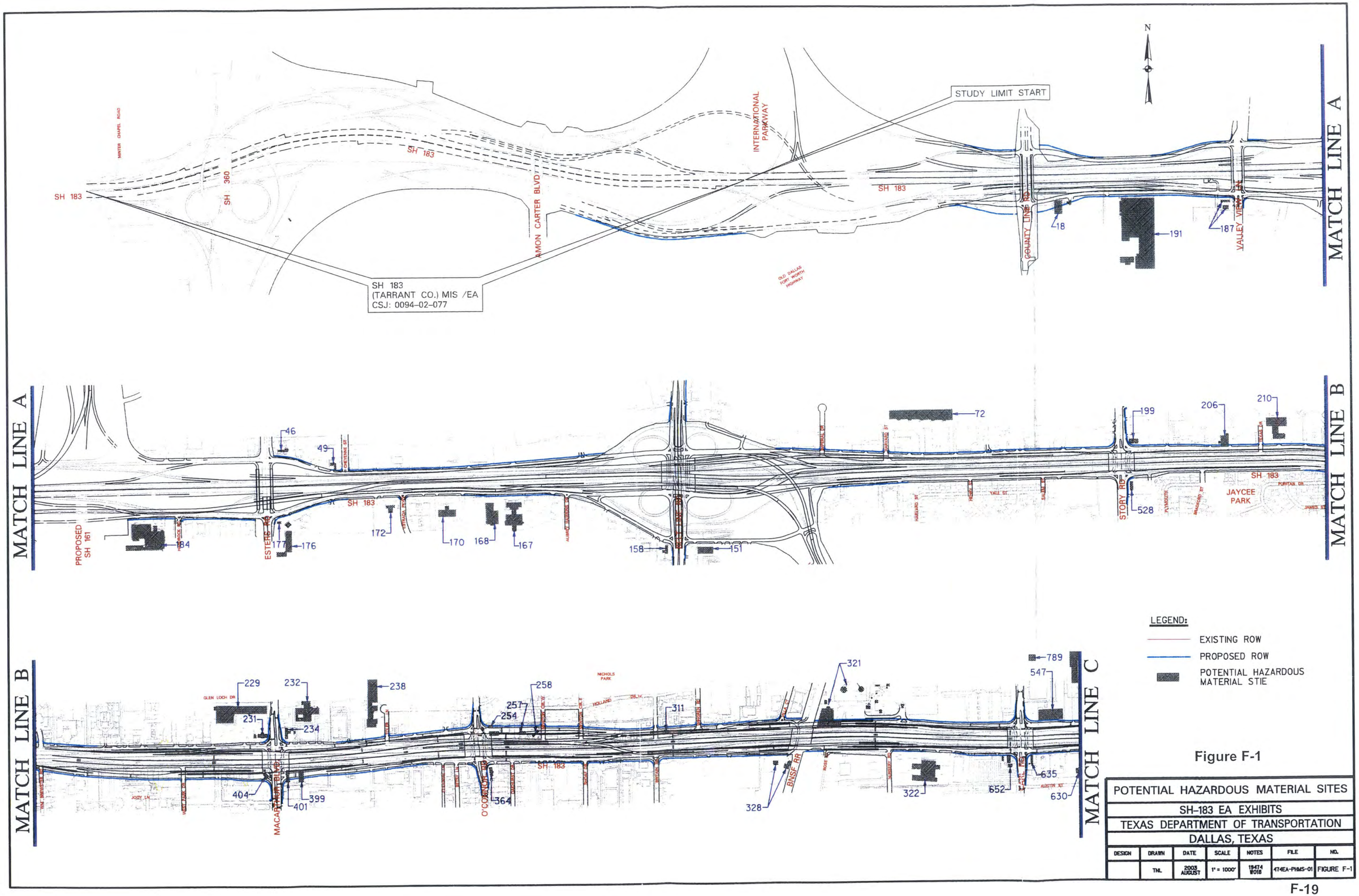
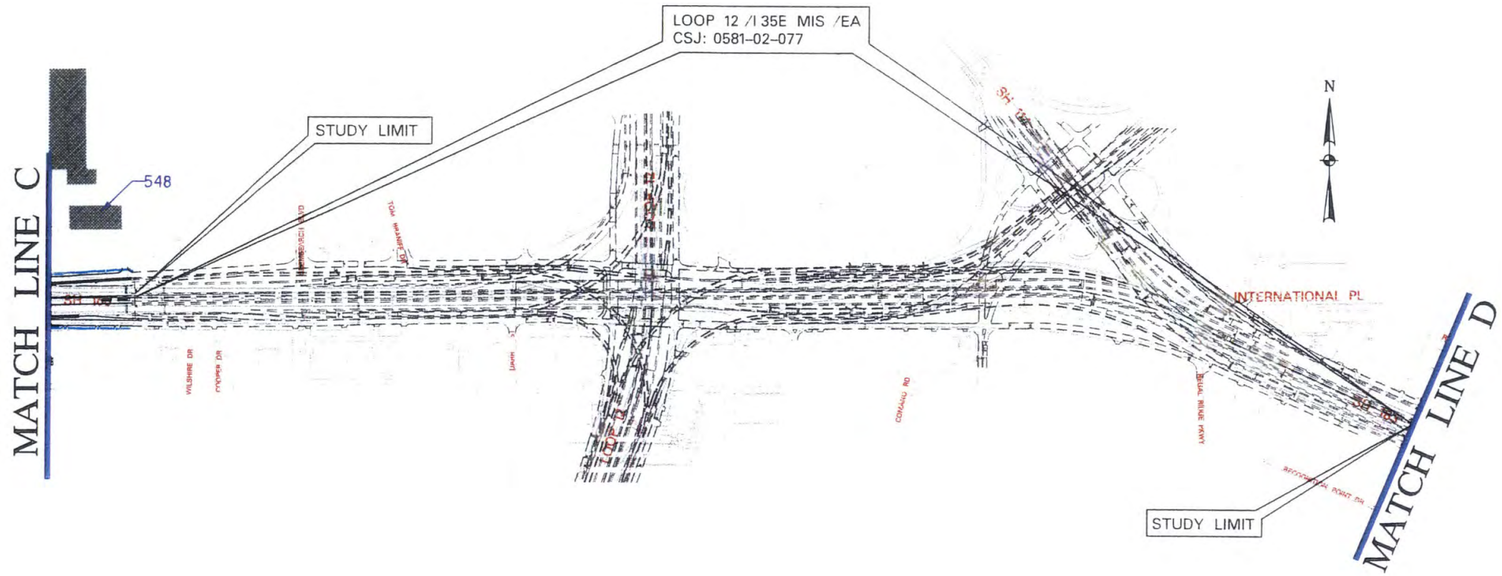
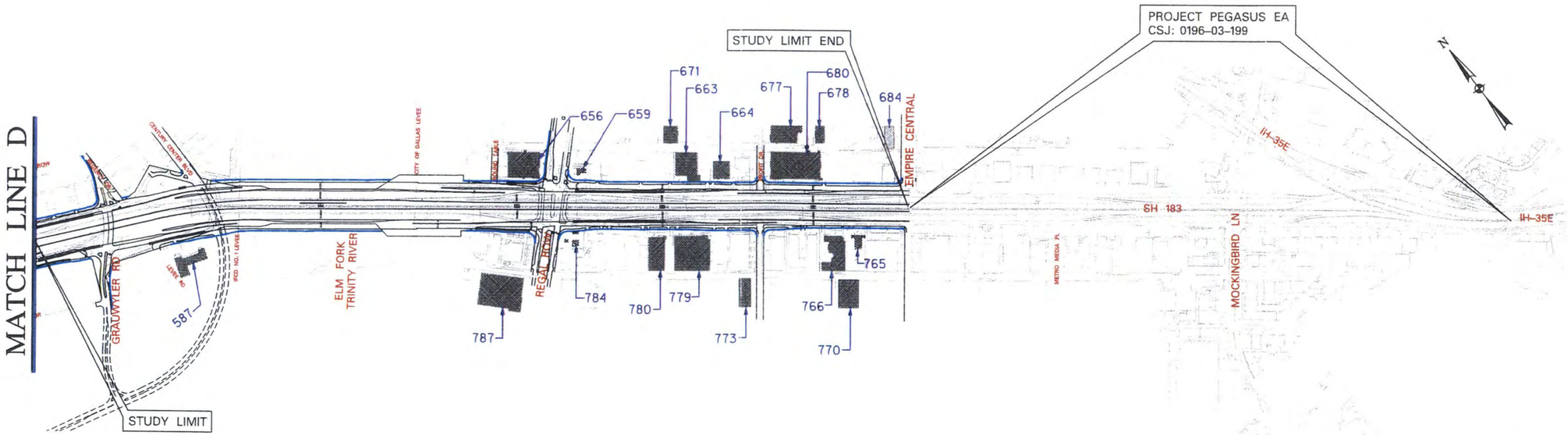


Figure F-1

POTENTIAL HAZARDOUS MATERIAL SITES						
SH-183 EA EXHIBITS						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TML	2003 AUGUST	1" = 1000'	19474 W018	474EA-PHMS-01	FIGURE F-1





LEGEND:

- EXISTING ROW
- PROPOSED ROW
- POTENTIAL HAZARDOUS MATERIAL SITE

Figure F-1

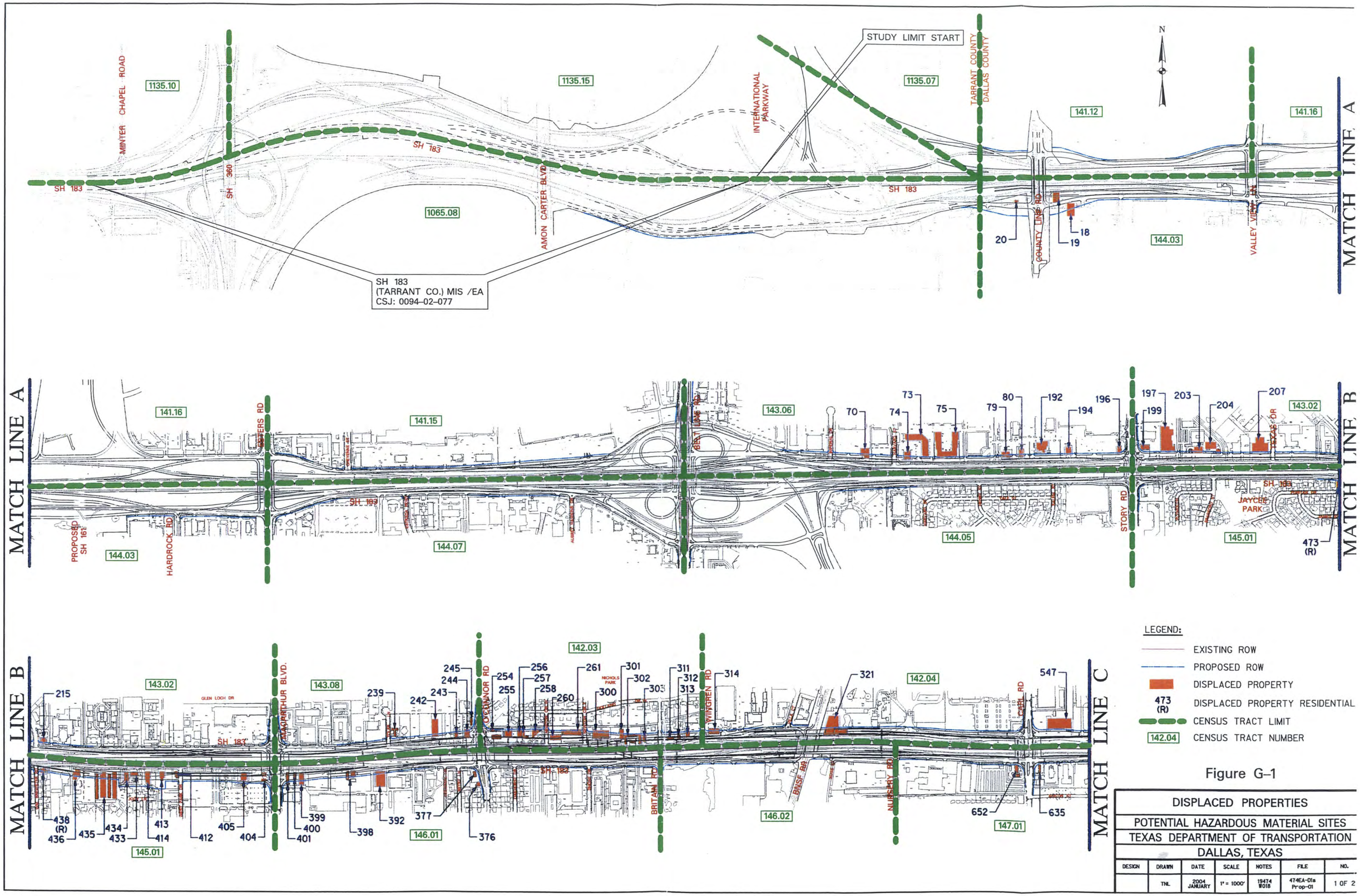
POTENTIAL HAZARDOUS MATERIAL SITES						
SH-183 EA EXHIBITS						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TNL	2003 AUGUST	1" = 1000'	19474 8018	474EA-PHMS-02	FIGURE F-2

Appendix G

Potential Residence and Business Displacements

Appendix G Content List

Item	Topic	Date	Page
Potential Displaced Property Map	-	-	G-1 and G-2
Table G-1	Displaced Property Type		G-3

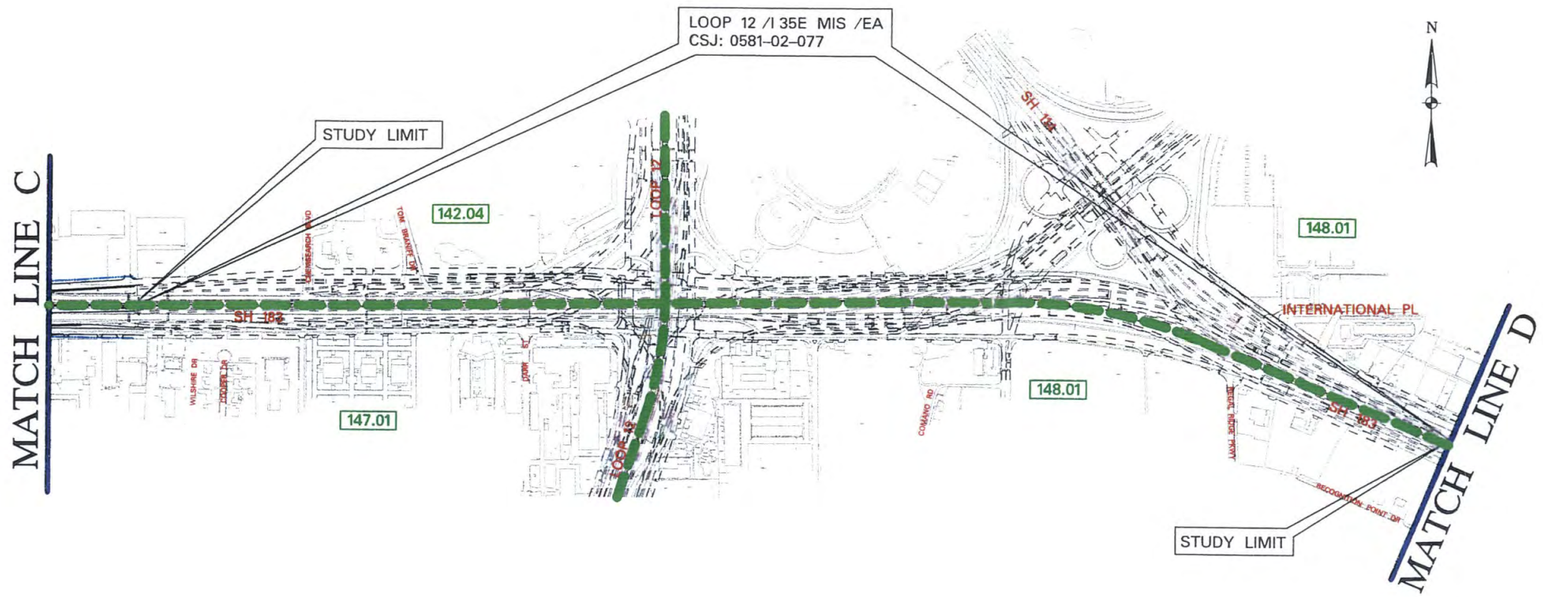


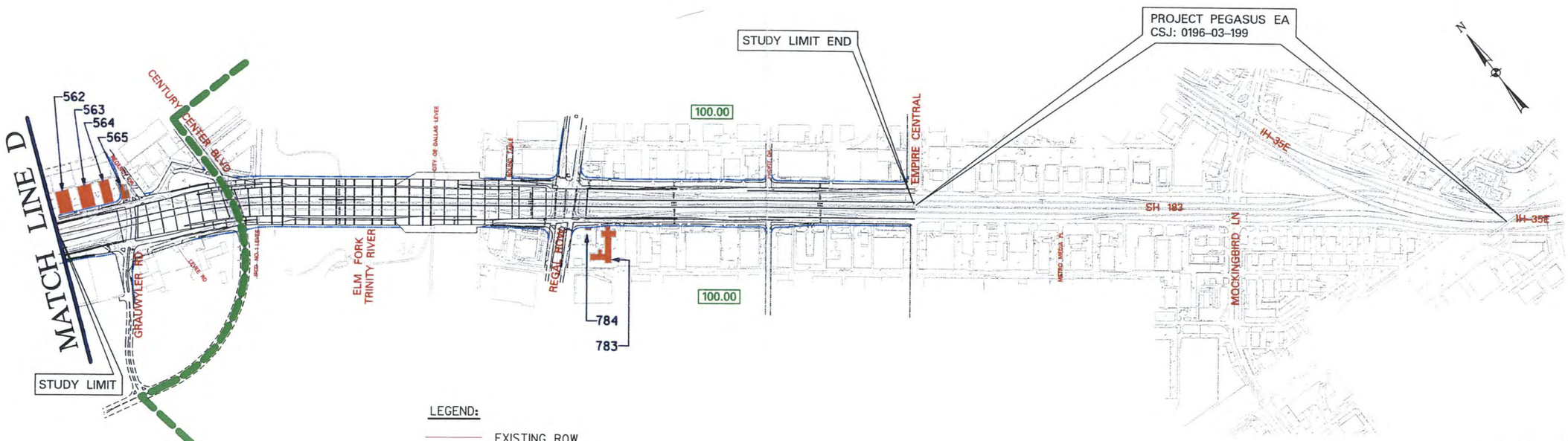
LEGEND:

- EXISTING ROW
- PROPOSED ROW
- DISPLACED PROPERTY
- 473 (R) DISPLACED PROPERTY RESIDENTIAL
- CENSUS TRACT LIMIT
- 142.04 CENSUS TRACT NUMBER

Figure G-1

DISPLACED PROPERTIES						
POTENTIAL HAZARDOUS MATERIAL SITES						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TNL	2004 JANUARY	1" = 1000'	19474 W018	474EA-01a Prop-01	1 OF 2





LEGEND:

- EXISTING ROW
- PROPOSED ROW
- DISPLACED PROPERTY
- 473 (R) DISPLACED PROPERTY RESIDENTIAL
- CENSUS TRACT LIMIT
- 142.04 CENSUS TRACT NUMBER

Figure G-2

DISPLACED PROPERTIES						
POTENTIAL HAZARDOUS MATERIAL SITES						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TNL	2004 JANUARY	1" = 1000'	19474 #018	474EA-DIs Prop-02	2 OF 2

TABLE G-1
SH 183 DISPLACED PROPERTY TYPE

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

Appendix H

Programmatic 4(f) Evaluation

Appendix H Content List

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4(f) Property Map	--	--	H-6
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Coordination			
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PROGRAMMATIC SECTION 4(f) EVALUATION

City of Dallas Municipal Parkland at the S.H. 183 Crossing of the Elm Fork of the Trinity River Dallas County, Texas

1.0 INTRODUCTION

The proposed project would require the acquisition of right-of-way at the State Highway (SH 183) crossing of the Elm Fork of the Trinity River. This area, located between the floodway levees, is a part of a larger area known as the Elm Fork Greenbelt. The Elm Fork Greenbelt is zoned for park and open space use and is designated as a multi-use land. The primary uses are described as flood control, open space, and park.

In the specific area of the SH 183 crossing of the Elm Fork Greenbelt, the Irving Flood Control District #1 owns and administers the land from the river channel to the west levee (except two privately owned parcels). The Irving Flood Control District #1 has determined that their land is not designated as public parkland and has no existing recreational facilities (see **City of Irving Parks and Recreation Department Office Memo dated June 5, 2002 in this appendix**).

The City of Dallas owns the land from the river channel to the east levee. This land, administered by the City of Dallas Park and Recreation Department, is designated as municipal parkland (see **City of Dallas letter dated December 18, 2002 in this appendix**). The proposed project would require the acquisition of 1.02 acres of right-of-way from this municipal parkland. The total area of the Dallas-owned municipal parkland within the Elm Fork Greenbelt is 3,652 acres. There are no existing recreational facilities in the vicinity of the SH 183 bridge crossing (see **Figure H-1** in this appendix).

The proposed project would require land from a publicly-owned municipal park and, therefore, is subject to requirements under Section 4(f) of the U.S. DOT Act of 1966. This Programmatic Section 4(f) Evaluation is submitted in accordance with the Final Nationwide Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects With Minor Involvements With Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges approved by the FHWA on December 23, 1986.

2.0 PROPOSED PROJECT

The Texas Department of Transportation (TxDOT) proposes to reconstruct and improve an 8.1 mile section of SH 183 in Tarrant and Dallas Counties, Texas. In the eastern section of the proposed project, existing SH 183 bridges across the Elm Fork of the Trinity River from levee to levee as a 6-lane divided freeway. Improvements to SH 183 at the Elm Fork include widening the existing freeway to a 10-lane

divided freeway and adding three reversible HOV lanes. The existing frontage roads currently terminate at each side of the river floodway. The proposed improvements extend and connect the frontage roads across the river floodway. To implement the proposed improvements, right-of-way would be required within the levees adjacent to both the north and south sides of the existing freeway.

3.0 PURPOSE AND NEED

The purpose of the project is to improve mobility, reduce congestion, and increase safety on SH 183. Within the project study area, SH 183 does not adequately handle the current traffic nor would it acceptably serve future demand. The long-range transportation plans for the Dallas-Fort Worth Metroplex show a trend of increased travel in the SH 183 corridor as a result of substantial urban growth. The high traffic volumes, substandard design, and inadequate capacity, especially during the morning and evening rush hours, contribute to congestion and above-average accident rates. **Chapter 1** of the Environmental Assessment (EA) provides a description of the proposed project and includes detailed information with regard to the project purpose, need, and objectives.

4.0 DESCRIPTION OF THE SECTION 4(f) RESOURCE

The City of Dallas municipal parkland within the Elm Fork Greenbelt extends from Northwest Highway (north of the project area) to the AT&SF RR (south of the project area). According to the City of Dallas Park and Recreation Department Facilities Inventory, this municipal parkland has a total area of 3,652 acres (see City of Dallas "Park Site Data" sheet in this appendix). The City of Dallas maintains the land from the river channel to the east levee by mowing the floodway bottom twice a year, and the east levee four times a year. The area is to be maintained for a primary use of open space and flood conveyance. There are no existing recreational trails or other facilities in the vicinity of the SH 183 crossing. The City of Dallas has future plans for hike and bike trails and possibly nature trails and trailheads in the vicinity of the SH 183 crossing. These would be a part of the regional Trinity Trail System, which in turn, is a part of the Regional Veloweb.

5.0 PREDICTION OF EFFECTS OF EACH ALTERNATIVE ON THE SECTION 4(f) RESOURCE

5.1 Do Nothing Alternative

The Do Nothing Alternative is the No Build Alternative evaluated and described in **Chapter 2, Section D.1 of the EA**. The Do Nothing represents the case in which the proposed transportation improvements for SH 183 are not implemented. No right-of-way would be required from the City of Dallas municipal parklands located within the Elm Fork Greenbelt. The Do Nothing alternative, however, does not satisfy the project purpose and need and is not consistent with project goals to improve mobility, reduce congestion, and increase safety. The Do Nothing alternative is not consistent with the local and regional transportation plans. For these reasons, the Do Nothing Alternative was determined to be not feasible and prudent.

5.2 Build Alternative

If the Build alternative were implemented, a small amount of City of Dallas municipal parkland within the Elm Fork Greenbelt would be acquired and converted to transportation right-of-way. As shown on **Figure H-1**, this consists of an area of land on both the north and south sides of the existing roadway. The total area that would be acquired is 1.02 acres. As described previously, the total area of Dallas municipal parkland within the Elm Fork Greenbelt is 3,652 acres. The proposed taking is 0.028 percent of the 4(f) resource, which is substantially less than one percent of the total area of the resource. The proposed acquisition of the municipal parkland would not impair the use of the remaining parkland.

5.3 Improve the Existing Facility Without Using the Section 4(f) Resource

Several alternatives to improve the existing transportation facility without using the 4(f) resource were evaluated. These alternatives included:

Build the facility using a variation of Alternative 3A (see **EA Table 2-1**) – This alternative would reduce right-of-way needs within the floodway and avoid the use of the Section 4(f) resource. This alternative would require that the roadway be on three separate levels to provide adequate clearances. This cross section precludes the possibility for access ramps due to the main lanes overhanging the frontage roads. It would also require approach grades exceeding maximum allowed by the TxDOT Roadway Design Manual. This alternative was not considered feasible due to the lack of access ramps, and the inability to meet vertical profile requirements.

Build a reduced mainlane facility and do not extend the frontage roads across the floodway - This alternative would reduce right-of-way needs within the floodway. The alternative was determined to be not feasible and prudent for the following reasons:

- The frontage road extensions across the river floodway would provide a temporary accessway during staging for reconstruction of the main lane bridge. The frontage roads would also permit the safe spacing of ramps serving the cross streets on either side of the floodway levees (Regal Row and Grauwyler Road).
- A reduced mainlane facility would create a bottleneck between the SH 183 interchanges with SH 114 and IH 35E. The current SH 183 bridge over the floodway does not support the addition of the proposed three lane reversible managed HOV lanes.

Change the geometric design standard – Even with the use of narrow shoulders on the existing SH 183 main bridge and widening of the existing bridge within the existing right of way, the proposed improvements would not fit within the existing right of way. For these reasons, design exceptions were determined to be not feasible and prudent.

Traffic diversion or other traffic management strategy - This option was determined to be not feasible and prudent because it would not meet the identified transportation needs. No alternate routes for crossing the Elm Fork Trinity River parallel to SH 183, serving the same traffic pattern, were within a reasonable travel distance.

Minor alignment shifts – This option would shift the roadway crossing of the Elm Fork of the Trinity River either north or south of the existing alignment. In either case, acquisition of City of Dallas-owned parkland would be required to implement the transportation improvements. Additionally, shifting the existing transportation corridor would require additional project cost and likely additional environmental impacts and displacements. For these reasons, this option was determined to be not feasible and prudent.

5.4 Build an Improved Facility on a New Location without Using the 4(f) Resource

SH 183 is a major east/west transportation corridor within the Dallas-Fort Worth Metroplex area. Land use within this corridor is densely urban (see **Aerial Photograph – Appendix B, Figure B-1**). Construction of a new facility on a new location (not using the existing roadway alignment) paralleling SH 183 would travel through existing residential neighborhoods and retail/commercial areas. This would result in adverse social, economic, and environmental impacts including: substantial displacement/relocation of residences and businesses, alteration of existing traffic patterns, and a likely increase in the cost of the project. Additionally, there are no other similar parallel facilities near SH 183 that could be upgraded that would allow for a smaller SH 183 facility. Any new east-west facility would be required to cross the Elm Fork of the Trinity River, and consequently, would cross the same 4(f) resource as the Build Alternative. In the SH 183/West Fork Corridor Major Investment Study (May 2000), an analysis of alternatives was performed aimed at improving the flow of vehicles through the SH 183 corridor by creating a reliever road for through traffic. The study indicated that a reliever roadway would not solve the existing congestion and safety problems on SH 183. For these reasons, this alternative was determined to be not feasible and prudent.

6.0 MEASURES TO MINIMIZE HARM

The proposed project includes all possible planning to minimize harm to the Section 4(f) resource. These measures include:

- Minimization of the right-of-way width requirements to the amount necessary to meet current design standards,
- Restoration and landscaping of disturbed areas, and
- Payment of fair market value.

7.0 COORDINATION

Coordination with the City of Dallas has occurred (see **City of Dallas letters in this Appendix** (pages: H-11, H-12, H-13, H-14, H-15, H-21, H-22, and H-23).

8.0 CONCLUSION SUMMARY

Based upon the above considerations, no prudent or feasible alternative was found to the use the City of Dallas municipal parkland. The preferred alternative includes all possible planning to minimize harm to the parkland from such use.

The FHWA/TxDOT Programmatic Section 4(f) Evaluation for Projects with Minor involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges checklists were completed and are located on the following pages.

CENTURY CENTER

PROPOSED R.O.W.

IRVING CITY LIMIT

DALLAS CITY LIMIT

IRVING FLOOD CONTROL DISTRICT NO. 1 LEVEE

EXISTING R.O.W.

CITY OF DALLAS MUNICIPAL PARK LAND
ACQUISITION = 1.02 ACRES (44,685 ft^2)

JOHN W. CARPENTER FREEWAY, E
STATE HIGHWAY 183

EXISTING R.O.W.

PROPOSED R.O.W.

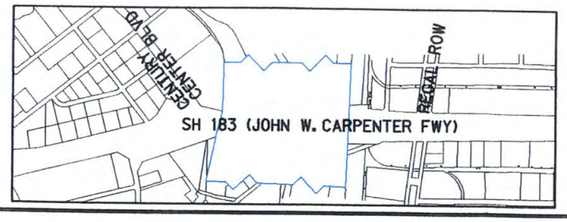
REGAL ROW

IRVING CITY LIMIT

DALLAS CITY LIMIT

EAST LEVEE

LEVEE RD



LEGEND:

- EXISTING R.O.W.
- PROPOSED R.O.W.
- CITY OF DALLAS MUNICIPAL PARK LAND TO BE ACQUIRED
- TRINITY RIVER - ELM FORK

N

0 72.5 125 250 375 500
SCALE IN FEET

Figure H-1

4(f) PROPERTY
TRINITY RIVER - ELM FORK
SH-183 EA /SCHEMATIC
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TMM	DEC 2002	1" = 250'		474-6F_TRINITY	1

Programmatic Section 4(f) Checklist

FEDERAL HIGHWAY ADMINISTRATION – TEXAS DIVISION
PROGRAMMATIC SECTION 4(f) EVALUATION FOR PROJECTS WITH MINOR INVOLVEMENTS WITH PUBLIC PARKS, RECREATION LANDS, AND WILDLIFE AND WATERFOWL REFUGES

Project #	SH 183 Improvements, Tarrant and Dallas Counties, Texas
Description	Minor use of City of Dallas municipal parkland
CSJ No.:	0094-03-065, 0094-07-015, 0094-07-020

APPLICABILITY

			YES	NO
1.		Is the 4(f) site adjacent to the existing highway?	☒	[☐]
2.		Does the amount and location of the taking impair the use of the remaining section 4(f) lands for its intended purpose?	[☐]	☒
3.	a.	If the total 4(f) site is less than 10 acres, is the taking less than 10% of the total acreage?	☐	[☐]
	b.	If the total 4(f) site is from 10-100 acres, is the taking less than 1 acre?	☐	[☐]
	c.	If the total 4(f) site is greater than 100 acres, is the taking less than 1% of the site?	☒	[☐]
4.		Are there any proximity impacts that would impair the use of the 4(f) lands for their intended purpose?	[☐]	☒
5.		Have the officials with jurisdiction over the property agreed in writing with the assessment of impacts and proposed mitigation?	☒	[☐]
6.		Have Federal funds been used in the acquisition or improvements of the 4(f) site?	[☐]	☒
		If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement?	☐	[☐]
7.		Doe the project require the preparation of an EIS?	[☐]	☒
8.		Is the project on new location?	[☐]	☒
9.		The scope of the project is one of the following?	☒	[☐]

a. Improved traffic operation
b. Safety Improvement
c. 4R
d. Bridge replacement on essentially same alignment
e. Addition of lanes

FEDERAL HIGHWAY ADMINISTRATION – TEXAS DIVISION
PROGRAMMATIC SECTION 4(f) EVALUATION FOR PROJECTS WITH MINOR INVOLVEMENTS WITH PUBLIC PARKS, RECREATION LANDS, AND WILDLIFE AND WATERFOWL REFUGES

		YES	NO
	ALTERNATIVES CONSIDERED		
1.	The 'do nothing' alternative has been evaluated and is considered not to be feasible and prudent?	☒	[☐]
2.	An alternative has been evaluated which improves the highway without any 4(f) taking and is considered not to be feasible and prudent?	☒	[☐]
3.	An alternative on new location avoiding 4(f) taking has been evaluated and is considered not to be feasible and prudent?	☒	[☐]
	MINIMIZING HARM		
1.	The project includes all possible planning to minimize harm?	☒	[☐]
2.	Measures to minimize harm include one or more of the following:		
a.	Replacement of lands used with lands of reasonable equivalent usefulness and location, and of at least comparable value.	☐	☐
b.	Replacement of facilities impacted including sidewalks, paths, benches, lights, trees, and other facilities.	☐	☐
c.	Restoration and landscaping of disturbed areas.	☒	☐
d.	Special design features where necessary to reduce or minimize impacts.	☐	☐
e.	Payment of the fair market value.	☒	☐
f.	Improvements to the remaining 4(f) lands equal in the cost to the fair market value.	☐	☐
g.	Other measures.	☐	☐
	COORDINATION		
1.	The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands?	☒	[☐]
2.	In the case of non-Federal 4(f) lands, the official with jurisdictional has been asked to identify any Federal encumbrances and there are none.	☒	[☐]
3.	For bridge replacement project, coordination with the US Coast Guard has been completed (if applicable)? NOT APPLICABLE – Non-Navigable Waterway	☐	[☒]

FEDERAL HIGHWAY ADMINISTRATION – TEXAS DIVISION
PROGRAMMATIC SECTION 4(f) EVALUATION FOR PROJECTS WITH MINOR INVOLVEMENTS WITH PUBLIC PARKS, RECREATION LANDS, AND WILDLIFE AND WATERFOWL REFUGES

NOTE: Any response in a [ ] requires additional information prior to approval. Consult Nationwide 4(f) evaluation.

SUMMARY AND APPROVAL

The project meets all criteria included in the programmatic 4(f) evaluation approved on December 23, 1986.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

The project includes all possible planning to minimize harm and that there are assurances that the measures to minimize harm will be incorporated in the project.

_____ Approved _____

Date Division Administrator

CITY OF DALLAS

RECEIVED

JUN 23 2003

Texas Dept. of Transp.-APD

June 17, 2003

Mr. Charles R.Tucker, P.E. CRT
Director of Transportation and Advance Planning and Development
Texas Department of Transportation
P.O. Box 133067
Dallas, Texas 75313-3067

Dear Mr. Tucker:

I am in receipt of the draft ~~EIS~~ EA for the Elm Fork Trinity River Floodway State Hwy. 183 project.

Per the plan, TXDOT would need to acquire a small portion of City of Dallas park land in the Elm Fork Greenbelt adjacent to the existing State Hwy. 183. Chapter 26 of the Texas Parks and Wildlife Code restricts the use of municipal park land to park use only. In the event that municipal park land is needed for a non park use, certain standards and reviews must be met. In this case, the City Council must advertise and hold a public hearing to consider the change of use and taking of park land. The public hearing must document that there is no "prudent and feasible" alternative to the use and taking of the park land, and that all sufficient planning has occurred such that the use and taking of the property minimizes and mitigates the impact to the remaining park land. Additionally, any taking of park property shall be based on fair market value of the property based on an independent fee appraisal.

I will need a survey and field notes for the area of taking when TXDOT is ready to initiate the required public hearing. All details regarding mitigation and compensation will need to be determined prior to the public hearing. This process takes approximately 3 months.

On initial review of the ~~EIS~~ EA, it seems that the area of the proposed taking would not impact any current or proposed use of the area. The proposed planting plan seems reasonable, however, I believe a maintenance period should last at least two growing seasons rather than one season to ensure establishment of the trees. A final determination that the proposed design is the most prudent and feasible alternative and that all planning has been done to minimize and mitigate any impact to park land is subject to the public hearing that the City Council must hold.

Please advise if you require additional information. I will be glad to assist you.

Sincerely,

Michael E. Hellmann

Michael Hellmann, Sr. Park Planner
Park and Recreation Department

C: Leong Lim
Dave Strueber
Pam Monk
Alan Hendrix

Hall Zhu

Nam Ta

CSJ: 0094-03-065

CITY OF DALLAS

December 18, 2002

Mr. Rick Thomas
Halff Associates
8616 Northwest Plaza Drive
Dallas, Texas 75225

RE: Elm Fork Greenbelt of the Trinity River near the SH183 crossing in Dallas, Texas
CSJ: 0094-03-060 & 065, 0094-07—15 & 020

Dear Mr. Thomas:

I have reviewed your December 4, 2002 letter pertaining to the proposed improvements to SH 183 as it crosses the Elm Fork of the Trinity River. The right-of-way needed for this project is considered municipal park land. Future plans have been formulated for the subject area. The plans primarily consist of hike and bike trails and possibly nature trails with trail heads. As such, any taking of this property for non-park purposes must comply with the regulations set forth in the Texas Parks and Wildlife Code, Chapter 26.

This code stipulates that a public hearing, held by the governing body of the municipality, must take place prior to the taking. This hearing must determine that there is no prudent and feasible alternative to the taking. TXDOT should document their findings as to prudent and feasible alternatives.

If TXDOT determines that the taking of park land is necessary, a written request should be sent to my attention such that the required public hearing process can be initiated, beginning at the Park and Recreation Board level.

Please feel free to contact me at 214-670-4103 if you need clarification or require additional information.

Sincerely,

Michael E. Hellmann

Michael Hellmann, Sr. Park Planner
214-670-4103

Halff Associates
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8616 NORTHWEST PLAZA DRIVE
DALLAS, TEXAS 75225
(214) 346-6200
FAX (214) 739-0095

December 4, 2002
AVO 19474 WO18

Mr. Mike Hellmann
City of Dallas
Parks and Recreation Department
1500 Marilla Street, Room 6FS
Dallas, Texas 75201

CITY OF DALLAS
DEC 10 2002
PARK LAND

Re: Elm Fork Greenbelt of the Trinity River near the SH 183 crossing in Dallas, Texas
CSJ: 0094-03-060&065, 0094-07-015&020

Dear Mr. Hellman:

Halff Associates, Inc. is conducting an Environmental Assessment (EA) for the proposed improvements to SH 183 (Airport Freeway) in Tarrant and Dallas Counties, Texas. The project corridor extends along the existing SH 183 alignment from SH 360 on the west to IH 35E on the east within portions of the cities of Fort Worth, Irving and Dallas. The purpose of the proposed action is to solve transportation needs, primarily critical congestion, in this major east-west corridor.

Existing SH 183 crosses over the Elm Fork of the Trinity River in the eastern section of the project area. This area, between the floodway levees, is known as the Elm Fork Greenbelt. Improvements to SH 183 at the crossing of the Elm Fork include widening the freeway to five lanes in each direction and adding three reversible HOV lanes. The frontage roads will also be extended over the river floodway. Therefore, a strip of right-of-way will be required adjacent to the existing right-of-way from both the north and south sides of the crossing. An aerial map showing the existing and proposed right-of-way for the SH 183 crossing is attached.

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that FHWA may not approve the use of publicly owned land from a public park, recreation area, wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction over the land unless there is no feasible and prudent alternative and all possible planning to minimize harm has occurred.

Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such <u>or</u> when the federal, state, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes. Incidental, secondary, occasional, or dispersed recreational activities do not constitute a major purpose.

This letter serves to develop the information necessary to determine applicability of Section 4(f) to the proposed acquisition of lands of the Trinity River Elm Fork Greenbelt in the area of the SH 183 crossing. Our assumptions associated with the land in question are:

- <u>Land Ownership</u> - The City of Dallas owns the land between the Trinity River and the east levee in the area of the SH 183 crossing within the Dallas city limits. The land is administered by the City of Dallas Parks and Recreation Department.

- <u>Zoning and Land Use</u> – The Elm Fork Greenbelt, in the vicinity of the SH 183 crossing, is zoned FP(A), indicating floodplain and areas of the 100-year flood. The Elm Fork Greenbelt is a multi-use public land with uses described as flood control, open space, and park. The primary use or major purpose of the Elm Fork Greenbelt is flood control and open space. In the vicinity of the SH 183 crossing, the City of Dallas maintains the east half of the floodway and the east levee. The maintenance includes mowing the floodway bottom twice a year, and mowing the east levee four times a year. The Elm Fork Greenbelt, in the vicinity of SH 183, is not used for recreational purposes and is to be maintained for a primary use of open space and flood conveyance.

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- Official Designation – According to the City of Dallas Park and Recreation Department Facilities Inventory, the city-owned land within the floodway from Northwest Highway to the AT&SF RR (includes the SH 183 crossing) is known as the Trinity River Greenbelt and is designated as an open space park with a total area of 3,652 acres.

- Existing Trails – There are no existing recreational trails in the area of the SH 183 crossing of the Elm Fork Greenbelt.

- Proposed Trails - The Trinity River Greenbelt is a part of the regional Trinity Trails System concept. The purpose of the Trinity Trails System is to establish a continuous corridor along the Trinity River that can accommodate a variety of recreational uses including hike, bike, equestrian and nature trails. Trails within the corridor spine and connecting spurs would provide alternate transportation routes to parks, recreation areas, schools, shopping areas and work. An extension of the Trinity Trail System (Elm Fork Trinity Trail) is proposed to extend through the project in the east part of the floodway. This proposed trail is a part of NCTCOG's Regional Veloweb. The Veloweb is an interconnected network of off-street, hard-surface trails designed to provide safe, efficient mobility opportunities to bicycle commuters. The Elm Fork Drainage Study also has recommendations for recreation trails in the corridor. (Freese & Nichols Report).

Please advise if the above assumptions are correct and feel free to correct or expand upon any of the information.

To determine applicability of Section 4(f) to the proposed acquisition of land at the Elm fork crossing, the official(s) having jurisdiction over the land are requested to identify the primary use, purpose or function of the land.

Please check below the City of Dallas determination as to the purpose/function of the land at the SH 183 crossing of the Elm Fork:

1. _____ The land in question is not an officially designated park, recreation, or wildlife and waterfowl refuge and one of its major purposes or functions is not for park, recreation, or wildlife and waterfowl refuge purposes

2. X The land in question is an officially designated park, recreation, or wildlife and waterfowl refuge and/or one of its major purposes or functions is for park, recreation, or wildlife and waterfowl refuge purposes

If the second selection (above) is the appropriate response, then the official(s) having jurisdiction should determine whether or not the land in question is of local significance for its intended purpose (park, recreation, or wildlife and waterfowl refuge) "Significance," as defined by the Federal Highway Administration, means that in comparing the availability and function of the park, recreation, or wildlife and waterfowl refuge with the objectives of the community,

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the land in question plays an important role in meeting those objectives.

Please check below where the City of Dallas has determined the existing or planned use of the land at the SH 183 crossing is SIGNIFICANT for the following reason(s):

__X__ Park

__X__ Recreation Area

_____ Wildlife Refuge

_____ Waterfowl Refuge

OR

_____ NO. The City of Dallas has determined that the existing or planned use of the land at the SH 183 crossing is not significant for park, recreation, or wildlife and waterfowl refuge purposes.

Thank you for your assistance. Your timely response will assist us in advancing the completion of the EA for the SH 183 project. If you have any questions or require additional information, please contact me at (214) 346-6399 or Matt Craig at (214) 346-6375.

Sincerely,
HALFF ASSOCIATES, INC.

R Thomas

Rick Thomas
Environmental Scientist

C: Mr. Nasser Askari, PE, TxDOT

IRVING

January 3, 2003

Rick Thomas
Environmental Scientist
Half Associates
8616 Northwest Plaza Drive
Dallas, TX 75225

Dear Mr. Thomas:

We requested assistance from our Parks & Recreation Department to provide responses to your inquiries regarding the SH 183 project crossing of the Trinity Elm Fork. Attached are comments from Mr. Casey Tate. In addition to attachments Mr. Tate provided, we are including a copy of the existing Land use map which reflects zoning of A-G Agriculture and R-40 Residential.

If we can be of further assistance in this regard, please advise.

Thank you,

Jim Driscoll,
Assistant Director Traffic & Transportation

Traffic and Transportation Department
825 W. Irving Blvd. • Irving, Texas 75060 • 972.721.2646 • 972.721.3720 fax • www.ci.irving.tx.us

CITY OF IRVING
PARKS AND RECREATION DEPARTMENT
OFFICE MEMO

TO: Jim Driscoll, Traffic and Transportation Assistant Director

FROM: Casey Tate, Park Planning and Construction Superintendent Casey

THROUGH: Paul Gooch, Parks and Recreation Director

SUBJECT: Comments on December 4, 2002 letter from Rick Thomas with Halff and Associates concerning the SH 183 Expansion

DATE: June 5, 2002

Mr. Thomas makes some assumptions on various issues and basically is asking if those assumptions are correct. Here is our information on the assumptions he makes.

Land Ownership – He says that the land between the levee and the river is owned by the City of Irving. Our knowledge and subsequent investigation shows that the land is actually owned by Irving Flood Control District #1, and there are also two separate parcels one either side of the ROW under private ownership. But we have never known the City of Irving to own any property in this area of the floodway. See attached information.

Zoning and Land Use – As for the zoning, we cannot confirm, as this should be checked through Community Development. The assumption is correct on the current land use designation as open space and flood plain. He incorrectly states that the City mows the flood plain and the levee, we do not maintain this area and believe the flood district maintains the property. The City does have a plan for future trail and greenbelt usage.

Official Designation – This assumption is correct, we do not know of any designation for this area as parkland.

Existing Trails – We are not aware of any trails in this area at this time.

Proposed Trails – These assumptions are all correct, please find a copy of our trail master plan attached.

For now the property in question is not designated as a park, recreation or wildlife and wildfowl refuge.

I hope this information is helpful. Please let me know if you require any further information.

SCT/sct

H:\My Documents\CAMPION\SH 183 expansion info - 12-20-02.doc

Halff Associates
ENGINEERS • ARCHITECTS • SCIENTISTS
PLANNERS • SURVEYORS

8616 NORTHWEST PLAZA DRIVE
DALLAS, TEXAS 75225
(214) 346-6200
FAX (214) 739-0095

December 4, 2002
AVO 19474 WO18

Mr. Jim Cline
City of Irving
Director of Transportation
825 West Irving Blvd.
Irving, Texas 75060

Re: Elm Fork Greenbelt of the Trinity River near the SH 183 crossing in Irving, Texas
CSJ: 0094-03-060&065, 0094-07-015&020

Dear Mr. Cline:

Halff Associates, Inc. is conducting an Environmental Assessment (EA) for the proposed improvements to SH 183 (Airport Freeway) in Tarrant and Dallas Counties, Texas. The project corridor extends along the existing SH 183 alignment from SH 360 on the west to IH 35E on the east within portions of the cities of Fort Worth, Irving and Dallas. The purpose of the proposed action is to solve transportation needs, primarily critical congestion, in this major east-west corridor.

Existing SH 183 crosses over the Elm Fork of the Trinity River in the eastern section of the project area. This area, between the floodway levees, is known as the Elm Fork Greenbelt. Improvements to SH 183 at the crossing of the Elm Fork include widening the freeway to five lanes in each direction and adding three reversible HOV lanes. The frontage roads will also be extended over the river floodway. Therefore, a strip of right-of-way will be required adjacent to the existing right-of-way from both the north and south sides of the crossing. An aerial map showing the existing and proposed right-of-way for the SH 183 crossing is attached.

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that FHWA may not approve the use of publicly owned land from a public park, recreation area, wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction over the land unless there is no feasible and prudent alternative and all possible planning to minimize harm has occurred.

Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such <u>or</u> when the federal, state, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes. Incidental, secondary, occasional, or dispersed recreational activities do not constitute a major purpose.

This letter serves to develop the information necessary to determine applicability of Section 4(f) to the proposed acquisition of lands of the Trinity River Elm Fork Greenbelt in the area of the SH 183 crossing. Our assumptions associated with the land in question are:

- <u>Land Ownership</u> - The City of Irving owns the land between the Trinity River and the west levee in the area of the SH 183 crossing within the Irving city limits.

- <u>Zoning and Land Use</u> – The Elm Fork Greenbelt, in the vicinity of the SH 183 crossing, is zoned FP(A), indicating floodplain and areas of the 100-year flood. According to the City of Irving web map "Master Plans," the Elm Fork Greenbelt in the vicinity of the SH 183 crossing has a future land use designation as floodplain. The primary use or major purpose of the Elm Fork Greenbelt is flood control and open space. In the vicinity of the SH 183 crossing, the City of Irving maintains the west half of the floodway and the west levee. The maintenance includes mowing the floodway bottom and levee. The Elm Fork Greenbelt, in the vicinity of SH 183, is not used for recreational purposes and is to be maintained for a primary use of open space and flood conveyance.

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- Official Designation – According to the City of Irving web map "Parks and Recreation", there are no designated public parks in the vicinity of the SH 183 Elm Fork crossing.

- Existing Trails – There are no existing recreational trails in the area of the SH 183 crossing of the Elm Fork Greenbelt.

- Proposed Trails – The City of Irving has adopted a "Trinity River Greenbelt and Parks Master Plan" that proposes a greenbelt system in the Trinity River corridor within the city boundaries. Irving's proposed greenbelt extends from the Bear Creek confluence with the West Fork eastward then north along the Elm Fork to Champions Park in Valley Ranch (includes the project area). The greenbelt is a part of the regional Trinity Trails System, whose purpose is to establish a continuous corridor along the Trinity River that can accommodate a variety of recreational uses including hike, bike, equestrian and nature trails. Trails within the corridor spine and connecting spurs would provide alternate transportation routes to parks, recreation areas, schools, shopping areas and work. The City of Irving Trinity Trail Elm Fork Segment is a part of the Trinity Trails System and is officially named the Campión Trail. This proposed trail is a part of NCTCOG's Regional Veloweb. The Veloweb is an interconnected network of off-street, hard-surface trails designed to provide safe, efficient mobility opportunities to bicycle commuters.

Please advise if the above assumptions are correct and feel free to correct or expand upon any of the information.

To determine applicability of Section 4(f) to the proposed acquisition of land at the Elm Fork crossing, the official(s) having jurisdiction over the land are requested to identify the primary use, purpose or function of the land.

Please check below the City of Irving determination as to the purpose/function of the land at the SH 183 crossing of the Elm Fork:

1. X The land in question is not an officially designated park, recreation, or wildlife and waterfowl refuge and one of its major purposes or functions is not for park, recreation, or wildlife and waterfowl refuge purposes

2. _____ The land in question is an officially designated park, recreation, or wildlife and waterfowl refuge and/or one of its major purposes or functions is for park, recreation, or wildlife and waterfowl refuge purposes

If the second selection (above) is the appropriate response, then the official(s) having jurisdiction should determine whether or not the land in question is of local significance for its intended purpose (park, recreation, or wildlife and waterfowl refuge) "Significance," as defined by the Federal Highway Administration, means that in comparing the availability and function of the park, recreation, or wildlife and waterfowl refuge with the objectives of the community,

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the land in question plays an important role in meeting those objectives.

Please check below where the City of Irving has determined the existing or planned use of the land at the SH 183 crossing is SIGNIFICANT for the following reason(s):

_____ Park

_____ Recreation Area

_____ Wildlife Refuge

_____ Waterfowl Refuge

OR

_____ NO. The City of Irving has determined that the existing or planned use of the land at the SH 183 crossing is not significant for park, recreation, or wildlife and waterfowl refuge purposes.

Thank you for your assistance. Your timely response will assist us in advancing the completion of the EA for the SH 183 project. If you have any questions or require additional information, please contact me at (214) 346-6399 or Matt Craig at (214) 346-6375.

Sincerely,
HALFF ASSOCIATES, INC.

Rick Thomas
Environmental Scientist

C: Mr. Nasser Askari, PE, TxDOT

DALLAS

PARK SITE DATA

Last Name/Main Na	TRINITY RIVER GREENBELT
Common Name	TRINITY RIVER PARK
Address	From NW Hwy to AT&SF RR
Previously Known As	Elm Fork
Acquired	1971
Owned By	PARD Property

LAND AND ACRE DATA

Land Acres	3475.54
Water Acres	177.15
Natural Acres	
Leased Acres	
Total Acres	3652.69

Park Type: Open Space

Site Type: PARK

Census Tract	99	CDBG Eligible	N*	Basic Service Area	NW
MAPSCO	42-45	Low-Moderate Income	73.81	Zoning	
Tax Map	K-7	Walker		Master Plan	
Region	West	Council District	01, 02, 05, 06,		
atistical Community	Stemmons North	Maintenance District	5		

Related Sites: Trinity River Greenbelt

Print This Record

Return to Main Menu

PARK SITE FEATURES

Last Name/Main Na	TRINITY RIVER GREENBELT
Name	TRINITY RIVER PARK
Also Known As	Elm Fork
Address	From NW Hwy to AT&SF RR
Acquired	1971
Owned By	PARD Property

Playground		Volleyball		Sandlot Ball Field		Other Buildings	
Open Play Area		Gym		Football Field		Drinking Fountains	
Picnic Facilities		Pool		Soccer Field	2	Security Lighting	
Trails		Tennis		Multiuse Field		Restrooms	
Multiuse Court		Baseball		Golf Course		Parking	
Basketball		Softball		Recreation Center		Irrigation	

Special Facilities	California Crossing, L.B. Houston, Trinity Park

Print This Record

Use CONTROL/F to locate specific Park.

Return to Main Menu

CITY OF DALLAS

November 3, 2003

Brian Barth, P.E.
Interim Director of Transportation Planning and Development
Texas Department of Transportation
P.O. Box 133067
Dallas, Texas 75313-3067

Att: Nasser Askari, P.E.

Re: SH 183 from SH 360 to IH 35E

Dear Mr. Barth

The City of Dallas has partnered with the Texas Department of Transportation (TxDOT) on the SH 183 from SH 360 to IH 35E project since the commencement of the Major Investment Study in Early 1999. Pursuant to the goals of the project, the Dallas City Council passed resolution # 000276 (dated January 2000) approving and endorsing the recommended preferred alternative.

The City of Dallas realizes and acknowledges this project crosses the Elm Fork of the Trinity River and that TxDOT would need to acquire a small portion of the City of Dallas park land in the Elm Fork Greenbelt adjacent to the existing State Highway 183. On the initial review of the EA, it seems that the area of the proposed taking would not impact any current or proposed use of the area. The City of Dallas Park and Recreation Department agrees with the assessment of the impacts and proposed mitigation by TxDOT. However, final determination of the impact cannot be made until the City Council holds a public hearing, to receive citizen comments on the taking and change of use of park land, pursuant to the Texas Parks and Wildlife Code, Chapter 26. This public hearing can be initiated when TxDOT provides the City of Dallas a metes and bounds description of the proposed land taking along with a formal request to begin the hearing process. This usually occurs when TxDOT is ready to acquire the property.

If you have questions or need additional information, please contact me at 214 670-4103

Sincerely,

Michael E. Hellmann

Michael Hellmann, Sr. Park Planner
Park and Recreation Department

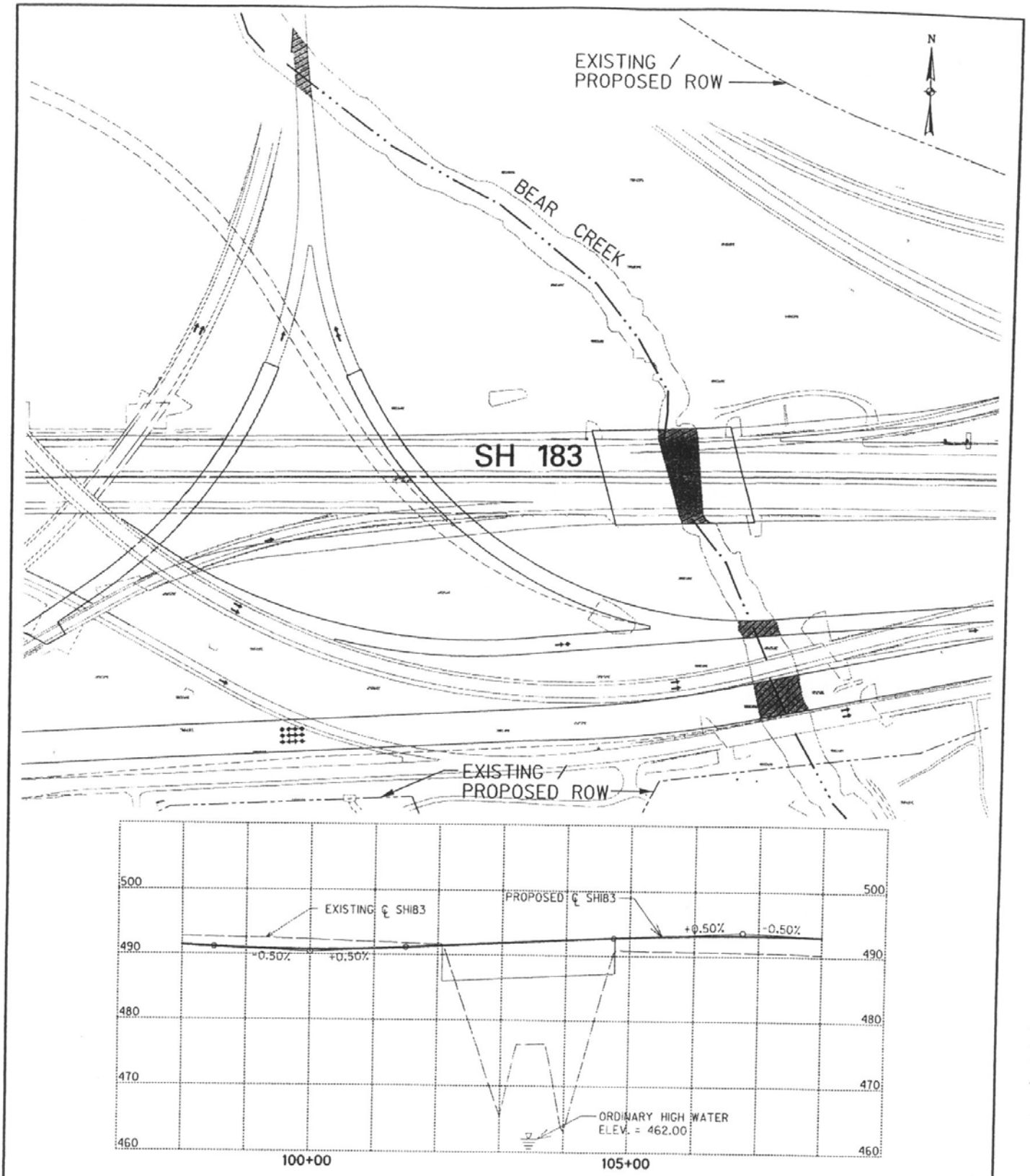
C: Leong Lim, Alan Hendrix

Appendix I

Jurisdictional Waters of the U.S.

Appendix I Content List

Item	Topic	Date	Page
Jurisdiction Waters – Bear Creek	-	-	I-1
Jurisdiction Waters – Estelle Creek	-	-	I-2
Jurisdiction Waters – Dry Creek	-	-	I-3
Jurisdiction Waters – Delaware Creek	-	-	I-4
Jurisdiction Waters – Unnamed Tributaries 1 & 2	-	-	I-5
Jurisdiction Waters – Unnamed Tributary 3	-	-	I-6
Jurisdiction Waters – Unnamed Tributary 4	-	-	I-7
Jurisdiction Waters – Elm Fork of the Trinity River	-	-	I-8



JURISDICTIONAL WATERS OF THE U.S.						
BEAR CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	MOTES	FILE	NO.
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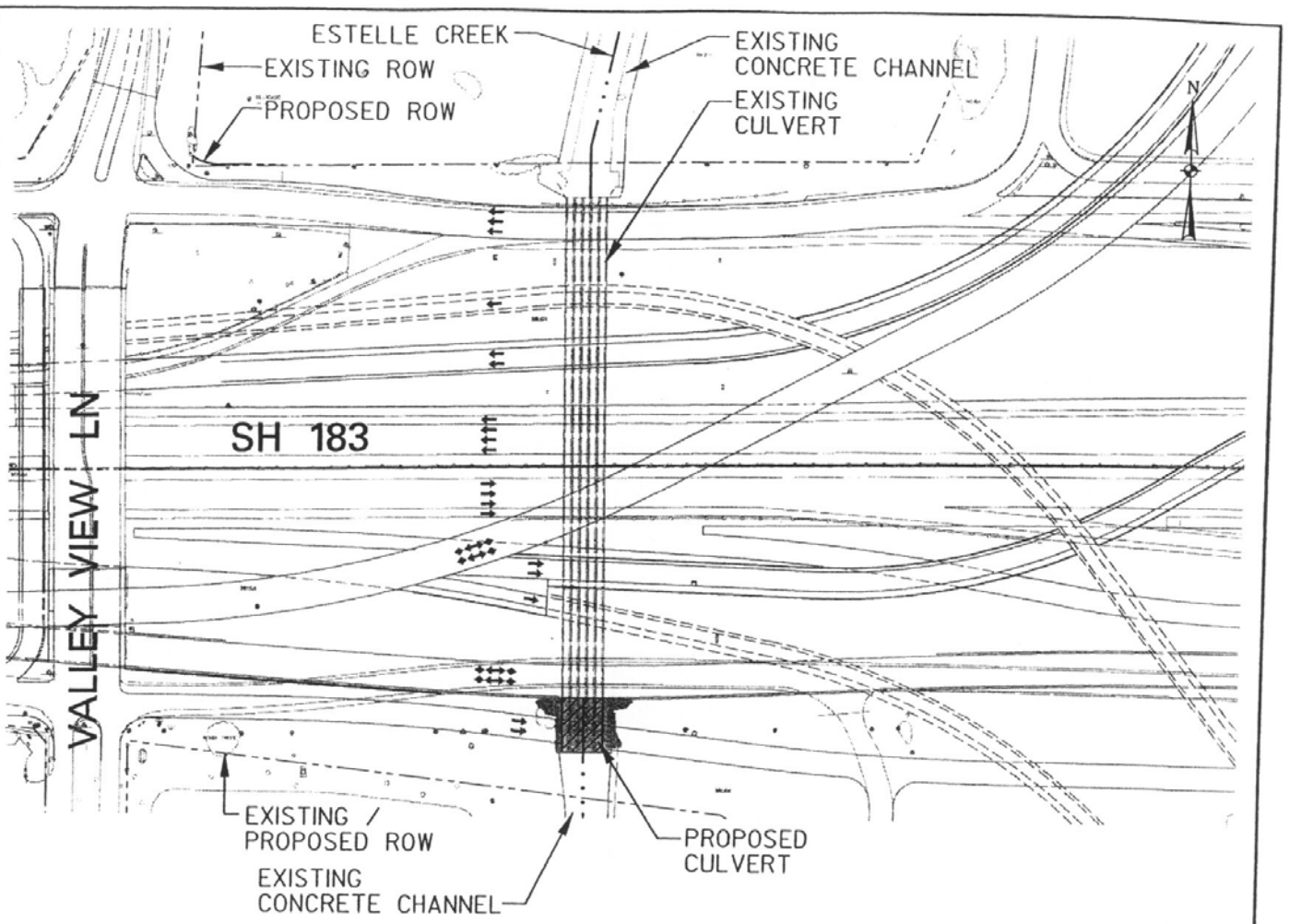
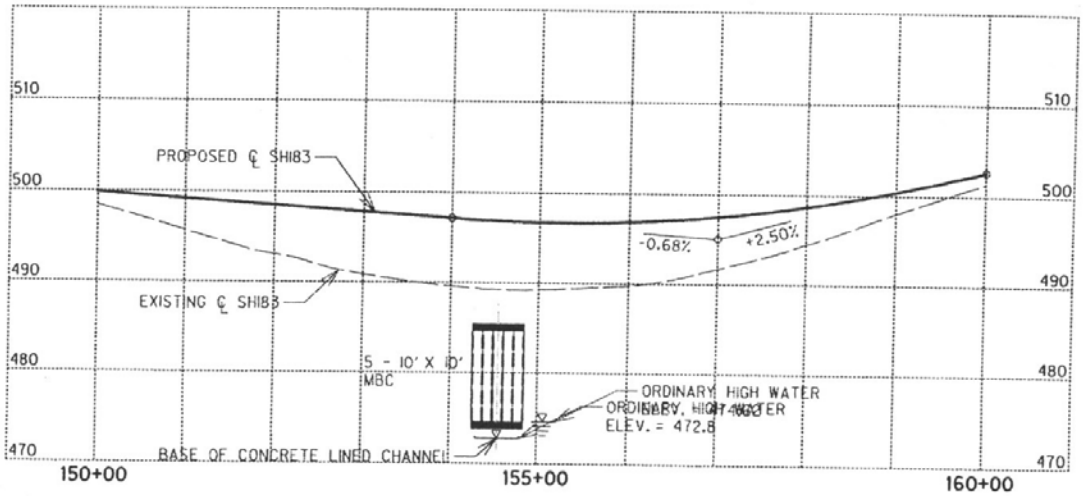
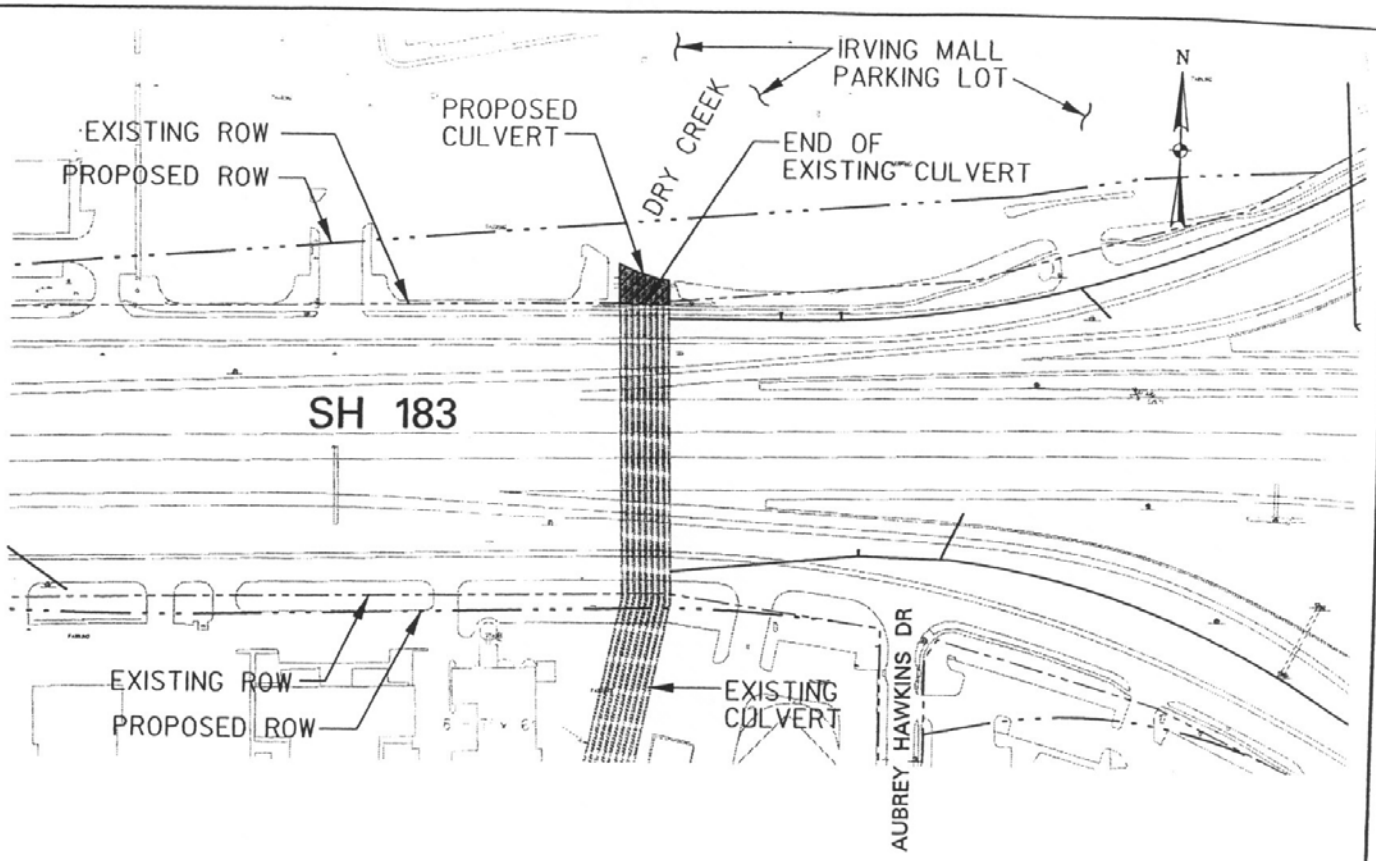
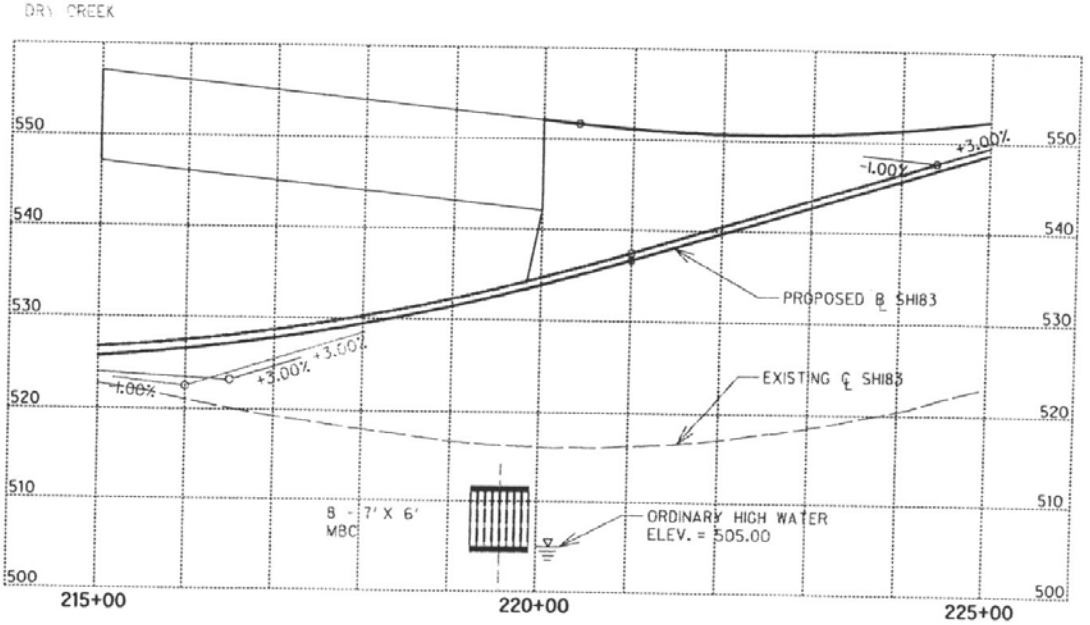




JURISDICTIONAL WATERS OF THE U.S.						
ESTELLE CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	TNL	2003 APRIL	1" = 200'	19474 W016	474OJJv02	I-2





JURISDICTIONAL WATERS OF THE U.S.						
DRY CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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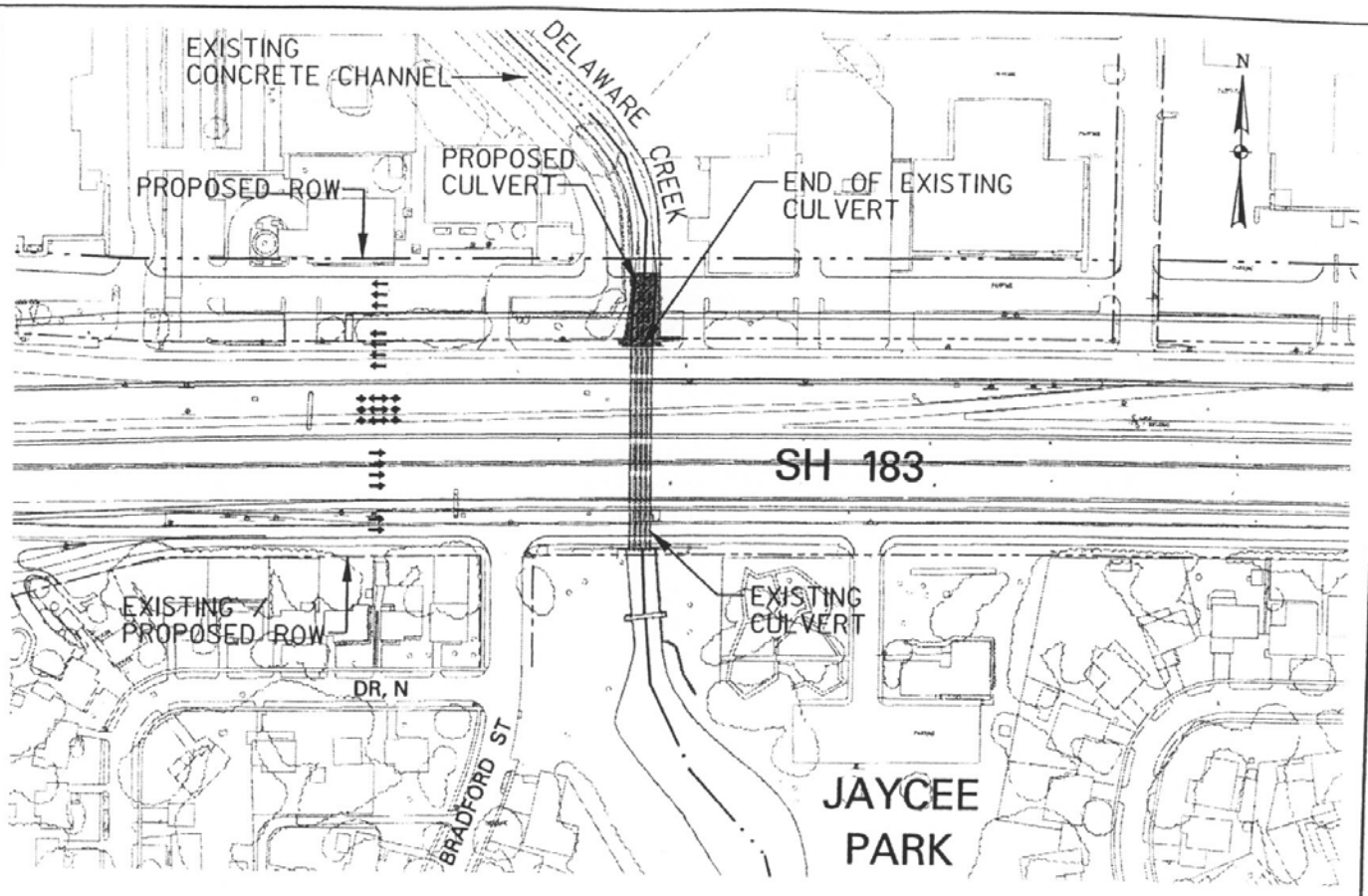

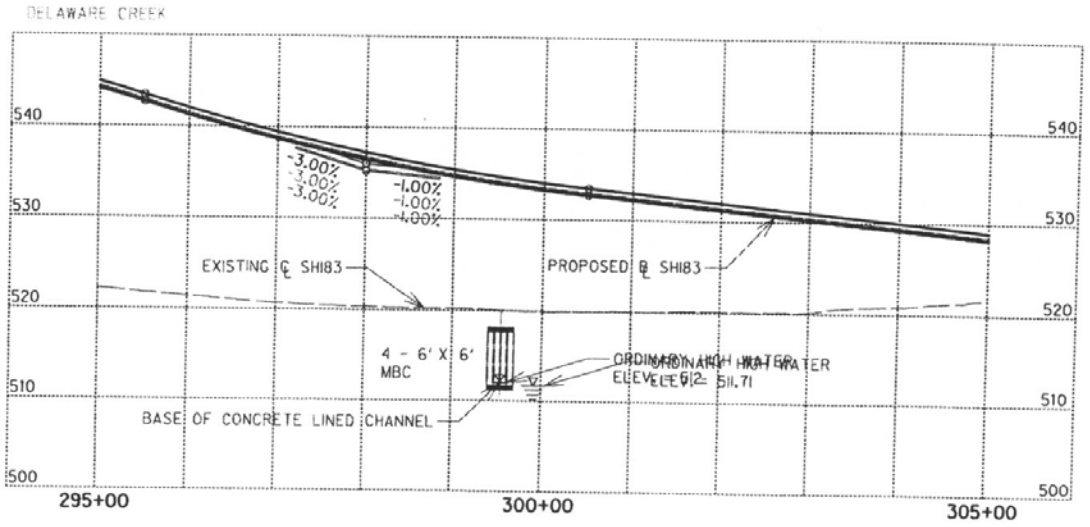

JURISDICTIONAL WATERS OF THE U.S.						
DELAWARE CREEK						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
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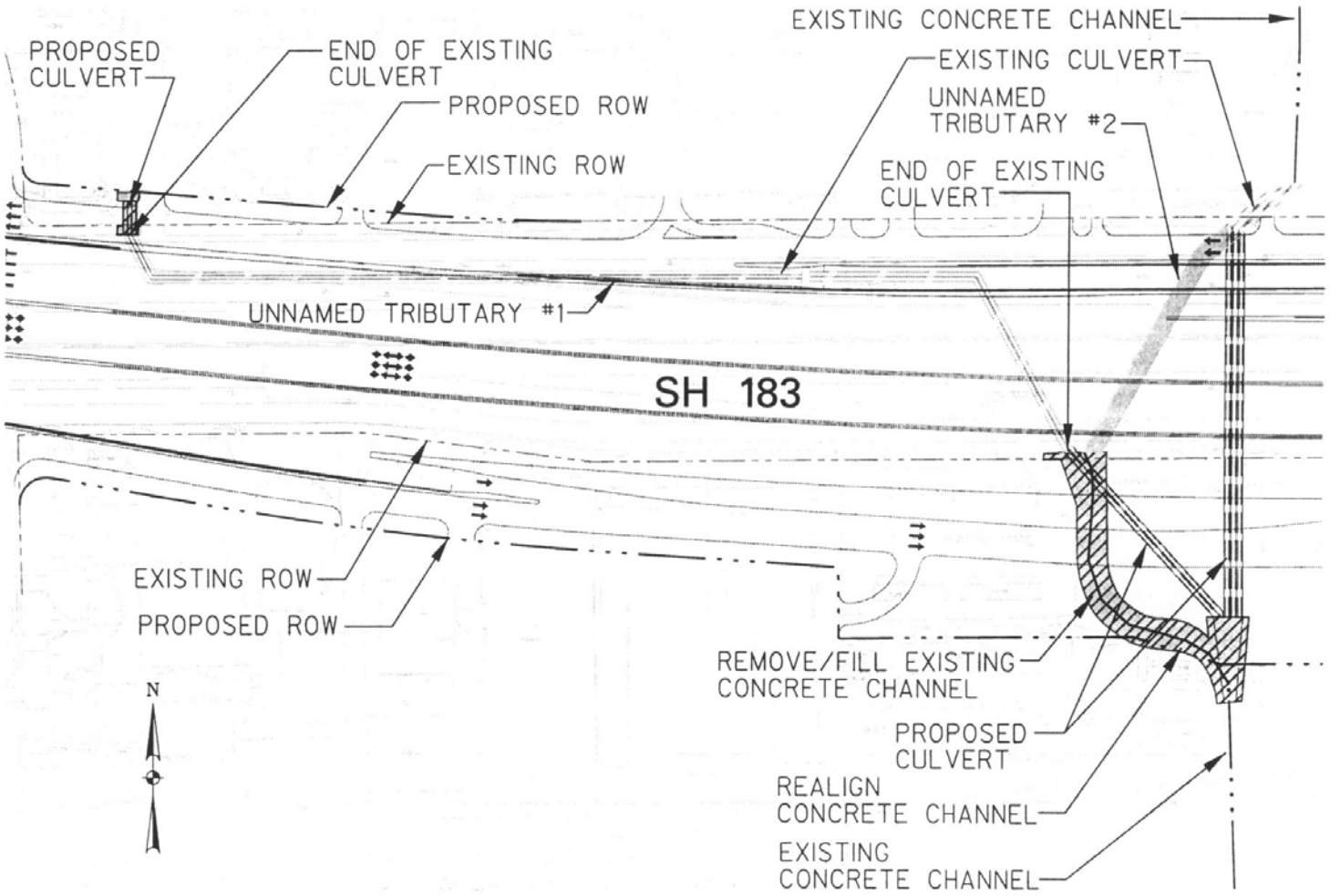

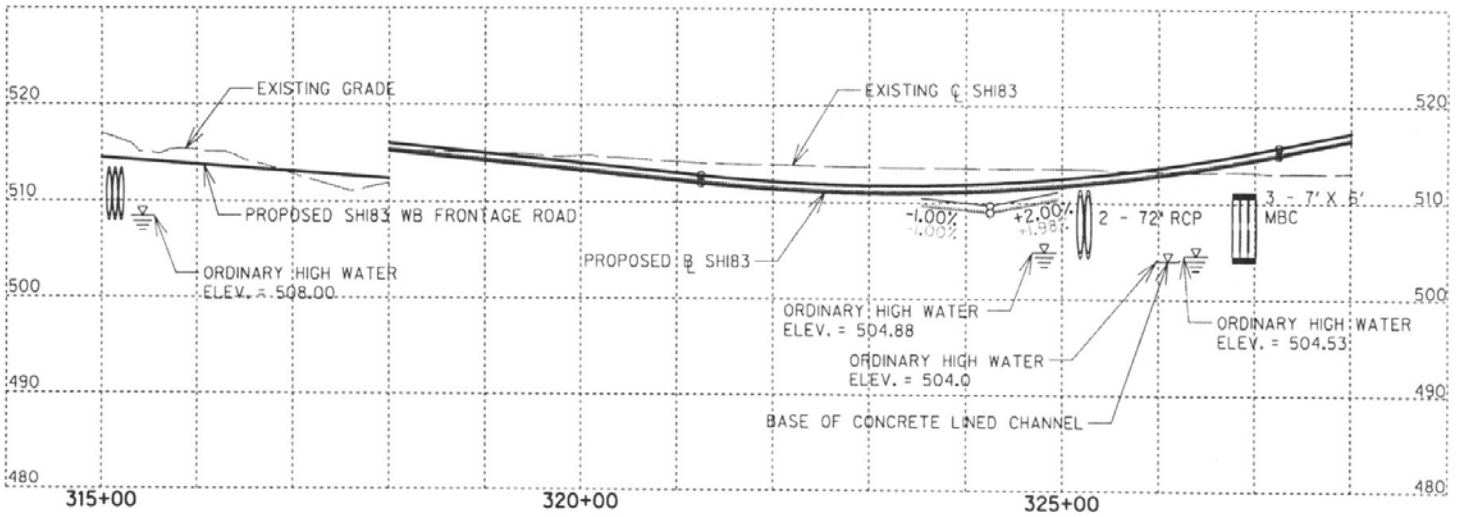

JURISDICTIONAL WATERS OF THE U.S.						
UNNAMED TRIBUTARIES #1 & 2						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
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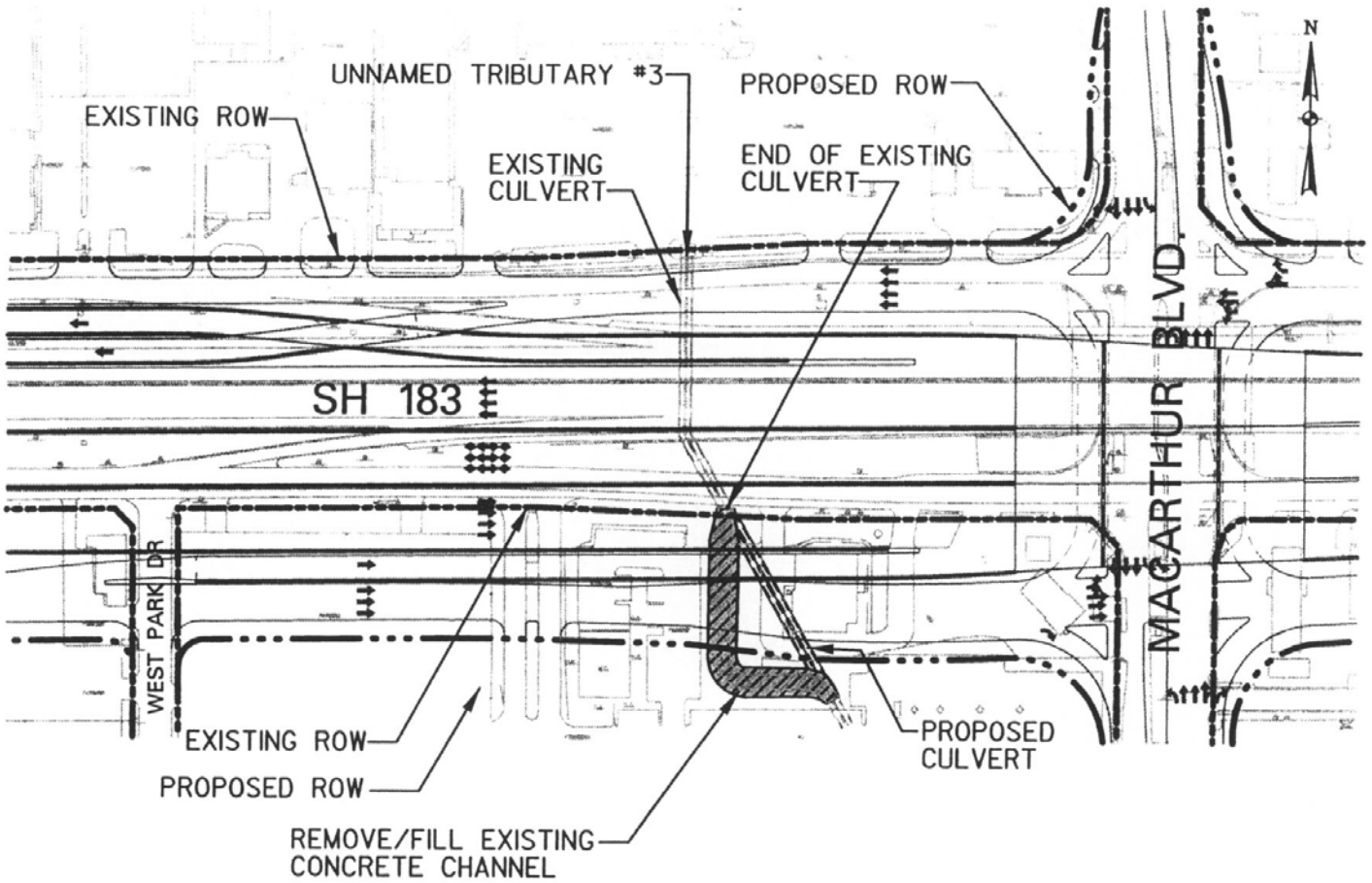

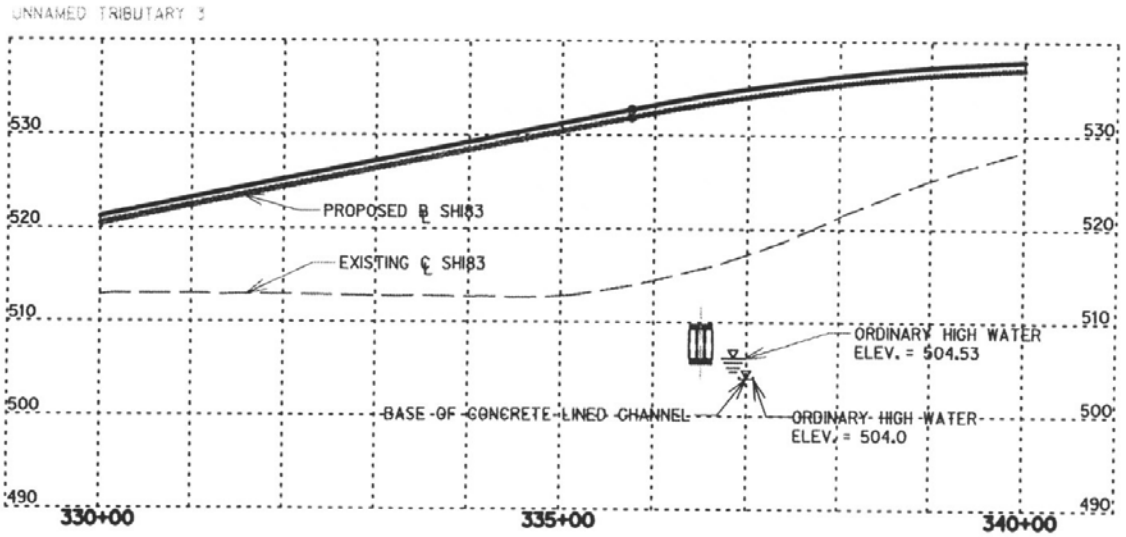

JURISDICTIONAL WATERS OF THE U.S.						
UNNAMED TRIBUTARY #3						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
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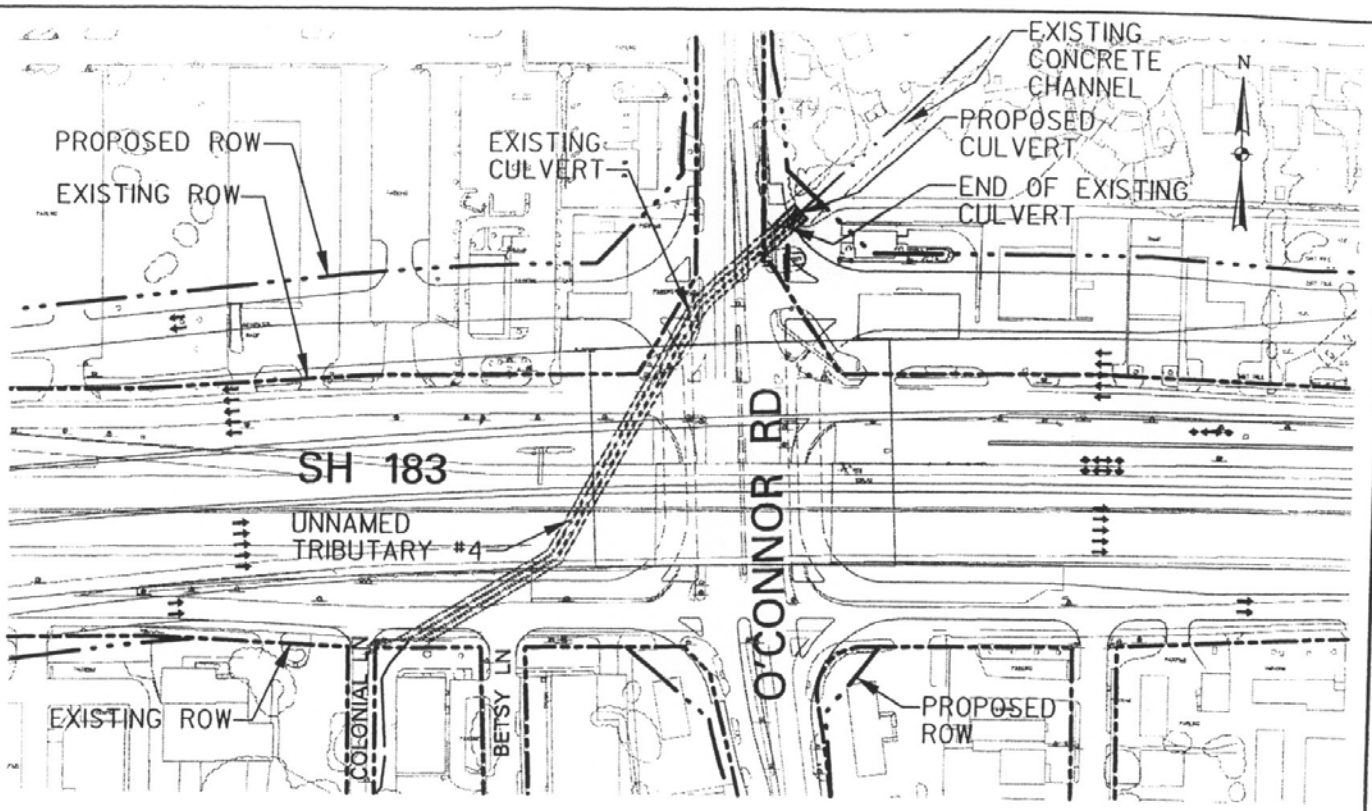

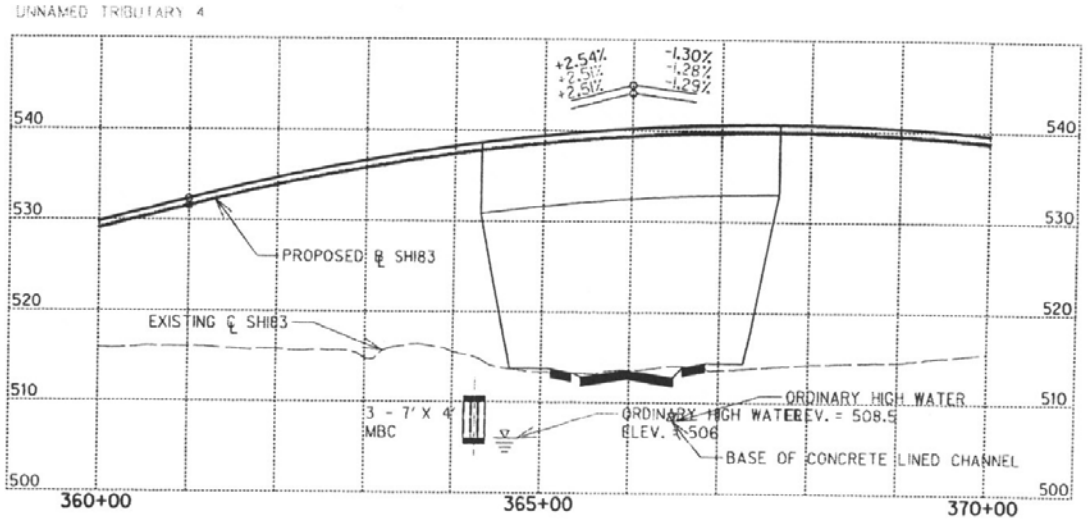

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UNNAMED TRIBUTARY #4						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
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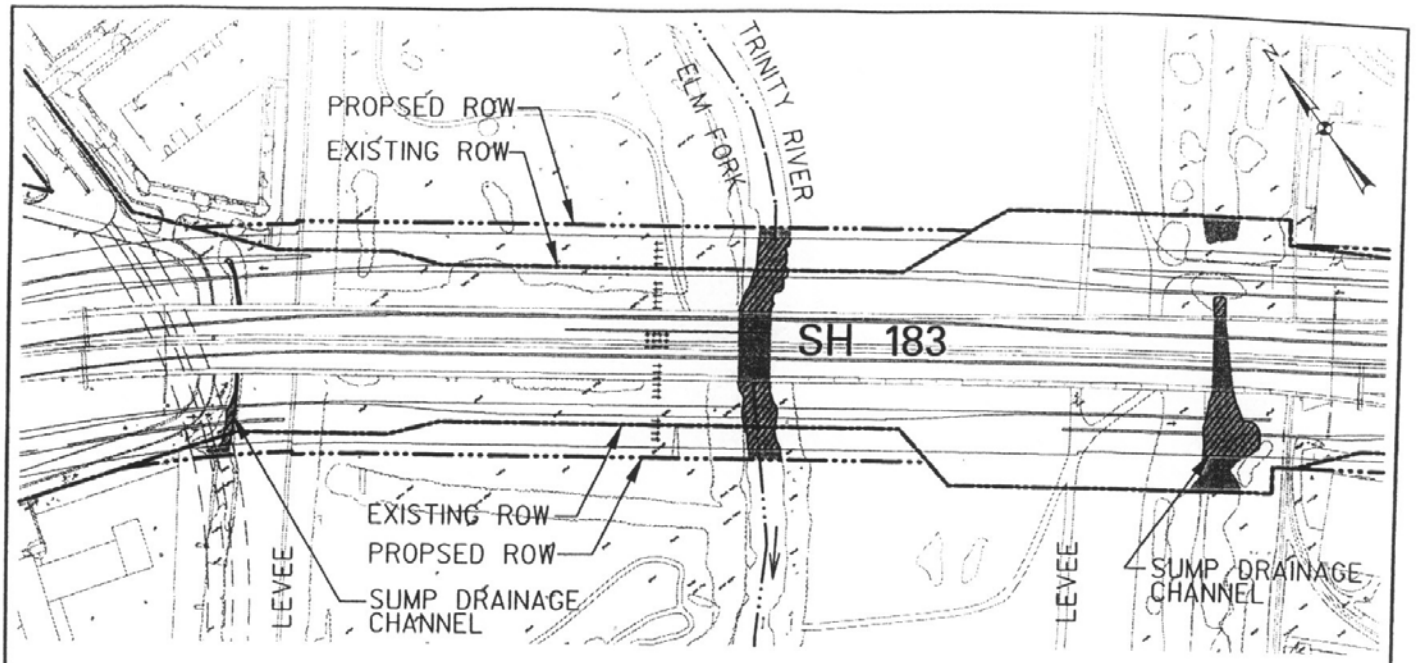

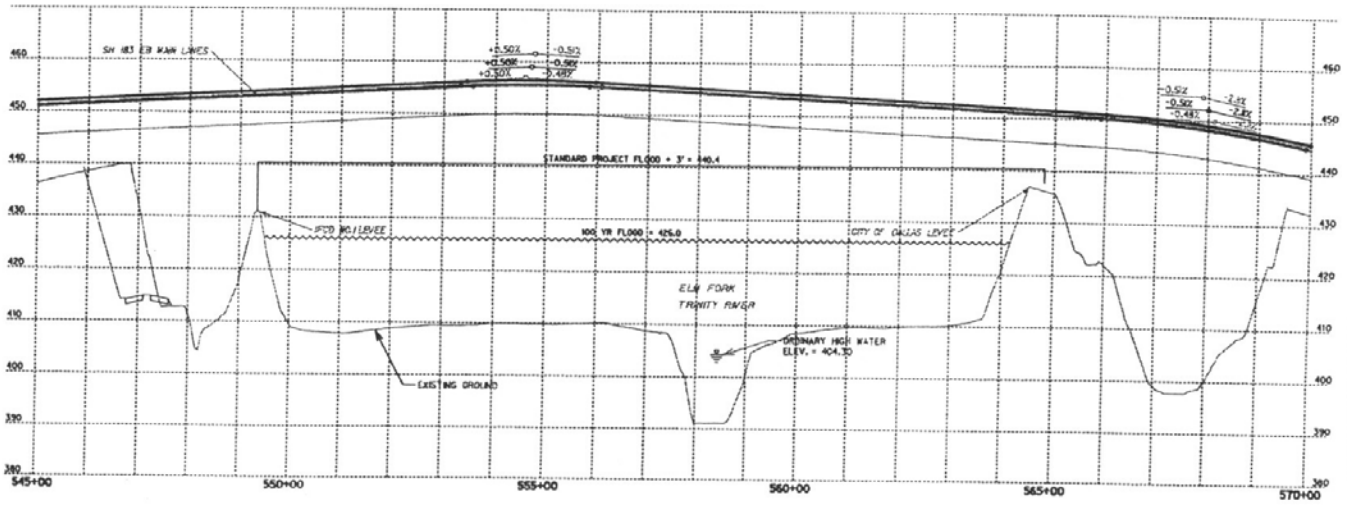

JURISDICTIONAL WATERS OF THE U.S.						
ELM FORK OF THE TRINITY RIVER						
TEXAS DEPARTMENT OF TRANSPORTATION						
DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
	THL	2003 APRIL	1" = 350'	19474 W016	474CulV08	I-8

I-8

Final Documentation

FONSI

Certification

Public Hearing Summary and Analysis/Recommendations

Public Hearing Verbal and Written Comments and Responses

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

NH
Dallas and Tarrant Counties
CSJs 0094-02-077. 0094-03-065, 0094-07-015 & 0094-07-020

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

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

Feb 10, 2004
Date

for Federal Highway Administration

Certification

Project number: NH

Counties: Dallas and Tarrant

CSJ: 0094-03-065, 0094-07-015, 0094-07-020 and 0094-02-077

Highway number and project limits:
SH 183: From SH 360 to IH 35E

This is to certify that:

1. A Public Hearing was held on December 16, 2003 at 6:30 p.m. at the Plymouth Park United Methodist Church, located at 1615 W. Airport Freeway (SH 183), Irving, Texas 75062 and covered the project location and design.
2. Consideration has been given to the economic, social and environmental effects of the project's location and design.
3. The statutory provisions of the *Civil Rights Act of 1964* have been considered in determining the economic, social and environmental effects.
4. The project's consistency with the goals and objectives of such urban planning as has been promulgated by the community has been considered.

William L. Hale, P.E.
Dallas District Engineer

1/20/04
Date

Public Hearing Summary and Analysis / Recommendation

District / County: Dallas District / Dallas County

Highway / Limits: SH 183 from SH 360 to IH 35E

CSJ / Project Number: 0094-02-077, 0094-03-065, 0094-07-015, 0094-07-020

Proposed Improvements: The proposal is to reconstruct and add capacity to existing SH 183 from SH 360 to IH 35E within the Cities of Irving and Dallas in Tarrant and Dallas Counties, Texas. The existing facility includes three general-purpose lanes in each direction with discontinuous 2-lane frontage roads. The proposed improvements will add one general-purpose lane in each direction, two to three reversible managed HOV lanes in the median and a 2 to 3-lane continuous frontage roads in each direction. The total project length is 8.1 miles. The existing right-of-way on SH 183 is typically 237' to 320' wide, and the proposed right-of-way varies from typically 320' to 503' wide depending on interchange areas. Approximately 72.6 acres of additional right-of-way will be required. Two residences and 64 businesses will be impacted or displaced as a result of this project. SH 183 crosses the Elm Fork of the Trinity River. Approximately 1.02 acres of right-of-way from the 3,652 acre Trinity River Greenbelt Park owned by the City of Dallas will be acquired. The acquisition of parkland is discussed in the Programmatic Section 4(f) Evaluation. Some proposed improvements will occur within the 100-year floodplain; however, the proposed improvements will not increase the base flood elevation to a level, which would violate applicable floodplain regulations or ordinances.

Purpose and Need: The SH 183 project corridor is approximately 8.1 miles in length. The project limits extend from State Highway 360 on the west to Interstate Highway 35E on the east through portions of the cities of Fort Worth, Euless, Irving, and Dallas, in Tarrant and Dallas Counties. The purpose of the project is to improve mobility, reduce congestion, improve structural and operational deficiencies, and increase safety in the project corridor. As a first step in the process, TxDOT undertook the SH 183/West Fork Corridor Major Investment Study (MIS), to consider solutions to improve east-west travel along the SH 183 corridor. The MIS evaluated improvements to various modes of travel, including walking, bicycling, bus and rail transit, new and improved parallel roadways, as well as expanding the capacity of SH 183. The MIS concluded in May 2000 with recommendations for a multifaceted plan that included the reconstruction and expansion of SH 183.

Upon completion of the MIS, additional analysis of alternative cross sections for SH 183 was evaluated as part of the SH 183 Preliminary Engineering. The alternatives included elevating or depressing the freeway, and shifting the freeway to one side or the other to reduce ROW impacts. The Preliminary Engineering was accompanied by an environmental assessment that identified the impacts of each alternative on the natural, social and built environment and highway ROW. The proposed facility fulfills multi-modal concerns, and improves safety and capacity on the corridor.

Environmental Document Approval: FHWA approved the document as satisfactory for further processing on November 12, 2003.

Notices and Articles:

Newspapers	Ad Type	Authorization Number	Run Date(s)
Dallas Morning News Daily	Classified Legal Ad	18-8708	Nov. 15, 26, 2003 Dec. 5, 10, 2003
	Gen. Advertisement Metropolitan Section	18-8714	December 13, 2003
Ft. Worth Star Telegram Daily	Classified Legal Ad	18-8712	Nov. 15, 26, 2003 Dec. 5, 10, 2003
Grand Prairie News Daily	Classified Legal Ad	18-8709	Nov. 16, 27, 2003 Dec. 4, 11, 2003
	Gen. Advertisement Main News Section	18-8715	December 14, 2003
Irving News Thursday & Sunday	Classified Legal Ad	18-8710	Nov. 20, 27, 2003 Dec. 4, 11, 2003
	Gen. Advertisement Main News Section	18-8716	December 14, 2003
Northwest Morning News Friday	Classified Legal Ad	18-8711	Nov. 21, 28, 2003 Dec. 5, 12, 2003
El Sol de Texas Friday	Classified Legal Ad (Spanish)	18-8713	Nov. 21, 28, 2003 Dec. 5, 12, 2003

Public Hearing Date and Place: An Open House and Public Hearing was held at the Plymouth Park United Methodist Church, 1615 W. Airport Freeway/SH 183, Irving, Texas on Tuesday, December 16, 2003. Previously, three series of public meetings and open houses were held on August 21 and 23, 2001, February 25 and 28, 2002, and December 3 and 5, 2002. The previous meetings were held at the Crown Plaza Hotel Market Center in Dallas and the Plymouth Park United Methodist Church in Irving.

Attendance: Approximately 177 registered people attended the Public Hearing held on December 16, 2003. Of these, approximately 69 were property owners, 15 were business owners/operators, 21 were listed as both property owners and business owners/operators, 26 had a general interest in the project, 15 were public officials, 2 were elected officials, and none were from the media. Approximately 28 people were at the Hearing from TxDOT and the consulting firms of Halff Associates, Inc., LopezGarcia Group, and Baker Consulting Associates. Verbal comments were made by 21 individuals at the Hearing.

Conducted By: The presiding official for the Public Hearing was Mr. Robert Brown, P.E., Deputy District Engineer of TxDOT's Dallas District.

Exhibits: Design Schematics, Environmental Assessment Report, Computer Visualization Video of SH 183 from Belt Line Road to Carl Road, TxDOT's SH 183 Project Bulletin Spring 2003 Newsletter, North Central Texas Council of Governments' Mobility 2025 Update, The Metropolitan Transportation Plan Executive Summary, TxDOT's Building Barriers to Traffic Noise Booklet, TxDOT's State Purchase of Right-of-Way Booklet and TxDOT's Relocation Assistance Booklet.

Comments from Elected / Local Officials:

Verbal: Three verbal comments were received from public officials at the Public Hearing.

The Honorable Rich Stopfer, City Council, City of Irving spoke in support of the project and believes that the current design incorporates concerns from the neighborhood as well as the businesses. He also submitted a copy of the Irving City Council Resolution No. 10-30-03-391. The resolution supports the schematic design and environmental assessment. It also requested full consideration and inclusion of the following items: Inclusion of appropriate hardscape and landscape elements in the final design with local input; Incorporation of sound walls into the design adjacent to all residential areas; Development of an

acceptable participation agreement with particular consideration of the regional nature of this improvement and the significant number of significant transportation infrastructure projects now planned for Irving; Completion of right-of-way mapping as expeditiously as possible upon receipt of the FONSI; Close cooperation with affected landowners to facilitate the acquisition of needed right-of-way; and that the funding for the design, property acquisition, and construction of this project is requested to be programmed as quickly as possible.

Don Jenson, representing the Greater Irving-Las Colinas Chamber of Commerce, read the Chamber's resolution, expressing their full support of the current schematic design and urging the approval of this design and the accompanying environmental assessment. The resolution also requested the full consideration and inclusion of the following during design of the project: Inclusion of appropriate hardscape and landscape elements in the final design including local input into their selection and design; Incorporation of sound walls into the design adjacent to all residential areas; Development of an acceptable participation agreement with particular consideration of the regional nature of this improvement and the significant number of major transportation infrastructure projects now planned for Irving; Completion of right-of-way mapping as expeditiously as possible upon receipt of the Finding of No Significant Impact; and Close cooperation with affected landowners to facilitate the acquisition of needed right-of-way.

Jim Cline, Director of Public Works and Transportation at the City of Irving, spoke on behalf of the City of Irving in support of the schematic as it was presented and recommended the approval of the FONSI. Cline noted the willingness of TxDOT to respond to community issues. Cline referenced the resolution of support from the Irving City Council, and added that safety improvements were also an important part of the project. Cline asked that right-of-way mapping and acquisition proceed as soon as possible. He also reemphasized the incorporation of aesthetic treatments.

Written: Three written comments were received from elected/public officials.

The Honorable Eddie Bernice Johnson, 30th District, Congress of the U.S., complimented TxDOT, Irving, Dallas, Dallas County and the consultant team on their cooperation and desire to study numerous alternatives to develop a design that met capacity requirements and addressed environmental concerns. She requested upon approval of the design and environmental documentation that TxDOT expeditiously move forward with right-of-way acquisition, construction plan preparation, funding and ultimate construction of the project. She stated that because of the age of the freeway, improvements were needed to meet current safety criteria and traffic capacity demands. Ms. Johnson noted that she had sponsored a TEA-21 Reauthorization earmark for the Loop 12 / IH 35E project that was integral to implementation of the SH 183 project. She closed by stating that timely approval of the preliminary engineering and environmental assessment, and the reconstruction of this regional freeway, were of utmost importance to the region.

The Honorable Linda Harper-Brown, Texas State Representative District 105 and former Irving City Council member, mentioned she had arranged for and attended many meetings held be TxDOT and Irving to insure stakeholders were afforded involvement in the decision-making process. Ms. Harper-Brown complimented TxDOT and the consultant team on a sensitive design that met capacity requirements and addressed environmental concerns. She requested that TxDOT expeditiously move forward with right-of-way acquisition, construction plan preparation, and ultimate construction of the project. She stated improvements were needed to meet current safety criteria and traffic capacity demands.

J. Ike Guest, Chairman of the Board, and James A. Spriggs, President/CEO, representing the Greater Irving-Las Colinas Chamber of Commerce, signed Resolution 2003/2004-13 titled "Support of SH 183 Design." The Chamber's resolution documented the Board of Directors' full support of the current schematic design, and urged the approval of this design and the accompanying environmental assessment. The resolution also requested the full consideration and inclusion of the following during design of the project: Inclusion of appropriate hardscape and landscape elements in the final design including local input into their selection and design; Incorporation of sound walls into the design adjacent

to all residential areas; Development of an acceptable participation agreement with particular consideration of the regional nature of this improvement and the significant number of major transportation infrastructure projects now planned for Irving; Completion of right-of-way mapping as expeditiously as possible upon receipt of the Finding of No Significant Impact; and Close cooperation with affected landowners to facilitate the acquisition of needed right-of-way.

Comments from Public: Verbal comments were presented by 18 citizens, of which 4 also submitted comments in writing. Written comments were received from 16 citizens, of which 11 were received at the Public Hearing. Please refer to the attached Comment and Response Form for verbatim documentation of verbal and written comments. In the summaries below, verbal comments that were also mentioned in writing are discussed in the verbal section only.

Verbal: Five citizens spoke in general support of the project and complimented the public involvement process used to develop the project. These speakers included representatives from Baylor Hospital, Plymouth Park Methodist Church, a car dealer, a heavy equipment dealer, and a resident. One citizen, a business rental property owner, spoke in general opposition to the project, as did one resident that wrote in general opposition, requesting commuters use car pools and public transportation instead, and that TxDOT evaluate other highway routes. Three business property owners (a car dealer, a restaurant, and a vacant tract) spoke in opposition to the right-of-way impacts to their property, requesting other alternatives that avoided their business. Three other citizens wrote in general support of the project and its public involvement process, and requested expediting the process. TxDOT responded that since 1999, the City of Irving has directed TxDOT that as a condition of the City's approval, TxDOT provide maximum consideration to the preservation of neighborhood integrity, not require right-of-way from residential properties, and avoid Jaycee Park. To achieve the City's conditions, expansion of the roadway necessitated right-of-way acquisition primarily from businesses. TxDOT also referenced the SH 183 / West Fork Corridor Major Investment Study completed in 2000 that evaluated multi-modal alternatives, and the regional need for improvements to SH 183 referenced in Mobility 2025 Update Metropolitan Transportation Plan.

Three residents of Nichols Park neighborhood spoke of their concern with noise levels, with special concern from the elevated ramp from the Managed HOV Lanes, and asked that noise walls be constructed. Four other residents of Nichols Park provided written comments of a similar nature. Three of these seven commenters also asked that the noise walls be constructed first to reduce construction noise. TxDOT responded that noise abatement consideration was performed in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Highway Traffic Noise. Noise abatement mitigation in the form of noise walls was found to be both feasible and reasonable at the Nichols Park area. These include noise walls extending along the north right-of-way edge from O'Connor Road on the west to Wingren Road on the east. A second noise wall is proposed for elevated sections of the SH 183 main lanes from the O'Connor Road overpass eastward to where the main lanes reach ground level. Upon completion of the requested reevaluation, a third noise wall is now proposed along the westbound Managed HOV Lane ramp near Wingren Road. In other areas, the wishbone Managed HOV Lane ramps will have 3-foot closed concrete rails along each edge. Based on the noise analysis, increasing the height of the 3-foot rails along other sections of the wishbone Managed HOV Lane ramps had little or no benefit of reduced noise levels in the Nichols Park area. Final noise wall decisions will not be made until the subsequent detailed design phase occurs. Noise walls to be incorporated into the project would be built as early as possible during the construction schedule to mitigate noise caused by construction activities.

One resident on Jody Lane in the Plymouth Park neighborhood spoke at the Public Hearing, requesting that the proposed noise wall behind their property be extended east to cover the entire back of their property. This resident and three others at this same address wrote as well requesting this change in schematic. TxDOT responded that because the channel behind this property is being relocated, the proposed noise wall adjacent to this property can be extended approximately 65 feet to the southeast with the end of the wall being at this property's approximate east boundary.

One resident of the Nichols Park area spoke at the Public Hearing of his concern with potential visual impacts, asking that the highway fit into the neighborhood and that TxDOT show community vision. TxDOT responded that all reasonable measures will be taken to minimize perceived negative visual impacts caused by the transportation improvements to SH 183. Aesthetic treatments to minimize visual impacts could include: vegetative buffers, and retaining wall and noise abatement wall designs. The use of landscaping within the right-of-way, where possible, would enhance the view for drivers, pedestrians, and those whose residences are close to the facility. At a minimum, all disturbed areas would be revegetated with native grasses in accordance with TxDOT specifications.

One resident of Nichols Park neighborhood spoke requesting that a greenbelt park be built between the neighborhood homes and the proposed noise wall fronting Nichols Park homes as mentioned at a previous TxDOT Public Meeting. This resident, as did four others, wrote comments with the same request, as well as requesting that the trees between the existing businesses and homes be preserved. TxDOT responded that the acquisition of the right-of-way needed from the properties on the north side of SH 183 between O'Connor Road and Britain Road will leave a remainder of land varying in depth from approximately 30 feet to over 100 feet deep. TxDOT can only purchase land necessary for its own facilities. The December 2002 TxDOT Public Meeting presentation stated that "The City of Irving is considering using this area from behind the houses ... and the possible noise wall [as] a small linear pocket park." These comments will be forwarded to the City of Irving for their consideration, which will follow its own process for evaluation of property acquisition and potential creation of parks. For those areas within TxDOT right-of-way, TxDOT would design, use, and promote construction practices that minimize adverse affects on habitat. Existing vegetation (especially native trees) would be avoided and preserved where practicable.

One citizen spoke about their concern for the possibly lengthy duration of construction, and its impact to property values and to the commuter traffic. TxDOT responded that due to financial constraints, not all projects can be constructed in a single phase. Subject to the availability of funding, the SH 183 project will likely be constructed in reasonably-sized segments due to its large size. A traffic control plan would be prepared by TxDOT, in coordination with the Cities of Irving and Dallas, in an effort to minimize disruption during construction. Frontage roads and noise walls would be built as early as possible during construction in order to minimize disruptions to local access and to mitigate noise caused by construction activities.

Two citizens spoke on the dangers that currently exist for bicyclists and pedestrians that currently use or cross SH 183. Four others provided written comments with the same concern. They requested that the proposed improvements to SH 183 include provisions for bicycles and pedestrians. Other specific concerns included requests for handicap accessibility, sidewalks on cross streets and along the frontage roads, wide outside lanes, bike lanes, pedestrian friendly signal timing and pedestrian bridges crossing SH 183 midway between cross streets. TxDOT responded that as currently planned, the expanded facility should reduce safety risks. The design calls for provisions that more safely serve pedestrians and pedestrian movement along and across the freeway. All cross-street intersections would have sidewalks and pedestrian crossings that would be in compliance with the Americans with Disabilities Act (ADA). In general, continuous sidewalks will be constructed alongside each crossing street. Sidewalks would also be reconstructed along the frontage roads where sidewalks currently exist. The cross streets and frontage roads will also have a two foot curb offset on the outside lanes to better accommodate bicycles.

One resident requested that TxDOT add a westbound exit to provide better access to Cheyenne St., and that the westbound entrance ramp from Belt Line Road be moved west to serve the Irving Mall. TxDOT replied that due to close spacing, room was not available to permit an additional westbound exit ramp to serve Cheyenne Rd. or to move the Belt Line Road ramp.

One business owner questioned the design life of the proposed improvements, and whether it was adequately sized for future demands. He also questioned the roadway cross section that seemed to be as wide as possible without regard to the loss of businesses or the cost for ROW. The speaker also requested that the traffic funds be concentrated on just a few projects in order to speed up construction and have less impact to traffic, instead of spreading construction funds over several projects. TxDOT

responded that the traffic volumes account for the future population and employment projections for the year 2029. These traffic volumes were used for both capacity analysis on the roadway design as well as the analysis of future noise and air quality levels. This project also conforms to the North Central Texas Council of Government Regional Transportation Council's current Metropolitan Transportation Plan, Mobility 2025 Update. Funding for the design and construction of this project has not yet been allocated. Due to financial constraints, not all projects can be funded or constructed simultaneously. Subject to the availability of funding, the SH 183 project will likely be funded or constructed in reasonably-sized segments. The right-of-way necessary for this project has been minimized through the use of the reversible Managed HOV Lanes. The use of reversible Managed HOV Lanes means that two to three fewer lanes are required to provide the same capacity during the peak hour of traffic.

One citizen with three commercial properties expressed concerns with loss of a fire lane and resulting reduction in ease of access. He also asked if existing business signs could be moved instead of discarded because they don't meet city regulations. TxDOT answered that, with the assistance of the City of Irving, the proposed SH 183 frontage road will be within 150 feet of the buildings, and so the fire lane would no longer be required, and that access will be provided by the frontage road. TxDOT is responsible for the acquisition of any improvement within the area to be acquired for right-of-way and that improvements within the affected area will be appraised and purchased. Any improvements acquired by TxDOT may be retained by the landowner for a determined retention value.

Two businesses, a construction equipment sales and service center and a car dealership, highlighted the impacts from changes in access and in impacts from ROW requirements for the SH 183 project. Both spoke in support of the project, but asked for continued consideration from TxDOT during future project development and reimbursement for damages. TxDOT replied that the construction equipment center was outside this project's limits, but the concerns would be forwarded to TxDOT's Loop 12/ IH 35E project team. Access to the car dealership will be maintained by connecting the existing driveways to the new frontage road. Control of access at ramps is necessary for safety purposes.

Written: One citizen requested that the noise walls extend across the existing streets, and that they continue to wrap around the homes on both sides of the Plymouth Park neighborhood. Two other citizens wrote requesting that Britain and Newton Circle in the Nichols Park neighborhood be closed to allow a continuous noise wall. TxDOT replied that to make the sound wall continuous would require closure of the intersecting city streets. Alteration of city streets, such as dead-ending, is controlled by the City of Irving. Extending each end of the noise wall southward around the corners of the neighborhood would require the walls to be constructed outside the TxDOT right-of-way. In these situations, the city or county would have to obtain, in fee or easement, the property for the noise abatement wall, pay for adjustment of the utilities, construct the wall and maintain the wall in perpetuity.

One citizen wrote that doubling traffic will double air pollution, and the life and breath of Irving citizens needs to be considered. TxDOT responded that a project-level CO (carbon monoxide) analysis was performed for the SH 183 project. The analysis demonstrates that the project does not cause or contribute to any localized CO violations or increase the frequency and severity of any existing CO violations. The health risk from air pollutants is generally determined on a regional basis with the EPA designating areas where the potential for threat to human health exists as non-attainment area for specific air pollutants. The Dallas-Fort Worth area (Collin, Dallas, Denton, and Tarrant counties) is in non-attainment only for ozone.

One business owner wrote of his concerns about being adequately compensated for his loss of business, as well as his real property. TxDOT replied that each affected property owner, within the proposed right-of-way of SH 183, has the right to receive just compensation for the property which will be purchased. Additionally, a property owner may be entitled to additional benefits such as assistance in locating another business and financial assistance in the form of moving and related expenses. Such benefits, if any, are in addition to the State's offer for the real property.

One citizen wrote of his concern with the safety of the intersection of William Brewster Street and the eastbound SH 183 frontage road, and how the easy access makes crime more prevalent. TxDOT

responded that the proposed design schematic moves the MacArthur exit downstream of the William Brewster Road intersection and would be improved to meet the current roadway design criteria. Due to the wide variety of factors affecting crime rates, the effects on crime caused by improvements to SH 183 or any other roadway cannot be accurately predicted. Positive effects of the project are improved access for police, fire fighting equipment, and other emergency vehicles.

Three businesses requested information on how the SH 183 project specifically affected their property with respect to ROW needs, and the schedule for acquisition. TxDOT supplied copies of the appropriate section of the design schematic and a tentative schedule for improvements.

The car dealership at 2035 W. Airport Freeway asked that the schematic plan be updated to show their new building, which is now outside the proposed ROW. They also asked that a second driveway to their property be added to the design schematic, replacing what they currently have. TxDOT replied that the schematic would be revised to show their new building, and that a second driveway to their property will be shown.

Summary of How Comments/Issues were Addressed:
The verbal and written comments suggest an overall support for the construction of the preferred alignment and a desire for the project to proceed quickly. Several of the comments made specific requests regarding access impacts to their properties. TxDOT was able to adjust the schematic to maintain similar driveway access at one location. In addition, TxDOT agreed to make one minor correction to the schematic to reflect updated building information. TxDOT addressed ROW concerns by investigating each site for impacts and providing insight as to why the property was needed for highway construction. In addition, ROW information was clarified for those commenters that were curious about the property acquisition process. TxDOT updated ROW costs upon review of the above concerns.

Several comments requested improvements to bicycle and pedestrian access. The schematics were revised to show the inclusion of sidewalks along the cross streets. TxDOT thoroughly analyzed and responded to all environmental comments related to Air Quality, Noise, Visual Impacts, Construction Impacts and Loss of Habitat. One end of a noise wall was adjusted on the schematic to reflect a resident's concern in the Plymouth Park neighborhood. A segment of noise wall was also added to the westbound Managed HOV Lane ramp in the Nichols Park neighborhood area. TxDOT updated construction costs upon review of the above concerns.

Although most verbal and written comments referred to a particular area along the project, or a particular aspect of the project, only one verbal comment and one written comment generally objected to the construction of the project. In summary, public officials and private citizens who were active in the planning process expressed support for the project.

Recommendation: All comments have been satisfactorily addressed, and the project is recommended for approval as a Finding of No Significant Impact (FONSI).

VERBAL AND WRITTEN COMMENTS AND RESPONSES
SH 183 PUBLIC HEARING
DECEMBER 16, 2003

The concerns of all citizens who submitted verbal and written comments during and after the Public Hearing have been given serious consideration by TxDOT in its decision-making process. The comment period extended from December 16, 2003 (date of Public Hearing) to December 26, 2003 (10 days after the Public Hearing). The verbatim transcript and all comment cards, comment sheets and letters that were submitted during the comment period are attached in their entirety at the back of this section.

The public comments were categorized and grouped under general subjects or areas of interest with TxDOT responses following the comments. **Table 1** lists the general subjects or areas of interest and the page number where they can be found.

TABLE 1 - INDEX OF SUBJECTS

General Subject or Area of Interest	Page(s)
Federal, State and Local Government Support	4
General Comments	8
Noise and Sound Walls	11
Air Quality	16
Visual and Aesthetics	17
Greenbelt at the Nichols Park Residential Area	18
Construction Impacts	19
Other Alternatives	19
Bike, Pedestrian, and Handicap Access/Crossings	20
Property Displacement	23
Project Design, Traffic & Safety	25
Comments Regarding Individual Properties	28

Table 2, below, lists the postmark or date of comment, the type of comment – verbal (V) or written (W), the name and address of the commenter, and the page number where the comment can be found. TxDOT responses follow the comments.

TABLE 2 – INDEX OF VERBAL AND WRITTEN COMMENTS

Tracking Number	Postmark or Date of Comment	Name	Address	Page(s)
1	12-16-03 V *see note below	Kechejian, Dr. Sarkis J.	421 East Airport Freeway, Irving, TX	28, 29
2	12-16-03 V	Stopfer, Rich	City Council of Irving	4
3	12-16-03 V	Jenson, Don	3717 Hidalgo, Irving, Texas	4
4	12-16-03 V	Wilson, Walter	Baylor Medical Center of Irving, 1901 North MacArthur Boulevard, Irving 75061	8
5	12-16-03 V	Auman, Michael	3325 Whippoorwill Lane Irving, TX 75062	20
5-a	12-26-03 W	Auman, Michael	3325 Whippoorwill Lane Irving, TX 75062	21
6	12-16-03 V	Ramirez Sr., Joe Michael	Los Lupes Restaurant 2049 West Airport Freeway Irving, TX 75062	29
6-a	12-23-03 W	Ramirez Sr., Joe Michael	Los Lupes Restaurant 2049 West Airport Freeway Irving, TX 75062	29
7	12-16-03 V	Schoemaker, Vernon	Toyota of Irving, Irving, TX	30
8	12-16-03 V	Hanson, Robert	112 West Ireland, Irving, TX	11, 19
9	12-16-03 V	Mitchell, Genie	2220 Spanish Trail, Irving, TX	8
10	12-16-03 V	Allen, Russell	2201-2211 Cheyenne, Irving, TX	25
11	12-16-03 V	Lindsey, Rick	Holt Cat 2000 E Airport Freeway, Irving, TX	8, 31
12	12-16-03 V	Davies, David	2110 Plymouth Dr. , Irving, TX	9
13	12-16-03 V	Schouten, Jim	Westway Ford 801 Airport Freeway, Irving, TX	9, 32
14	12-16-03 V	Knight,Tom	221 Linda Lane, Irving, TX	17
15	12-16-03 V	Ward, Bernadette	130 West Holland Irving, TX 75062	12, 13, 21
15-a	12-16-03 W	Ward, Bernadette	130 West Holland Irving, TX 75062	13, 18
16	12-16-03 V	Noh, Jung Ja	700 Sam Hill Street Irving, TX 75062	33
16-a	12-26-03 W	Noh, Jung Ja	700 Sam Hill Street Irving, TX 75062	33
17	12-16-03 V	Zarate, Fermina	1504 Jody Lane Irving, TX 75061	14
17-a	12-17-03 W	Zarate, Fermina	1504 Jody Lane Irving, TX 75061	14
17-b	12-17-03 W	Zarate Jr., Mr. and Mrs. Manuel	1504 Jody Lane Irving, TX 75061	15
17- c	12-17-03 W	Zarate, Mr. and Mrs. Manuel and Fermina	1504 Jody Lane Irving, TX 75061	15
17-d	12-17-03 W	Zarate Jr., Manuel	1504 Jody Lane Irving, TX 75061	15
18	12-16-03 V	Cline, Jim	City of Irving	5
19	12-16-03 V	Waterman, Mary	130 West Holland Drive, Irving, TX	12, 18
19-a	12-16-03 W	Waterman, Mary	130 West Holland Drive, Irving, TX	18

20	12-16-03 V	Story, Randall	? Darwin, Irving, TX	9, 20
21	12-16-03 V	Gilliland, Bill	POB 202417, Arlington, TX 76006	26
22	12-11-03 W	Bischofhausen, Richard	1010 W. Airport Fwy Irving, TX 75062	23
23	12-15-03 W	Connors, Michael	CORT Business Services 11250 Waples Mill Road, Suite 500 Fairfax, VA 22030	34
24	12-17-03 W	Crawby, Melba	1905 Green Oaks Irving, TX 75061	10, 16, 19
25	12-16-03 W	Daly, Patrick	University of Dallas 1845 E. Northgate Drive Irving, TX 75062	10
26	12-26-03 W	Goodrich, Richard A.	1812 Puritan Drive Irving, TX 75061	10, 15, 28
27	12-16-03 W	Guest, J. Ike Spriggs, James A.	Greater Irving – Las Colinas Chamber of Commerce Resolution 2003/2004 - 13	5
28	12-23-03 W	Hagestad, Bob	Metro Volkswagen 2035 W. Airport Frwy Irving, TX 75062	10, 34
29	12-16-03 W	Hartman, Mark	3009 Vassar Drive Irving, TX 75062	12, 27
30	12-26-03 W	Hartman, Angela	3009 Vassar Drive Irving, TX 75062	12, 27
31	12-26-03 W	McCarty, Gregory Paul	1709 Briarwood Lane Irving, TX 75061	22
32	12-18-03 W	Robinson, Reginald (PE) – Plymouth Park United Methodist Church	1021 S. Gloucester Street Irving TX 75062	11
33	12-16-03 W	Rosenfield, Joseph L.	City Center Plaza 1412 Main Street, Suite 210 Dallas, TX 75202 Primary Address – 3402 Royalty Row Irving, TX	34
34	12-09-03 W	Schure, Jack	PS Business Interiors 1045 South Trooper Road Norristown, PA 19403	35
35	12-26-03 W	Walker, Chris	3819 Evergreen Street Irving, TX 75061	22
36	12-16-03 W	Waterman, Dane	130 West Holland Drive Irving, TX 75062	12, 14, 18, 22
37	12-16-03 W	Waterman, Eve	130 West Holland Drive Irving, TX 75062	12, 18
38	12-16-03 W	Waterman, Hope	130 West Holland Drive Irving, TX 75062	18
39	12-22-03 W	Linda Harper-Brown	District 105 - State of Texas House of Representatives	6
40	12-22-03 W	Johnson, Eddie Bernice	30th District – Texas Congress of the U.S.	7

*V = Verbal Comment
W = Written Comment

FEDERAL, STATE AND LOCAL GOVERNMENT SUPPORT

(2) Rich Stopfer, Irving City Council – Verbal Comment

The City Council of Irving is very supportive of the 183 project, and we're excited that we're able to bring it to this point at this time and looking forward to the finding of no significant impact. And that will give us our environmental clearances and things of that nature so we can move forward on the project. The main thing is that the council's in support of this and behind it, and we appreciate everyone for coming out and voicing their opinions. We feel we've been able to incorporate a lot of neighborhood concerns as well as business concerns through the meetings we've had. (Note: Mr. Stopfer then submitted the following city council resolution for the record.)

City of Irving Council Resolution No. 10-30-03-391:

WHEREAS, the Texas Department of Transportation (TxDOT) is proceeding with the preliminary engineering for SH183 in Irving in close concert with Irving Citizens and City staff; and

WHEREAS, it is important to the timely progress of the design effort for the City to take a position in support of a project design; and

WHEREAS, the design layout was well received by the Irving City Council and numerous Citizens on July 22, 2003 at a City-sponsored public hearing, and the design presented addresses the concerns previously expressed by the City Council to the maximum extent possible.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IRVING, TEXAS:

SECTION I. THAT the City Council supports the schematic design as presented on July 22, 2003, and urges the approval of this design and the accompanying environmental assessment.

SECTION II. THAT the City Council requests the full consideration and inclusion of the following items in the continuation of the project development and final design: Inclusion of appropriate hardscape and landscape elements in the final design. Local input should be included in their selection and design. Incorporation of sound walls into the design adjacent to all residential areas. Development of an acceptable participation agreement with particular consideration of the regional nature of this improvement and the significant number of significant transportation infrastructure projects now planned for Irving. Completion of right-of-way mapping as expeditiously as possible upon receipt of the FONSI. Close cooperation with affected landowners to facilitate the acquisition of needed right-of-way.

SECTION III. THAT the funding for the design, property acquisition, and construction of this project is requested to be programmed as quickly as possible.

SECTION IV. THAT this resolution shall take effect from and after its final date of passage, and it is accordingly so ordered.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF IRVING, TEXAS, this 30th day of October, AD 2003.

(3) Don Jenson – Verbal Comment

I live at 3717 Hidalgo in Irving, Texas and I am the Group Vice Chairman of Transportation for the Greater Irving-Las Colinas Chamber of Commerce. Also here from the chamber

tonight is Don Williams from the development department who has done a lot of work on this resolution, but the chamber has a resolution to present to this meeting tonight. I'll just read it briefly for you. (**Note**: Here Mr. Jenson reads verbatim Chamber RESOLUTION 2003/2004-13 which was presented at the Public Hearing in hardcopy format – see Item 27 below. After reading the resolution, Mr. Jenson further stated) ...and is signed by the Chairman of the Board, I guess, and James Spriggs, president and CEO. So that's our position from the chamber, and we'll submit this resolution to your staff at the door.

(27) J. Ike Guest and James A. Spriggs, Greater Irving – Las Colinas Chamber of Commerce – Written Comment

GREATER IRVING-LAS COLINAS CHAMBER OF COMMERCE
RESOLUTION 2003/2004-13: SUPPORT OF SH183 DESIGN

WHEREAS: The Texas Department of Transportation (TxDOT) is proceeding with the preliminary engineering for SH183 in Irving in close concert with Irving Citizens, Businesses, and City Staff; and

WHEREAS: It is important to the timely progress of the design effort for the Greater Irving-Las Colinas Chamber of Commerce to taker a position in support of a project design; and

WHEREAS: The City of Irving Staff and the TxDOT Staff have provided numerous opportunities for input by the citizens and businesses of Irving and have worked diligently to minimize community and environmental impacts; and

WHEREAS: The City Council of the City of Irving on October 30, 2003 proclaimed its support of the schematic design and urged approval of this design and the accompanying environmental assessment; and

WHEREAS: The Greater Irving-Las Colinas Chamber of Commerce requests the full consideration and inclusion of the following items in the continuation of the project development and final design:

- Inclusion of appropriate hardscape and landscape elements in the final design including local input into their selection and design;
- Incorporation of sound walls into the design adjacent to all residential areas;
- Development of an acceptable participation agreement with particular consideration of the regional nature of this improvement and the significant number of major transportation infrastructure projects now planned for Irving;
- Completion of right-of-way mapping as expeditiously as possible upon receipt of the Finding of No Significant Impact; and
- Close cooperation with affected landowners to facilitate the acquisition of needed right-of-way,

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Greater Irving-Las Colinas Chamber of Commerce express their full support of the current schematic design and urges the approval of this design and the accompanying environmental assessment.

(18) Jim Cline, City of Irving Director of Public Works – Verbal Comment

I'm the Director of Public Works and Transportation for the City of Irving at 825 West Irving Boulevard. I just want to speak on behalf of the City of Irving. I would like to support the schematic as it's been presented and recommend the approval of the FONSI. TxDOT has been very open and willing to respond to our community issues and we appreciate it very much, particularly the work of Nasser Askari and the entire Dallas District staff. Getting that

FONSI completed certainly is very important to meet the requirements of air quality and conformity March 11 deadline. Earlier Councilman Rick Stopfer submitted a copy of a resolution in support of this project on behalf of the city council. One item that hadn't been mentioned is the safety improvements. We look forward to that as we go through this. It's been my privilege to work a great deal with the community and the Irving Citizen's Advisory Committee (ICAC) committees and the different staff. I certainly appreciate all those members who are here tonight and participated in the process. And we're going to need to, again, move quickly with the right-of-way mapping and acquisition as soon as possible so we can sustain the corridor for the period before construction and certainly to work closely with the property owners in the right-of-way acquisition process. And lastly, we certainly recommend in the final design as we go to the next stage, incorporation of aesthetic treatments, both landscaping and hardscape, to improve the ultimate facility. This is a key. This is really Irving's main street. The ability for us to improve this entire corridor. We again thank you very much for the assistance from TxDOT.

(39) Linda Harper-Brown, State of Texas House of Representative District 105 - Written Comment

Reference is made to the public notice by the Texas Department of Transportation regarding the announced Tuesday, December 16, 2003 Public Hearing scheduled to allow public comment concerning the proposed road improvements to the SH 183 Corridor from SH 360 to IH 35E within the cities of Dallas and Irving in Dallas County, Texas. I regret that I was unable to attend the public hearing to personally present the following comments; however, please be assured that my interest in the final construction of the project is not diminished by my inability to attend the public hearing. As a former member of the Irving City Council, I was significantly involved in the project development of the design of SH 183 on a continuing basis over several years. As a representative of both the City Council and the citizens of Texas State District 105, I both arranged for and attended many meetings conducted by both the Texas Department of Transportation and the City of Irving to insure that the residents and business owners affected by the redesign and reconstruction of SH 183 were afforded the opportunity to be involved in the decision making process. Since my election to the office of State Representative, I have continued to monitor the progress and the development of the preliminary engineering and environmental design of the project. I compliment the Texas Department of Transportation and the consulting engineering firm employed by the Department to develop the design of the project for their sensitivity and desire to study numerous alternatives and to develop the best solution available to meet both the capacity requirements as well as the social, economic and environmental concerns associated with the construction and operation of the transportation facility. I trust that upon final approval of the preliminary design and environmental documentation for the project that the Texas Department of Transportation will expeditiously move forward with the acquisition of right-of-way, preparation of construction plans and the ultimate construction of the project. The highway facility was constructed many years ago and the design of the existing highway does not meet current safety design criteria or traffic capacity requirements. The facility is extremely congested during peak hour traffic periods and has long needed to be reconstructed with the proposed capacity and safety improvements. Thank you for affording the citizens of Irving the opportunity to present comments regarding the much needed SH

183 reconstruction project and to stress the need to expeditiously move forward with the construction of the project.

(40) Eddie Bernice Johnson, 30th District, Congress of the U.S. – Written Comment
I have been in consultation with Mr. David Dean and he has asked me to inform you that I am supportive of Project SH 183. I thank you for the opportunity to provide comments in accordance with the public notice by the Texas Department of Transportation regarding the Tuesday, December 16, 2003 Public Hearing scheduled to allow public comment concerning the proposed road improvements to the SH 183 Corridor from SH 360 to IH 35E within the cities of Dallas and Irving in Dallas County, Texas. I regret that due to previous commitments I was not able to attend the public hearing to personally present my comments. As a member of Congress and the senior member of the Texas Congressional Delegation on the U.S. Transportation and Infrastructure Committee, I have been keenly interested and involved in the project for the design of SH 183 over several years. As the Congressional Representative of both the City of Irving and the City of Dallas, I have attended meetings conducted by both the Texas Department of Transportation and the cities of Irving and Dallas to insure that the residents and business owners affected by the redesign and reconstruction of SH 183 were afforded the opportunity to be involved in the decision-making process. I have also sponsored a TEA-21 Reauthorization earmark for the Loop 12 / IH 35E Project that is integral to the implementation of the SH 183 Project toward meeting the future transportation infrastructure needs of the region. I have continued to monitor the progress and the development of the SH 183 preliminary engineering and environmental design of the project. I would like to compliment the Texas Department of Transportation, the City of Irving, the City of Dallas, Dallas County, and the consulting engineering firm employed by the Department for their cooperation and desire to study numerous alternatives and to develop the best solution available to meet both the capacity requirements as well as the social, economic and environmental concerns associated with the construction and operation of the SH 183 transportation facility. I respectfully request that upon final approval of the preliminary engineering and environmental documentation for the project that the Texas Department of Transportation expeditiously move forward with the plans to acquire right-of-way, preparation of construction documents and, with the funding of the project through my efforts, the ultimate construction of the project. The SH 183 highway infrastructure was constructed many years ago, the design life of the project has been exceeded, and the existing highway does not meet current safety design criteria or traffic capacity requirements. Therefore, the timely approval of the preliminary engineering and environmental assessment and the reconstruction of this regional freeway are of utmost importance to the region. Thank you for affording the citizens of Irving and Dallas the opportunity to present comments regarding the much needed SH 183 reconstruction project and stress the need to expeditiously move forward with the construction of the project.

TxDOT Response
Comments Noted

GENERAL COMMENTS

(4) Walter Wilson – Verbal Comment
I'm vice president at Baylor Medical Center of Irving, 1901 North MacArthur Boulevard, Irving 75061. When the process started this hospital got involved with the expansion of State Highway 183, our primary concern was access to the citizens of Irving and surrounding communities and particularly to the emergency response vehicles. We went into a very lengthy but very productive series of meetings with Texas Department of Transportation, Halff Associates, and traffic and transportation department, City of Irving. And particularly with the creation of MacArthur, a fully integrated intersection with 183 expansion, all of our concerns regarding accessibility were addressed. We found the process to be extraordinarily fair. The people that we worked with were very respectful and professional in the way they dealt with the concerns of the hospital. We are confident that we will continue to operate and grow in the future and with the expansion of this highway.

(9) Genie Mitchell – Verbal Comment
I am a member of the Irving Citizens Advisory Council and have been involved in the MIS process as well as the ICAC activities led by the City of Irving Traffic and Transportation Department for several years. I am a member of this church, Plymouth Park United Methodist, and serve on the committee to notify the -- I want to say customers -- to notify or parishioners of our activities going on as it relates to the church. The church will be impacted. We have in the past few years, though, moved our front entrance to the rear, which most of you used tonight, so that has eliminated the impact on the front. However, we will have to relocate our entrance and provide some soundproofing for the front of the sanctuary and the entrance in that area, and we will continue to look for funding to do that. But I want to thank TxDOT, Halff Associates, City of Irving for an extensive citizen education program for this project. There have been a series of public inputs as Matt Craig mentioned in his introductory remarks, and it has been encouraged at every step. People have knocked on doors and have deposited mail and fliers for everyone who will listen and even if they don't listen sometimes they've gotten mailers. So there is a lot of information around. One of my concerns is that the -- as soon as the FONSI is received -- and we have no doubt that that's going to happen -- but we would like for the preliminary design to begin quickly so that people who are going to be displaced know their fate as soon as possible and can make arrangements with the relocation folks to get whatever it is they need and they can move ahead. It's the not knowing that really is draining. Again, I'd like to thank the City of Irving and TxDOT for the process because it has been open, flexible. Folks who have looked at designs, those who saw the designs at the very first table or the first hearing know how much they've changed and how much people in this room have influenced the design process, and that's thanks for the flexibility and the openness.

(11) Rick Lindsey – Verbal Comment
I encourage the residents and businesses to approve and support TxDOT and the City of Irving. Recommend to the City of Irving -- or commend the City of Irving on the council resolution that was passed October the 30th. It addresses many of the sound walls, landscape, and the need for immediate support by all of us for the right-of-way mapping that we need to start immediately. I wholly support the City's decision for the improvements and

evolution of 183 versus some of the other long-term alternatives that have been discussed. 183 demands a rebuilding and improvement as soon as possible if we're going to have the city and the quality of life that we want for the city of Irving. Again, I would encourage everyone here to spread the word and to continue to stay involved in the process. Funding at the local, state, and federal level is crucial. Our efforts must be renewed and a commitment rejuvenated, and we've got to send that back to Washington. This will be accomplished through our continued support of the annual transportation summit that is held here in Irving and attended by a thousand -- at least a thousand – officials from the State of Texas and many representatives from DC. We had the honor of hosting Congressman Don Young from Alaska last spring. He is the chairman of the transportation and infrastructure committee in Washington. He is the guy that can help make the federal funds available for these two projects. It's imperative that we have a unified, cohesive plan in place that when he asks, "What does Irving and the City of Dallas, and Dallas County want to do?" we all have a message that is consistent back to him and his committee. Again, congratulations to Mr. Cline, Mr. Driscoll. We welcome Mr. Hale, the new TxDOT district engineer. We think you're doing a great job and look forward to our continued work together on the project.

(12) David Davies – Verbal Comment

I am as they say committed because my -- I can see my house on the schematics. And at the beginning of the process the prospect was that our situation was going to be severely affected by plans for the highway. I want to commend the City for becoming responsive, and I particularly commend Jim Cline and Jim Driscoll. I share with you and others that their willingness to assist us in developing neighborhood associations so that we could register our views was instrumental in the redirection of the highway plan. I am quite pleased about that. Lastly, if I may be allowed to make a nonpartisan political comment I would simply say that our success in being able to affect the process at the beginning, and I assume our ability to affect the process as it goes on, is very much involved with the extent to which city officials are sensitive to our views, and I would simply say that our success in Plymouth Park in gaining the benefits that we did would not have been possible without the arrangement of the city council as elected at-large representatives.

(13) Jim Schouten – Verbal Comment

We'd like to see 183 improved any way we can. And as serving on ICAC, I believe the people have worked hard on trying to get everybody satisfied, but, you know, there's a few that's still going to get hit pretty heavily. I don't want to delay anything on the FONSI. We've been team players up to this point, and we'd like to continue to be team players. We enjoyed working with the City and TxDOT. And probably the biggest recommendation I could do to begin thinking, folks, is I'd like to encourage TxDOT and those folks involved to start moving ahead as rapidly as they can on the mapping and the acquisition and the beginning of negotiations of the right-of-way. It's going to impact us greatly in the overall operation of the entire business. But we want to see it move forward, get it down to FONSI, get this thing done and accelerate this right-of-way mapping and acquisition.

(20) Randall Story – Verbal Comment

I live down on Darwin and own a rental property over there at O'Connor. And that property's been in the family for about 125 years. It's my source of income and my retirement here. It's

been very beneficial, and I appreciate the way you people have talked to me tonight and explained some of the questions I've had. It calmed some of my fears, but still I just don't like it.

(24) Melba Crawby – Written Comment
I moved to Irving 50 years ago because I wanted to grow old in a small friendly community. There were 5,000 or so people here at the time. I know a city has to grow and most of the growth I have enjoyed and benefited from, but enough is enough. Our taxes are unreasonable and we are turning ourselves into an asphalt jungle and concrete parking lot. ...You will never make commuters realize that they must car pool and use public transportation if you keep giving them more highways to add more cars to. Please consider the life and breath of Irving's citizen and also the businesses which helped to build this city that will be displaced. Thanks again for listening to one more voice against this plan now for 183

(25) Patrick Daly – Written Comment
I have been a member of the Irving Citizen's Advisory Committee studying this project over the past five years. I would like to express my appreciation for the efforts of TxDOT, Halff Associates, and the City of Irving in providing numerous opportunities for local residents and businesses to give comments and input during the design process. These three organizations have made exemplary outreach efforts with the Irving community. In my opinion, TxDOT has done a very good job in balancing freeway design requirements with the needs of the local community. I recommend and support the advancement of the SH 183 project to the next phase of its design.

(26) Richard A. Goodrich – Written Comment
The demographics of this neighborhood are changing. Single-family homes are becoming multiple family homes need to have one or two cars, but now many homes have six cars or more. The neighborhood has increasing number of children (newly expanded schools with temporary buildings. Narrow streets become very narrow with cars parked on both sides. I see cars parked in front yards until the zoning department catches them. ...With Bradford open, Jaycee's Park, the only park in the Plymouth Park neighborhood, remains as it always has been-a pitiful highway ornament for children of lesser god. If we must suffer change make something a change for the better. ...A Total Aside: Condemn the Plymouth Park Shopping Center; Build a new Crockett Middle School there; Rezone and sell the existing school site as business/commercial. Playground and athletic fields on a Monster highway??? "Oh no we didn't send our kids to school we sent them to Hell!"

(28) Bob Hagestad – Written Comment
There is no doubt that the proposed SH183 expansion project is absolutely needed and that it needs to be started as soon as possible. Having our business on 183 since 1987, we have watched the traffic increase to what is now almost gridlock proportions in both the morning and afternoon drive times. Further traffic congestion increases will be detrimental rather than positive for our continued business existence, therefore the project needs to begin immediately. Automobile dealerships are dominant along SH 183 in Irving. The amount of tax revenue they produce for the state and city has to be enormous. If these dealers were

forced to close, they probably would not just move to another location because of the State requirements of the distance between existing dealers and also manufacturers requirements, they would simply go away. That would mean a tremendous loss of tax revenue to the city and state. Our dealership is located at 2035 West Airport Freeway (183), 2400 N. Story Rd. and 119 Ferguson Ct. Since 2000, we have invested almost $8,000,000.00 in land, renovations, and new buildings with anticipation of continuing business on 183. Our main building at 2035 is new, opened in 2002 and replacing the original building built in 1979. The new building was moved back on the property in anticipation of the 183 project. We discussed the new building with the City of Irving management because our property was listed on the new 183 plan as a business to be eliminated, purchased for right-of-way, and so, was building & expanding here the right thing for us to do. Moving the building back as well as the possibility of securing the property next to us as that property is also listed as having to be purchased for right-of-way, at least a portion of it, we decided to make the investment and stay on 183. We still have good feelings about the 183 project and want to continue business here. ...Finally, we would like to state that we support the expansion project of SH 183 and would like to express the extreme importance of your cooperating with the property owners in the right-of-way acquisition process and that it be done as quickly as possible in order to sustain the healthy business climate along SH 183. We would also like to compliment Mr. Jim Cline and Mr. Jim Driscoll for their outstanding commitment and efforts to keep the Irving citizens and property owners advised of this continuing process. They have done an exceptional job.

(32) Reginald Robinson – Written Comment
The Plymouth Park United Methodist Church (PPUMC) SH 183 Impact Assessment Committee endorses the design schematics as presented and recommends approval of the FONSI. The PPUMC Committee thanks TxDOT for being open and willing to adjust the design to minimize impact to the Church. The Committee encourages every means possible be used to obtain funding for the final design and construction. Several members of the PPUMC Committee have been participants in this project since preliminary designs began by our participation in the Irving Citizen Advisory Committee (ICAC) meetings. These meetings, sponsored by the City of Irving, have been very useful to keep Irving citizens abreast of the highway design development process.

TxDOT Response
Comments Noted

NOISE AND SOUND WALLS

(8) Robert Hanson – Verbal Comment
...the noise (of the highway) impacts the Nichols Park residences because currently it is difficult to even hear someone speaking to you from ten feet away when the noises are at their peak level. And we're looking at an additional elevation of the highway in the area beginning in the new circle area and also the HOV lane wish-bone is rising and falling in that very vicinity causing extra traffic noise. And I would be concerned about the possible impact

on the one residential area in the vicinity is exactly where they put the wish-bone, and I would express concern that perchance that might need to be moved and also if there's some way to keep the freeway lower in that area in order to minimize the visual and noise impact.

(15) Bernadette Ward – Verbal Comment
I want to be able to have some sort of quiet. At this point in Nichols Park if you want to call your child in peak hours you have to be 15 feet away. If you want to call your child into dinner and we don't have a noise wall up there I'm going to have to walk over and tap them on the shoulder. So please get the sound walls up as soon as possible, and if possible have some kind of sound wall on that high HOV lane. Otherwise it's going to broadcast noise back into the park.

(19) Mary Waterman – Verbal Comment
I live in the Nichols Park area. Nichols Park is right across from my house. I want a noise wall. So does the rest of my family.

(29) Mark Hartman – Written Comment
I own property at 100 W. Holland (Nichols Park area). I am concerned about the sound walls in these areas. I have talked to my neighbors in these areas, and all of us would like the sound wall.

(30) Angela Hartman – Written Comment
We own property at 100 W. Holland, which is only a block north of existing Hwy 183. We feel very strongly that a sound wall needs to be built along the north side to insulate residents from the constant noise.

(36) Dane Waterman – Written Comment
Raised wishbone ramps to access the HOV lanes are now planned for the section of SH 183 adjacent to the residential Nichols Park Neighborhood. Noise impact would perhaps be lessened if they could be moved further East (to commercial neighborhood) or at least if sound barriers could be put up along the ramps themselves.

(37) Eve Waterman – Written Comment
Remember to build a wall (Nichols Park area) to keep out the noise

> **TxDOT Response**
> *Noise abatement consideration was performed in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Highway Traffic Noise. TxDOT criteria for noise abatement state that before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. In order to be feasible, the measure should reduce noise levels by at least five dBA at impacted receivers; and to be reasonable it should not exceed $25,000 for each benefitted receiver.*
>
> *As described in Appendix E (Noise Analysis) of the Environmental Assessment, noise abatement mitigation in the form of noise walls was found to be both feasible and*

reasonable at the Nichols Park area. These include noise walls (estimated 10 to 14 feet in height) extending along the north right-of-way edge from O'Connor Road on the west to Wingren Road on the east. This wall has openings at three intersecting city streets (Britain Road, Newton Circle E, and Newton Circle W). A second noise wall (estimated 8 feet in height) is proposed for elevated sections of the SH 183 main lanes from the O'Connor Road overpass eastward to where the main lanes reach ground level near Newton Circle W. Upon completion of the requested reevaluation, a third noise wall (estimated 9 feet in height) is now proposed along the westbound Managed HOV Lane ramp near Wingren Road.

In other areas, the wishbone Managed HOV Lane ramps will have 3-foot closed concrete rails along each edge. Based on the noise analysis, increasing the height of the 3-foot rails along other sections of the wishbone Managed HOV Lane ramps had little or no benefit of reduced noise levels in the Nichols Park area.

Final noise wall decisions will not be made until the subsequent detailed design phase occurs. At that time TxDOT will present a detailed description/design of the proposed noise walls. TxDOT will take a vote of adjacent property owners which will determine if a wall will be, or will not be constructed.

Noise walls to be incorporated into the project would be built as early as possible during the construction schedule, to mitigate noise caused by construction activities.

The alteration or closure of city streets such as Britain and Newton Circle is outside the jurisdiction of TxDOT. The City of Irving has its own process for evaluating the closure of streets. These comments will be forwarded to the City of Irving for their consideration. The City of Irving will follow its formal process for evaluation of street closures, including some form of public involvement or a Public Hearing.

The elevated ramps serving the Managed Lanes east of O'Connor Road can not be moved east due to the close proximity to the BNSF Railroad crossing, and the close spacing to the freeway ramps near Carl Road. The design schematic attempted to keep the elevation of the SH 183 main lanes and through-traffic on the Managed Lanes at a lower elevation, so that only the lower volume traffic on the Managed Lane's ramps would be elevated.

(15) Bernadette Ward – Verbal Comment

I'd like to encourage phasing of the noise wall implementation, that the frontage road be built first and then that a noise wall be built because there's going to be construction there for a long time, and as this is literally in my backyard I will be watching cars from my back windows on the wish-bone ramps.

(15-a) Bernadette Ward – Written Comment

I have seen that building projects in Texas take an immensely long time. If we are to have five years and more of construction noise – build the wall first! That ought to be possible and would improve life in Irving for all those years of construction.

(36) Dane Waterman – Written Comment
Build the sound walls at the beginning of the construction project so residents will get relief from the noise soon.

TxDOT Response
A traffic control plan would be prepared by TxDOT, in coordination with the Cities of Irving and Dallas, to determine detours, local street circulation, and other traffic related concerns, in an effort to minimize disruption during construction. Frontage roads would be built as early as possible during construction in order to minimize disruptions to local access. Noise walls to be incorporated into the project would be built as early as possible during the construction schedule, to mitigate noise caused by construction activities.

The noise associated with construction 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 areas near the project are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

The effects of dust will be held to a minimum through watering and other dust control measures. Soil erosion and sedimentation of streams will be minimized through the use of silt fences, temporary sodding, and other measures to prevent erosion caused by surface runoff. These measures will be enforced through contractual requirements and inspection by the State.

(17) Fermina Zarate – Verbal Comment
I live at 1504 Jody Lane and my concern is that you're going to put a sound wall and then it comes up to the drain creek right there. But that drain dish makes a curve. And where it makes that curve, my property's right there on that curve. So the sound wall only comes up to the end of the dish over here, but it doesn't cover the curve where my property will be. And I've endured all the sounds from the highway. My bedroom is facing, you know, facing the highway. And for 35 years I've had that problem, and now I feel like it's going to get worse. So my concern would be that would you look into it so that it would cover my property too?

(17-a) Fermina Zarate – Written Comment
I live at 1504 Jody Ln. I have been a resident of Irving 35 years. My (home) house sits on the curve of a drain creek. The sound wall you are putting up does not cover my property. Please help to fix this. You could build a sound wall to go around the curve to cover my property. Please help us, as we have had to put up with the noise from the freeway for 35 years. Our bedroom is in the back of the house, facing the freeway. Thank you very much.

(17-b) Mr. and Mrs. Manuel Zarate, Jr. – Written Comment
We live at 1504 Jody Lane, Irving, TX 75061. We have been residents of Irving 35 years. We have had to put up with the noise and dust from the freeway for 35 years. We would appreciate it very much if the sound wall you put up would cover our property as well. Our house sits on the curve of the drain ditch, and the sound wall on your map does not cover our property. Please extend the sound wall a few more feet around the curve to cover our property. We attended your meeting. We congratulate you on a beautiful freeway. But please extend the sound wall to cover our property. Thank you.

(17-c) Mr. and Mrs. Manuel & Fermina Zarate – Written Comment
We live at 1504 Jody Lane. Congratulations on the beautiful freeway. Please help us and tell the engineers to please extend the sound wall to cover our property. Our house sits on the curve of a drain ditch. The sound wall on your map does not cover our property. We have endured noise and dust for 35 years. Our bedroom faces the freeway. Please help us in this, as we are now 60 and 63 years old and can't put up with the noise and dust like we used to. We attended the meeting and we hope you will help us in this concern we have. Thank you.

(17-d) Manuel Zarate, Jr. – Written Comment
I live at 1504 Jody Lane. I have been a resident of Irving for 35 years. My house sits on the curve of the drain ditch. The sound wall you are putting up does not cover my property. Please help us fix this. You could build a sound wall to cover the curve few more feet to cover my property. Please help us, as we have had to put up with the freeway noise for 35 years (and dust). Our bedroom faces the freeway. Thank you.

TxDOT Response
Based on the most recent design schematic, the existing concrete channel located at the north and northeast corner of your property will be filled. The existing concrete channel on the east side of your property will be extended northward. This will allow the proposed noise wall adjacent to your property to be extended approximately 65 feet to the southeast with the end of the wall being at approximately your east property boundary. This extension of the noise wall is shown in the current design schematic. Exact locations cannot be determined until the final design phase, which will include a hydrologic study of this concrete channel and culvert. At that time, TxDOT will be able to determine if any further extension of the wall to the east or southeast is feasible.

Final noise wall decisions will not be made until the detailed design phase occurs. TxDOT will take a vote of adjacent property owners which will determine if a wall will, or will not, be constructed. Noise walls to be incorporated into the project will be built as early as possible during the construction schedule, to mitigate noise caused by construction activities.

(26) Richard Goodrich – Written Comment
Make the sound wall continuous from William Brewster Road to near Story Road extending both ends south between contiguous homes and Plymouth Park Church of Christ on the east

and Dallas Golf on the West. When 183 Puritan and 2122 William Brewster are removed my portion of the Plymouth Park Neighborhood will be catastrophically impacted by the monster highway. We will be able to see, hear and feel the roar. The currently proposed wall will actually act as a mega phone to this man-made thunder. If this picture isn't bad enough, add in a growing number of emergency vehicles with sirens blazing (Baylor Hospital) and a sky full of traffic helicopters hovering overhead.

TxDOT Response

As described in Appendix E (Noise Analysis) of the Environmental Assessment, noise abatement mitigation in the form of a noise wall was found to be both feasible and reasonable at the Plymouth Park neighborhood area. This noise wall (estimated 10 feet in height) would be located along the south right-of-way edge and extend from near Story Road eastward past William Brewster Road. This wall has openings at three intersecting city streets (Plymouth Drive N., Bradford Street, and William Brewster Road). To make the sound wall continuous from William Brewster Road to near Story Road would require alteration of the three intersecting city streets. Alteration of city streets, such as dead-ending, is controlled by the City of Irving.

Extending each end of the noise wall southward (i.e., wrapping the noise wall around the corners of the neighborhood) would require the walls to be constructed outside the TxDOT right-of-way. In these situations, the city or county would have to obtain, in fee or easement, the property for the noise abatement wall, pay for adjustment of the utilities, construct the wall and maintain the wall in perpetuity.

Noise walls are considered to be a positive action taken to reduce the impact of noise from highway traffic. The noise analysis determined this noise wall was both feasible and reasonable, indicating at least a 5 dBA reduction in noise could achieved at a reasonable cost per benefitted receiver. Although the purpose of the noise wall is to reduce noise levels for people nearby, no wall of any design can eliminate all traffic noise.

AIR QUALITY

(24) Melba Crawby – Written Comment

Everyone knows how bad our air is now and you want to double traffic and pollution through our town. Please consider the life and breath of Irving's citizens. Noise, dirt and pollution before and after completion would be unbearable, especially for residents close by, of which I am just one of many.

TxDOT Response

Six pollutants are of concern with regards to air quality in urban areas. These include: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The EPA establishes National Ambient Air Quality Standards (NAAQS) for these identified air pollutants. These standards represent exposure levels where potential threats to human health may occur. The health risk from air pollutants is generally

determined on a regional basis with the EPA designating areas where the potential for threat to human health exists as non-attainment area for specific air pollutants. The Dallas-Fort Worth area (Collin, Dallas, Denton, and Tarrant counties) is in non-attainment only for ozone.

The regional emissions analysis conducted by North Texas Council of Government (NCTCOG) addresses the regional effects of ozone. All projects in the Dallas – Fort Worth Metropolitan Area 2002-2004 Transportation Improvement Program (TIP) that are proposed for federal or state funds were initiated in a manner consistent with the federal guidelines in Section 450 of Title 23 CFR and Section 613.200, Subpart B of Title 49 CFR. The proposed action is consistent with the area's financially constrained metropolitan transportation plan known as Mobility 2025 Plan Update and the 2002-2004 TIP found to conform to the CAAA of 1990 by the US DOT on January 27, 2003. The construction, maintenance, and operation of this facility would be consistent with the State Implementation Plan as prepared by the Texas Council of Environmental Quality (TCEQ). Also, ozone is modeled at a regional level and not on a project specific level. The SH 183 project was included in the regional analysis for ozone and not as an individual project.

A project-level CO (carbon monoxide) analysis was performed for the SH 183 project. The analysis demonstrates that the project does not cause or contribute to any localized CO violations or increase the frequency and severity of any existing CO violations. The localized CO analysis performed specifically for this project predicted both 1-hour and 8-hour CO concentration levels well below the federal standards (35 parts per million (ppm) for the 1-hour standard and 9 ppm for the 8-hour standard). Also, please see Noise and Sound Walls and Construction Impacts.

VISUAL & AESTHETICS

(14) Tom Knight – Verbal Comment

I live at 221 Linda Lane. First of all, I want to thank you for the Texas highways, some of the finest in the nation. I think everybody knows when they cross the border. I think the only thing I can say is that change is inevitable, and it's sad that all these things are happening to these people being displaced and all these businesses. I hope that TxDOT will remember this highway is our backyard. We travel to go get milk, go to day care. And I hope that this design team will take into consideration the noise, the visual impact it's going to have. And I hope when it's finished it doesn't look like just a big slab laid down for people zooming from Dallas to the airport. I hope this highway will fit in, that it seems a part of us, part of our neighborhood. Just asking for a little community vision from TxDOT.

TxDOT Response

All reasonable measures will be taken to minimize perceived negative visual impacts caused by the transportation improvements to SH 183. By careful attention to design and detail, the facility would blend in to the urban backdrop against which it is viewed.

Aesthetic treatments to minimize visual impacts could include: vegetative buffers, and retaining wall and noise abatement wall designs. The use of landscaping within the right-of-way, where possible, would enhance the view for drivers, pedestrians, and those whose residences are close to the facility. At a minimum, all disturbed areas would be revegetated with native grasses in accordance with TxDOT specifications. Also, see the Noise and Sound Walls.

GREENBELT AT NICHOLS PARK RESIDENTIAL AREA

(15-a) Bernadette Ward – Written Comment
At the last meeting, the Nichols Park neighborhood was promised both a sound wall and a greenbelt. I am glad to see that the sound wall project is going forward, but I have not heard a word about the greenbelt. Don't forget that part of the promise; there are some fine post oaks and other trees between the residential park of Nichols Park neighborhood and the businesses. It would be a pity to lose native plants that don't need extra watering in favor of non-native plants that need more care.

(19) Mary Waterman – Verbal Comment
I'd like to ask you to please make that green park place in between the sound wall and the other place (Nichols Park area). I don't know what place it is, but you said that you'd make a certain park that would have trees and grass and stuff, and my family really likes that sort of thing. So could you please keep your promise and make it?

(19-a) Mary Waterman – Written Comment
You promised a park with grass and trees. I have not heard anything about that. If you do not keep your promise, our neighborhood can talk to the City Council. Please do everything you said you would do.

(36) Dane Waterman – Written Comment
I'm troubled by the vagueness with which people are now talking about the greenway promised a year or two ago. I would like to see some evidence of serious commitment to the greenway plan, lest I suspect a double-cross in the making.

(37) Eve Waterman – Written Comment
Remember to save the trees and build a wall to keep out noise.

(38) Hope Waterman – Written Comment
Do not kill trees. Put up a wall, put a park in.

TxDOT Response
The acquisition of the right-of-way needed from the properties on the north side of SH 183 between O'Connor Road and Britain Road will leave a remainder of land varying in depth from approximately 30 feet to over 100 feet deep. TxDOT can only purchase land necessary for its own facilities. The area required for the SH 183 improvements

is shown on the design schematics. The December 5, 2002 Public Meeting presentation stated that "The City of Irving is considering using this area from behind the houses, the alley and the possible noise wall [as] a small linear pocket park in that area, so that's under consideration by the City of Irving." These comments will be forwarded to the City of Irving for their consideration. The City of Irving will follow its own process for evaluation of property acquisition and potential creation of parks.

For those areas within TxDOT right-of-way, TxDOT would design, use, and promote construction practices that minimize adverse affects on habitat. Existing vegetation (especially native trees) would be avoided and preserved where practicable. In accordance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, landscaping would be limited to seeding and replanting the right-of-way with native species of plants where possible. A mix of native grasses and native forbs would be used to revegetate the right-of-way.

CONSTRUCTION IMPACTS

(8) Robert Hanson – Verbal Comment

... a concern that I have is reflecting on the Central Expressway fiasco that impacted the entire city of Dallas for ten-plus years, I believe. And I wouldn't like to see that happen in Irving or for all the people who have to commute through it for the mid-cities. If there's some way that city and state can work together to minimize the effect of the construction because of any desires for property values, etcetera. Who would want to buy a house in the midst of Central Expressway, in the middle of that construction project? I think the same concern would occur here in Irving.

TxDOT Response

Due to financial constraints, not all projects can be constructed in a single phase. Subject to the availability of funding, the SH 183 project will likely be constructed in reasonably-sized segments due to its large size. A traffic control plan would be prepared by TxDOT, in coordination with the Cities of Irving and Dallas, to determine detours, local street circulation, and other traffic related concerns, in an effort to minimize disruption during construction. Frontage roads would be built as early as possible during construction in order to minimize disruptions to local access. Noise walls to be incorporated into the project would be built as early as possible during the construction schedule, to mitigate noise caused by construction activities.

OTHER ALTERNATIVES

(24) Melba Crawby – Written Comment

Please reconsider your plans. If you must construct more lanes from Dallas to Ft. Worth, why not consider a less populated route such as SH114 or I-30.

(20) Randall Story – Verbal Comment
I think this money should be spent more for some public transportation, get people off of this highway that are going from Dallas to Fort Worth. That traffic going through town here, why should we suffer so much for this Fort Worth-Dallas traffic going through our town? Why not furnish better transportation from those towns one to the other instead of spending so much money for all this design and work and everything and disrupting peoples' lives and businesses and everything else?

TxDOT Response
The purpose of the proposed SH 183 improvement project is to improve mobility; reduce traffic congestion to accommodate traffic growth associated with population growth and planned development; and improve safety on SH 183. These improvements are needed along SH 183 to address current and projected transportation demands and facility deficiencies. Not building the project would jeopardize the balance and efficiency of the local transportation system.

As a first step in the evaluation process, TxDOT undertook the SH 183/West Fork Corridor Major Investment Study (MIS) in 1998, to consider solutions to improve east-west travel along the SH 183 corridor. The MIS evaluated improvements to various means of travel, including walking, bicycling, bus and rail transit, new and improved streets, as well as expanding the capacity of SH 183. The MIS concluded in May 2000 with recommendations for a multifaceted plan that included the reconstruction and expansion of SH 183.

The Mobility Transportation Plan (Mobility 2025 Update) represents a system of transportation improvements needed to maintain mobility in the Dallas-Fort Worth area. Mobility 2025 Update was prepared by the North Central Texas Council of Governments (NCTCOG) and coordinated among local governments, transit authorities, and TxDOT. The plan is base on regional transportation needs identified through the process of forecasting future travel demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the region. The Mobility 2025 Update includes the improved SH 183 facility, which is a key element to the functioning of the plan.

BIKE, PEDESTRAIN, and HANDICAP ACCESS/CROSSINGS

(5) Michael Auman – Verbal Comment
... I am a resident of Irving at 3325 Whippoorwill Lane. I'd like to speak about access for pedestrians and bicycles both east-west and north-south. I spoke tonight to both TxDOT and the consultants and City of Irving folks, and you've all been extremely helpful and very forthcoming with details. I'm concerned that the pedestrian-bicycle access both at the intersections along the access roads might be an issue that we either haven't got to the detail yet on the engineering or that everybody feels might be somebody else's responsibility. There's a lot of talk about, Well, that's a collaborative issue or, you know, We'll get to that. But I am concerned that this might be both a psychological and a physical barrier because

there are people who, believe it or not, try to walk across 183 at Belt Line and Esters and other roads. Personally, I walk through that area. I bicycle through the area quite a bit, and it could be quite intimidating for a young fast bicyclist and nearly impossible for an older person or somebody with a disability. So, I would like to bring that to your attention and ask you to please consider that as you move forward.

(5-a) Michael Auman – Written Comment

...how does the SH 183 project address accessibility for pedestrians and bicycles? Specifically, how will the design of the SH 183 project enhance the safety of people walking and cycling on the north/south cross streets as well as along the east-west access roads? If you have not recently walked or cycled through the intersection of SH 183 and Beltline Road, for example, I recommend it as an educational experience. The traffic volume and intersection design make this location a challenge for the agile pedestrian or cyclist, and a real barrier for the timid. However, this intersection links a large residential area immediately south of 183 with Irving Mall and adjacent businesses just to the north. Esters Road, MacArthur Boulevard and the other north-south cross streets from Valley View to Carl Road have less traffic but similar issues. My concern is that the project design for SH 183 will make pedestrian and cyclist movement much more difficult across the entire length of the city of Irving. The additional east-west lanes and multilevel north-south crossings such as the one planned for Beltline Road will add barriers to walking and cycling. Even the intersections that today are relatively passable (such as Carl Road) will be less accessible without the addition of a few specific design elements. These design elements are simple, are widely used across the country, are not elaborate or expensive, and each provides for safer walking and cycling. Some examples are:

1. For bicycle and pedestrian access on <u>north/south crossing streets</u> from Valley View Lane through Carl Road, include:
    a. Sidewalks,
    b. Wide outside lanes,
    c. Crosswalk and stop-line pavement marking at intersections,
    d. Appropriate signal light timing and sequencing, and
    e. Marked north/south bicycle lanes (for grade-level crossings if multilevel) within a reasonable distance of the SH 183 crossing.
2. For bicycle and pedestrian access <u>along SH 183 east/west access roads</u>, include:
    a. Sidewalks,
    b. Wide outside lanes, and
    c. Posting of reasonable speed limits that minimize the speed differential between bicycles and motor vehicles.

Again, I thank you for the opportunity to attend the public hearings and provide comment on the SH 183 project. I think it's reasonable to expect that a $733 million project to improve vehicle traffic flow through Irving doesn't create barriers to the city's pedestrian and bicycle traffic flow as a side effect.

(15) Bernadette Ward – Verbal Comment

I'm also a bike commuter, which I know is a rare thing, but I commute to the University of Dallas. And at this point I can't go across Northgate because that's blocked by construction.

And so I have the very exciting commute along 183. I would like you to be very encouraged to consider bicycle commuters. If you're interested in reducing car traffic this is an option, but it's a very dangerous option in Texas right now and in Irving. It's also very difficult to cross 183 right now from north to south or south to north, and I would like you to consider how that can be done more safely because the excitement of going down 183 is compounded by the excitement of trying to cross 183. So on both of those issues I'd like to encourage you to consider people who walk and bicycle in neighborhoods.

(31) Gregory Paul McCarty – Written Comment

I want to be sure that when the changes to SH 183 are done that the following is kept in mind: (a) We need to ensure that SH 183 is not a barrier to community but only an interruption. People, i.e. pedestrians and bikers (foot-powered), need to be able to go from north to south and vice versa without having to go to Story Road or MacArthur Blvd., for example. There needs to be accesses between these major roads, and others, along the proposed route. Furthermore, the access needs to accommodate handicapped people, i.e. people who use wheelchairs (I know a man with MS who travels from his nursing home south of SH 183 to go shopping on the north side of the freeway. Currently, he does that by traveling roads—street and service roads—between the two points. Yes, it is dangerous, but he does it! (b) Another consideration I want to add is: If pedestrians cannot travel easily north and south and vice versa, then animals cannot either. Most native Texas species may choose not to inhabit urban areas but squirrels, mice, opossums, snakes, skunks, and others that do live in cities or travel through them need to have routes open for ingress and egress from one area to another area. Otherwise, native animals will not continue to populate urban spaces. Birds, I suppose, will fly over obstructions if able. (c) I want to press a point made in (a), above: the proposed changes cannot come at the cost of injuring the local community to serve the needs of the commuting population. If the local area suffers in the changes then the wider community does too. Cities are about being decent places to live. Community should not come in second to convenience.

(35) Chris Walker – Written Comment

Comment regarding suggestions for improvements to State Hwy. 183 in Irving. Would like to see more accessibility for pedestrians and bikes. One suggestion I have is for a pedestrian bridge over Hwy 183 at Estrada (halfway between Esters Rd. and Belt Line Rd.) leading to a shopping Center and mall on the north side of the freeway. There are many apartments on Estrada as well as nearby motel where a bridge would encourage residents to walk to shopping instead of driving. For now walking would require going ½ mile east or west, crossing over, then 1/2 mile back to the various stores; same with return trip. A bridge would allow about a 1/8 mile across the freeway; ¼ mile round trip (approximately). I've talked to other residents who agreed that a pedestrian bridge would encourage them to shop more when they can walk over saving vehicles as well as gaining exercise; some of these people have no vehicle at all. I don't know what costs would be involved in such a project, but I hope a serious consideration will be made before construction begins so not to have retrofit later.

(36) Dane Waterman – Written Comment

As the intersections along SH 183 stand at this time, it is extremely difficult and even dangerous, for a pedestrian or bicyclist to cross SH 183 at, for example, O'Connor,

MacArthur, Carl Rds. No doubt the intersections further West are at least as bad for bicycles and pedestrians. There are at present not even any crosswalks. Please make safe crossings for pedestrians and bicycles. Bike lanes on the margins of the access road would be a good idea, too. If Irving would do more to accommodate bicycle traffic it would cut down on traffic and compensate for air pollution. Right now Irving is a dangerous town for bicycles.

TxDOT Response

As currently planned, the expanded facility should reduce safety risks. The design calls for provisions that more safely serve pedestrians and pedestrian movement along and across the freeway. All cross-street intersections would have sidewalks and pedestrian crossings that would be in compliance with the Americans with Disabilities Act (ADA). In general, continuous sidewalks will be constructed alongside each crossing street. Sidewalks would also be reconstructed along the frontage roads where sidewalks currently exist. The cross streets and frontage roads will also have a two foot curb offset on the outside lanes to better accommodate bicycles.

Bicycle and pedestrian improvements support "quality of life" issues. Proposed bike and pedestrian improvements support the metropolitan transportation plan, Mobility 2025 Update.

PROPERTY DISPLACEMENT

(22) Richard Bischofhausen – Written Comment

I own 183 Animal Hospitals, Inc., located at 1010 W. Airport Freeway in Irving. I have over 10,000 active clients that I presently serve and have been at this location since Feb. 7, 1977. I commend the City of Irving, Mr. Cline and all the TxDOT people for their hard work. My concern about this project is adequate compensation for my business as well as my property. I respectfully request that when it comes time for appraisal of the properties to be obtained that you take into consideration not only the value to replace the property, but also the value of the location to the business.

TxDOT Comment

Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Title 42, Section 4601 et.seq., U.S.C.A., Plate 3R, includes certain provisions pertaining to real property acquisition, which must be complied with under State law. Negotiations for right-of-way conducted by TxDOT personnel are subject to this law and these regulations. Neither TxDOT nor the FHWA is authorized to pay for any properties beyond the actual right-of-way necessary to construct the roadway. In compliance with State law, compensation for any resulting decreases in adjacent property values cannot be made.

The TxDOT Right-Of-Way Division is responsible for property acquisition. When funding becomes available, TxDOT will begin the right-of-way acquisition process. Each affected property owner, within the proposed right-of-way of SH 183, has the right to receive just compensation for the property which will be purchased. TxDOT, in

order to establish land values, may employ independent real estate appraisers to determine their opinion of the fair market value for the part of each owner's property to be acquired. A written request will be made to allow the real estate appraiser to make an inspection of the property. Each of the owners or their designated agent will be given the opportunity to accompany the real estate appraiser on the inspection. All appraisals are reviewed carefully by TxDOT at both the local and headquarters level to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for the property.

Once the property is appraised and the review process is completed, a written offer will be made to the property owner. This offer will be based upon the amount of the approved appraised value. The property owner will also be advised in the written offer concerning the option of retaining any building or other improvements located on the land needed for right-of-way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be separately stated. Concerning damages to remaining property, when only a portion of the property is needed, an offer for the amount of damages will only be made if in the appraisal process, it is indicated that the remaining property will have a lesser value after the highway is constructed. In many cases, highway construction will enhance rather than damage remaining property.

The decision of whether or not to accept the offer remains with each owner. Should an owner wish to donate land for the project, the appraisal process will not be necessary, providing waivers to receive fair market value and to have the property appraised are signed. If the property owner does not agree with TxDOT's written offer, then eminent domain procedures would be followed.

Eminent domain is a procedure by which right-of-way is acquired when the property owner does not agree with the acquiring agency's determination of fair market value. Although a sincere and comprehensive effort is made to determine just compensation for the right-of-way required, including improvements and damages, if any, to any remainder, a property owner may still not be satisfied and may refuse to sell. In other instances, the title to the land needed for the right-of-way may be clouded to the extent that legal proceedings are necessary to affect transfer of clear title. In these and other cases, eminent domain proceedings have to be initiated by the State. Thereafter, the Court will appoint three disinterested landowners to serve as Special Commissioners and a Hearing will be held to determine the value of the property to be acquired. If any improvements are included in the property being acquired, they may not be retained by the property owner in eminent domain proceedings.

The property owner will be notified of the time and place of the Hearing. At this Hearing, the Special Commissioners will listen to the evidence of value and arrive at an award which will be filed with the Court. A deposit in the amount of the award may be made with the Court at which time the State will be entitled to take possession of the property being involved. After the deposit is made, withdrawal of the award must be authorized by the Court. If either the property owner or the State is dissatisfied with

the amount of the award, objections to the award may be filed within the time limits prescribed by law and the case subsequently tried in the same manner as other civil cases. The basic issue decided in eminent domain cases I just compensation of the property being acquired.

Once TxDOT acquires the property, each owner will have time to find and establish residence in a new location. At least ninety days written notice will be given of the date by which the property owner must move. This applies not only to homes, but to all properties where a property owner relocates to a new property or moves retained buildings or other improvements to remaining property. Additionally, a property owner may be entitled to additional benefits such as assistance in locating another home or business and financial assistance in the form of moving and related expenses. Such benefits, if any, are in addition to the State's offer for the real property. If the needed right-of-way is occupied by a home, business or any personal property, a property owner should not move until contacted by the relocation assistance counselor and until application of possible relocation benefits has been made. Moving prematurely may result in forfeiture of these benefits.

PROJECT DESIGN, TRAFFIC & SAFETY

(10) Russell Allen – Verbal Comment

My biggest concern would be an exit ramp allowing people to exit onto Cheyenne. Currently there's an exit ramp there, but you cannot actually exit to Cheyenne. You have to go up to Esters and make several blocks to come back around to Cheyenne. And also if it was like -- if they could install like a cross-over ramp there they could also have another ramp that would allow the customers at the mall to actually exit directly onto the 183. The feeder there at Belt Line is just right before the exit from the mall. If they could just move it down that little bit that would allow everyone shopping at the mall to get right on 183 if they were headed west.

TxDOT Response

Cheyenne Street is located approximately 1,000 feet east of Esters Road, and tees into the westbound SH 183 frontage road. Due to the addition of the new westbound SH 183 direct connecting exit ramp to southbound SH 161, the existing exit ramp serving Esters Road was removed. The distance between this SH 161 exit and the westbound entrance ramp from Belt Line Road is less than 2,300 feet. Due to this close spacing, room is not available to permit an additional westbound exit ramp to serve Cheyenne Rd. or Esters Rd.

In order for the Belt Line Road entrance ramp to serve the Irving Mall driveway, it would have to be shifted approximately 1,000 feet west. This would reduce the spacing between this ramp and the SH 161 exit to approximately 1,300 feet, which would provide inadequate weaving distance between ramps.

(21) Bill Gilliland – Verbal Comment

My name's Bill Gilliland. I live at 1105 (inaudible) in Arlington, Texas. This gentleman was just talking about the drive on the freeway almost daily and I had a few questions that I know can't be answered right now, but I think they're essential for public debate on a project this size. And the first wish is the aerial video that was shown earlier, the traffic on it looked like it was designed for 2 a.m. on Thanksgiving morning instead of 5:30 in the evening on Friday. I'd kind of like to see what gridlock's going to look like. I'd also like to see what the lifespan of the new highway is going to be. The existing highway was built less than 15 years ago, and it's already obsolete now. After all the money, the work, the headaches that we're all going to go through, is this going to be obsolete the day that it's finished?

Secondly, TxDOT has decided to put as many freeways under construction as possible in the metroplex at the same time. LBJ's going under construction. Loop 12's going under construction. I-30 already is. This will be -- if Arlington has its way 360's going to be involved. I'm not sure that it's possible to slow people down anymore than TxDOT is doing in order to speed us up at some point in the future. It seems that it would be more prudent to utilize funds and concentrate them on specific projects to get them done in a more timely manner as opposed to spreading the money out as much as possible and delaying our lives as much as possible.

The managed toll roads in the middle of the existing design are placed there for funding reasons, is my understanding, more than anything else. What are the additional costs for right-of-way that are going to have to be acquired in order to widen this project to accommodate these three toll lanes in the middle of it? You're buying an enormous number of businesses across the north side of the highway. It seems -- I'm not sure that it's cost beneficial to do this, and I haven't heard anything said.

Moving on to related to that it almost seems in this design that they are designed for the greatest impact possible on those businesses on the north side of Airport Freeway. I'm in the commercial real estate business. I work as a consultant on a project on the north side of Airport Freeway, and this particular project will be impacted (inaudible) be wiped out. Central Expressway, it was designed with certain restrictions in place, and so they cantilevered service roads where it minimized the width necessary. Well, this is spread out as far as possible without concern it seems to the business owners. There's been several who have gotten up here and talked about they're going to lose their livelihood, in some cases 35 years' worth. I'm not sure why it can't be designed otherwise.

In the net result close to a quarter of a billion dollars seems to be one additional freeway lane in each direction and three toll lanes. Can it not be designed for greater occupancy so that we're not going through this 15 years after it's done? Once again, this is relating back to my original point. What is the life span? That's all I have. Thank you.

TxDOT Response

The design year used for traffic volume projections is 2029, as provided by the TxDOT Transportation Planning and Programming Division. The traffic volumes account for the future population and employment projections for the year 2029. These traffic

volumes were used for both capacity analysis on the roadway design as well as the analysis of future noise and air quality levels. The roadway geometrics, such as turning radii, ramp spacing and bridge clearances, have also been improved to meet the current roadway design criteria. This project also conforms to the North Central Texas Council of Government Regional Transportation Council's current Metropolitan Transportation Plan, Mobility 2025 Update.

Funding for the design and construction of this project has not yet been allocated. TxDOT assigns funding for projects through the statewide Unified Transportation Plan, after the projects receives environmental clearance and moves from the "Plan" stage to the "Develop" stage. Due to financial constraints, not all projects can be funded or constructed simultaneously. Subject to the availability of funding, the SH 183 project will likely be constructed in reasonably-sized segments.

The SH 183 project requires approximately $91 million for right-of-way acquisition, which includes the general purpose and managed lane improvements. The right-of-way necessary for this project has been minimized through the use of the reversible Managed HOV Lanes. The use of reversible Managed HOV Lanes means that two to three fewer lanes are required to provide the same capacity during the peak hour of traffic.

Since 1999, the City of Irving, through Resolution 11-18-99-537, has directed TxDOT that as a condition of their approval, TxDOT provide maximum consideration to the preservation of neighborhood integrity, not require right-of-way from residential properties, and avoid Jaycee Park. To achieve the City's conditions, expansion of the roadway necessitates right-of-way acquisition on the sides of the freeway with predominantly commercial properties.

(29) Mark Hartman – Written Comment

Close off Britain Rd., East Newton Circle and West Newton Circle but leave Wingren Rd. open for entry and exit of these areas. We can also exit to Scotland to O'Connor Rd. Not only would these control the noise but when traffic backs up on 183 West we get a tremendous amount of traffic in these areas and creates problems due to some of the other streets are dead ends.

(30) Angela Hartman – Written Comment

...Also, we would like to see access to the proposed highway closed at Britain, making Britain a dead end street. It will give some privacy and improve security. Thank you.

TxDOT Response

The alteration or closure of city streets such as Britain and Newton Circle is outside the jurisdiction of TxDOT. The City of Irving has its own process for evaluating the closure of streets. These comments will be forwarded to the City of Irving for their consideration. The City of Irving will follow its own formal process for evaluation of street closure, including some form of public involvement or a Public Hearing.

(26) Richard A. Goodrich – Written Comment
...Turning onto and off of the service road is dangerous now. You must slow way down to do a blind 90-degree turn onto William Brewster. You do not know if an on coming vehicle has allowed enough space for you to turn into. Cars can be parked on William Brewster. The speed limit is 35-mph on the service road but most of the traffic exceeds 50mph. You hope that you want be rear-ended turning onto William Brewster. During morning rush hour the back up to turn onto the service road can be several cars. Turning onto the service road creates several noisy tire spinning rapid accelerations. Often you hear the screeching sound of cars braking to avoid hitting the cars screeching onto the service road. When I first moved hear I saw the easy access as an asset, but now it is a liability. Thieves can come and go quickly. Everyday I pick up litter all over the neighborhood thanks to that easy access.

TxDOT Response
The existing William Brewster Road intersection is affected by traffic using the eastbound MacArthur Blvd. exit ramp upstream. The proposed design schematic moves the MacArthur exit east of (downstream of) the William Brewster Road intersection. The roadway geometrics, such as sight distance, turning radii, ramp spacing and bridge clearances, would be improved to meet the current roadway design criteria. The proposed frontage roads have a design speed of 40 mph. Speed control is subject to state and local law enforcement.

Due to the wide variety of factors affecting crime rates, the effects on crime caused by improvements to SH 183 or any other roadway cannot be accurately predicted. Positive effects of the project are improved access for police, fire fighting equipment, and other emergency vehicles.

COMMENTS REGARDING INDIVIDUAL PROPERTIES

(1) Dr. Sarkis J. Kechejian – Verbal Comment
I own three properties on Highway 183 on the north side of 183 between Wingren Road and the railroad tracks. I have both of these before. I requested specific information as to access to my properties. When this area was developed, there was a private road deeded to the city for access, and in the right-of-way taking this road has been eliminated, and I've been told that there may be some alternatives. I would like some clear response to whether or not this fire lane access via this private road is going to be re-established. Thus far it appears as though the only access for 421 East Airport Freeway, which is an office building, is a circuitous route, which during rush-hour traffic would be very -- it would make it very difficult - for fire trucks to reach this property. I would like an answer to see what is in the plans for this area.

TxDOT Response
Access to SH 183 serving the properties between Wingren Road and Villa Court will be maintained by reconnecting the existing driveways to the proposed westbound frontage road of SH 183, as shown on the schematic. The fire lane will no longer be required, according to the City of Irving. As SH 183 is expanded along its route, the

Irving Fire Department will be working closely with TxDOT and the City of Irving to assure that all buildings along this route will be adequately protected during and after construction.

According to the City of Irving, the City "Fire Code requires that all buildings shall be provided with fire apparatus access roads when any portion of the facility or any portion of an exterior wall of the first story of the building is located more than 150 feet from fire apparatus access (public street) as measured by an approved route around the exterior of the building or facility. In the case of the buildings (205 – 415 E. Airport Freeway), when the service road of 183 is expanded on the North side, this will eliminate the need for the fire lane that runs parallel to the existing service road. The buildings that are there do have fire lanes and we would require that the buildings tie the fire lane to the newly constructed service road."

(1) Dr. Sarkis J. Kechejian – Verbal Comment
I'd like to also ask a question. In the taking of the state right-of-way if existing signs can be moved instead of just discarded because they're nonconforming with the new city regulations? I would like an answer to this as well.

TxDOT Response
TxDOT is responsible for the acquisition of any improvement within the area to be acquired for right-of-way purposes. All improvements within the affected area will be appraised and purchased. Any improvements acquired by TxDOT may be retained by the landowner for a determined retention value.

(6) Joe Michael Ramirez, Sr. – Verbal Comment
I am the owner and operator of Los Lupes Restaurant located at 2849 West Airport Freeway. I purchased the property and building approximately 14 months ago. Prior to purchasing the building and starting the renovation process I met with an engineer at TxDOT in Mesquite. He advised me according to the project design I would lose 15 feet of frontage and need to relocate my sign. My attention was not to purchase a building that would be demolished in seven years. Today the project design has now taken close to 70 feet of frontage. Tonight I was given a relocation assistance booklet and told that my building must be removed. Los Lupes employs 57 people and serves in a weekly period 8000 customers. Tomorrow I'm starting a petition to save Los Lupes. This building has been four different restaurants. All were not successful. Los Lupes opened its doors April 12th of this year. We have been blessed by having a great response from the community. In fact, Irving is our best location in terms of revenue. In closing, I would like to stress this is my first public hearing and that the knowledge and removal of my restaurant was found literally two hours ago. Also the mail and correspondence was sent to the previous owner, US Restaurant Properties.

(6-a) Joe Michael Ramirez, Sr. – Written Comment
According to the Department of Transportation Officials at the hearing on December 16, 2003, this project is going to take 122 ft. of the frontage from our property. I met with Mr. Nasser Askari less than a year ago and discussed 15 ft. of frontage. I based my decision to purchase the building with this information. I have more than 2.9 million dollars invested in

this building. This building has been updated to pass State Law Codes. I met with my attorney on December 17th, 2003 It is our opinion that the construction of SH183 should be re-routed to allow Los Lupes to remain in business. This location is our number one restaurant in terms of revenue and position. There is also a possibility that my company, JMR Enterprises, may have to file for bankruptcy if we loose the Irving location. We, in a weekly period, serve 8,000 customers and employ (60) people. This is a community driven restaurant and it is family owned. Please evaluate my situation and understand my petition.

TxDOT Response

The proposed right-of-way as shown on the current schematic design is required for the highway improvement project. Damages, if any, will be compensated for by the TxDOT Right-Of-Way Division during the right-of-way acquisition process. Advanced acquisition can occur if hardship is proven by the business owner. Also, please reference the TxDOT Response for Property Displacement.

Our records indicate that TxDOT project manager (Nasser Askari) provided Mr. Ramirez with an 11" x 17" copy of the preliminary schematic (Belt Line Rd. to Story Ln.) in August 2002. Mr. Ramirez was informed that the schematic is preliminary and is subject to change. The mail correspondence for this address was sent to the previous owner, USRP Funding 2001-A, for the December 2002 series of Public Meetings in early November 2002. Both USRP Funding 2001-A and JMR Properties, Inc. were sent notices for the Public Hearing held on December 16, 2003. According to the Dallas Central Appraisal District web site, JMR Properties transferred the deed for this property on Nov 12, 2002. Notices for Public Meetings, as well as drafts of the design schematics, also have been posted periodically on the TxDOT web site.

(7) Vernon Schoemaker, Toyota of Irving – Verbal Comment

I come before you again to plead my case that destroying a businessman's business of 35 years is a demoralizing experience that I feel is brought on by city elected officials by their lack of involvement with budget assessing, cost to taxpayers. I have a business that today is valued at 25 million to 35 million to put on the market. Attaching [a taxing] value of '03 to the City of $60,061.54. County is $61,003.95, and school district $204,601.52. I feel that when people see a car dealership they see all those parking spaces, do not comprehend that this acts as on outside showroom. It just doesn't have a roof over it. It's not a parking lot such as you see at Texas Stadium. The current dealership property proposed to be condemned for 183 will take 150 parking spaces. The land not developed where the Suites Inn used to be, well there's 75 parking spaces. I ask how can any dealership give up 225 parking spaces and say they're still a new car dealership? The used car operation on the side of 183 will be totally taken because the right-of-way will go through the middle of the showroom, which reduces us to using the Suites Inn property for used cars. This property is not as desirable land for such a facility. Puritan Street Venture owns the property (inaudible) which I am an investor. The one house on Puritan the city tax for 2003 is $506.16 compared to my business of $60,061.50. I don't believe the few houses taken for the expansion could even put a dent in the figure of my business to pay taxes. This property is for sale for the expansion of 183. We have no desire to be backed up to a large freeway with more traffic. Advantage of taking the homes south of the dealership on Puritan Street leaves me with most

of my property. Also Guaranty Bank, Plymouth Park Methodist Church will have less impact. The homes on the south side of Puritan Street would have a linear park area giving more space for front yard appearance. This is an opportunity to have a linear park with an entry into the subdivision. It would have the appearance of what is planned for MacArthur Street and what's already been done for Story Road. Only one difference there will be only one entrance in the linear park area which is William Brewster. The city planners developed new additions and planned landscape. This would be an opportunity. The same for Plymouth Park. I get excited just thinking about the possibilities for the additions that would be made for the City of Irving.

TxDOT Response

Since 1999, the City of Irving, through Resolution 11-18-99-537, has directed TxDOT that as a condition of their approval, TxDOT provide maximum consideration to the preservation of neighborhood integrity, not require right-of-way from residential properties, and avoid Jaycee Park. To achieve the City's conditions, expansion of the roadway necessitates right-of-way acquisition on the north side of the freeway between Story Road and William Brewster Road.

The proposed right-of-way as shown on the current schematic design is required for the highway improvement project. Damages, if any, will be compensated for by the TxDOT Right-Of-Way Division during the right-of-way acquisition process. Advanced acquisition can occur if hardship is proven by the business owner. Also, please reference the TxDOT Response for Property Displacement.

(11) Rick Lindsey – Verbal Comment

I'm an original member of the ICAC team for the State Highway 183-Loop 12 since the inception back in 1998. I am employed by Holt Cat. We're the Caterpillar dealer for 118 counties from Brownsville to Waco all the way up the I35 corridor and as we say from the Red River to the Rio Grande. Holt is located at 2000 East Airport Freeway, which is the southwest corner of the intersection of 183 and Loop 12. While that's not specifically part of this discussion tonight, we are impacted by what happens up and down the freeway in terms of trying to get our machines in and out of the facility. If you'll bear with me just a minute I'll tell you a little bit about what we do. We have about 300 employees who live in Irving and surrounding counties. Our facility is similar to an automotive dealer. In fact, we sell service and several spare parts so the machines, the large machines, do come into the facility for service. We have about 170,000 square feet of office space, warehouse, and service, which includes 38 service bays to service those machines. Our hours of operation are 7 a.m. to 7 p.m. but on call 24 hours, sevens day a week. We will deliver about 700-plus machines out of the Irving location that weigh anywhere from 1500 to 100,000 pounds each. Again accessibility with large tractor-trailers to move those machines in and off of the property for both sales and service. Some of the machines are valued at 50,000 all the way up to half a million or a million dollars in value. So, again, being able to move those quickly and efficiently helps us and the City of Irving. So what are our needs? It's imperative to us that you help us maximize that 30-acre plot of land that we have in the corner. We have about 815 vehicle trips in and out of that piece of property, 40 of those a day being delivery or pick-up and delivery of the large machines. But I will tell you from a business standpoint, economics, logistics, and customer access we are very supportive of the State Highway 183

schematic as it is presented. We will be impacted by the low-speed flyover that has been redesigned that will take you from the eastbound 183 to southbound Loop 12. We are aware of the changes and support the construction. The City of Irving, TxDOT design engineers have demonstrated their willingness to have continuous dialogue with us and the impact on our operations, and we are and continue to be sensitive to the impact on the other businesses up and down 183 and the park and the displaced homeowners. And we would strongly recommend and approve the FONSI for the State Highway 183.

TxDOT Response

Comment noted. The Holt Caterpillar property at 2000 E. Airport Freeway is outside the limits of this study. The section of SH 183 fronting this property was included in the design schematic and environmental assessment for the Loop 12/IH 35E project, which received a Finding Of No Significant Impacts in December 2002. These comments will be forwarded to the Loop 12/IH-35E project manager at TxDOT.

(13) **Jim Schouten, Westway Ford – Verbal Comment**

...representing Westway Ford and also a member of the citizen's advisory committee. And I'd also like to extend my thanks to TxDOT and the City of Irving individuals that have been helping us. We've been involved in this since 1989 with ICAC, and it's been moving along very progressive. And we don't get everything we want, but we don't get it all taken away, either. What I'd like to do tonight is just for a matter of record. I'm not asking any questions, but I'm making some points here of how the enormous amount of property being taken off the north side, which is the westbound frontage road, and how that's going to impact our properties. This is just a few of the problems that we see down the road. One thing we're having approximately 2000 vehicles in and out of our facility daily with employees and customers, and the MacArthur Road exit is the only one that they can actually easily come into our property if it was in a convenient location. Where the new MacArthur Road exit is and where we have an opportunity (inaudible) we have to purchase the property of the hotels down there. So while we understand that this is a ways down the road we're trying to plan ahead on our project in the master plan of our facility at Westway Ford. So that's one of the things we've already been involved with. We had purchased that property and will begin the demolition process shortly after the holidays. And the City of Irving has the application, all the information, all the processes of the demolition. Other than that piece of property where that ingress-egress is, if one of our customers choose to enter our property with that ingress-egress, that puts them approximately 500 feet west of our main sales facility, and then they have to drive around and through display to get back up to the sales facility, which is less than ideal. The other opportunity is for every one of our customers to exit at O'Connor and then go through the traffic light and the process of getting to our facility that way. That will certainly give us more of an expense because number one, we'll have to do more signage, more notification for our customers to know where to exit. They'll no longer have that easy way of getting across where they are right now. It will be the same situation down on the hotel property, but then they're way west of where our sales facility. So we've got a problem with that because what we call in the automobile business that's going to create more site control on controlling people that's on the site 500 foot away from our main facility. In the end, it will probably necessitate that sales facility being relocated to more of a center area of the property. Again, we know these things are down the road seven years, maybe eight

years, but still we have to plan for it now for our future. That's some of our concerns, and I'm just listing those as some of the damages that we will incur. Not only that, but with the land that we own and the land that we're leasing we're losing -- there's approximately one thousand foot of frontage road there that affects Westway Ford, and it goes anywhere from 70-foot of property down to 10, 15 foot of property on different locations. So there's quite an operational problem that we're going to experience that we have to face. That's why we've already started the process of working on some master plans for the future for survival for our dealership. And the purchase of that hotel, which is not necessarily something we wanted to purchase, but we did and now we've got to demolish it. I'm naming these as just a few of the things that we're experiencing and will be experiencing. It's already started because we've already started the concept of thinking ahead with you-all on this whole project. We're not opposed to the project in any way.

TxDOT Response

Comment noted. Access to SH 183 serving this property will be maintained by reconnecting the existing driveways to the proposed westbound frontage road of SH 183, where possible, as shown on the schematic. The new location of the westbound exit ramp to MacArthur Blvd. requires controlled access for safety purposes by restricting driveways downstream of the ramp.

(16) Jung Ja Noh – Verbal Comment

Realizing the expansion has to occur, but I was hoping double-decking (the roadway) to happen for me not to lose the front part of the property. Now I realize it's not going to happen. The expansion will basically have me to lose my parking spaces, so I would like to request the construction of the design to be such I will be left with more parking spaces.

(16-a) Jung Ja Noh – Written Comment

The legal description of my lot is: West Park square 3, BLK A, LT 002R. The property address: 1410 W. Airport freeway, Irving, Texas. I have had architectural plan completed some time back, ready for construction bid to build a medical office building on this L-shape lot. Due to highway 183 expansion, I will be losing most of the parking spaces to support the medical office building. My request: (a) Please re-evaluate your current plan to see if you could minimize my loss of parking spaces and (b) Would like you to estimate the size of lot I will be left with (for me to proceed with my building plan). I mentioned this to engineer Mr. M. Craig at the meeting.

TxDOT Response

Since 1999, the City of Irving, through Resolution 11-18-99-537, has directed TxDOT that, as a condition of City approval, TxDOT provide maximum consideration to not require right-of-way from residential properties. To achieve the City's conditions, expansion of the roadway necessitates right-of-way acquisition on the south side of the freeway between William Brewster Road and MacArthur Blvd to avoid the apartments on the north side of SH 183.

The current schematic requires approximately 140 feet from the front of this property, totaling approximately 0.26 acres. The area on the southern portion of this property is

currently a paved parking lot, and is generally outside the needed right-of-way area, leaving approximately 0.30 acres of this same property intact.

The proposed right-of-way as shown on the current schematic design is required for the highway improvement project. Damages, if any, will be compensated for by the TxDOT Right-Of-Way Division during the right-of-way acquisition process. Advanced acquisition can occur if hardship is proven by the business owner. Also, please reference the TxDOT Response for Property Displacement.

(23) Michael Conners – Written Comment

We are a tenant in a piece of property located at 250 Airport Freeway in Irving, Texas. The property we lease is on the south side of Highway 183, between N. MacArthur Blvd. to the west and Carl Road to the east. Please forward the appropriate drawings and information with regards to any taking along Highway 183 and its affects on the property we occupy, along with a tentative schedule for right-of-way acquisition and construction. Please have this sent directly to Michael Wieland at our address which is: 11250 Waples Mill Road, Suite 500, Fairfax, VA. 22030.

TxDOT Response

Per your request, TxDOT mailed you an 11"x17" copy of the SH 183 schematic depicting the property at 250 Airport Freeway. Currently, there are no funds available for construction or right-of-way acquisition. Since this project has not been funded, right-of-way acquisition has not been scheduled.

(28) Bob Hagestad – Written Comment

Our dealership (Metro Volkswagen) is located at 2035 West Airport Freeway (183), 2400 N. Story Rd. and 119 Ferguson Ct. ... Now the final version or at least what appears to be the final version of the SH 183 improvement design shows our property still as a property to be purchased for SH183 right-of-way which we had expected, as well as the corner property next to us. Your plan still shows our original building in its original location, which is now incorrect. You also show that there is only one entrance to our property from the service road. The Irving Fire Department will not approve that, as they will not be able to enter our property and drive their fire engines around our building in case of a fire. Entrance and exit to our property will not be sufficient, a second entrance needs to be designed into the plan. We currently have two entrances.

TxDOT Response

The base mapping for the schematic plan has been updated to reflect the recent reconstruction of the Metro Volkswagen building outside the required right-of-way for SH 183. Since the property currently has two driveways, a second drive has been added to the schematic to equally replace the existing driveways.

(33) Joseph L. Rosenfield – Written Comment

What is the impact on this property (3402 Royalty Row, Irving, TX) as a result of this planned project? Is any of the land on this property going to be used for this project?

TxDOT Response

The property at 3400 Royalty Row does not require right-of-way acquisition for the SH 183 improvements. Regency Dr. and this property's west driveway will be reconstructed at the same location as part of the SH 183 improvements to the Grauwyler interchange.

(34) Jack Schure – Written Comment

We recently were notified by your offices of a Public Hearing for SH183 preliminary engineering and environment assessment. Unfortunately, while we are the owners of record for the property located at 3131 Commonwealth Drive just off Route 35E at the southwest corner of Commonwealth Drive and Iron Ridge Drive in Dallas, Texas, we will not be able to attend on December 16, 2003. We would though appreciate more information from your office to better understand how these proposed renovations would affect our property. Most important, please provide us with a more detailed layout of the area adjoining our property and the renovations planned that would impact us. It would be also helpful at this time if you would provide literature which describes the condemnation procedure and how we prospectively would be treated in this eventuality. You make mention of some 63 businesses which will be affected by this plan. Simply said; as you know who these companies are, I want to know where we fall - will our building be razed, will we remain with full or restricted access to the highway 35E, and what will the conditions of our operations be during construction if we are staying. Finally, please provide some insight as to when this program may be implemented and its duration. You have been most helpful in the past and I look forward to any input to these issues you may provide.

TxDOT Response

The property at 3131 Commonwealth Drive at the southwest corner of Commonwealth Drive and Iron Ridge Drive in Dallas is outside of the SH 183 Project Limits. The property is not impacted by the SH 183 project. However, this property is near the study corridor for the design schematic and environmental assessment for the IH 30/IH 35E project, termed Project Pegasus. These comments will be forwarded to the Project Pegasus project manager at TxDOT.