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DEC 15 1989

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RGF	<input checked="" type="checkbox"/>	BR	<input type="checkbox"/>
BC	<input checked="" type="checkbox"/>	Cle	<input type="checkbox"/>
JDE	<input checked="" type="checkbox"/>	Dec	<input type="checkbox"/>
SEH	<input type="checkbox"/>	Stp	<input type="checkbox"/>
CLC	<input type="checkbox"/>	Wfd	<input type="checkbox"/>
SEY	<input type="checkbox"/>	BCP	<input type="checkbox"/>
<i>e-row</i>			

December 13, 1989

Notice of Availability of FONSI

CSJ: 3559-01-001; 3559-02-001  
S.H. 170: From S.H. 114  
          To I.H. 35W  
Denton and Tarrant Counties

Mr. William J. Pitstick  
Executive Director  
North Central Texas Council  
of Governments  
P.O. Drawer COG  
Arlington, Texas 76005-5888

Dear Mr. Pitstick:

A Finding of No Significant Impact (FONSI) for the subject project was obtained on November 21, 1989, and is available for public inspection at the Dallas District Office of the State Department of Highways and Public Transportation, 9700 East R.L. Thornton Freeway, P.O. Box 3067, Dallas, Texas 75221-3067.

The proposed new location facility will consist of a four-lane freeway with frontage roads. The frontage roads will be three-lanes and operate as a one way roadway. Initial construction will include frontage roads only, which will run the length of the project. Construction costs will be funded with Federal and State monies, and the right of way for the project will be donated.

If additional information is required, please contact Stan Hall at (214) 320-6155.

Sincerely,

*John V. Blain, Jr.*  
John V. Blain, Jr., P.E.  
District Design Engineer

Attachments  
BBC:bbc

cc:Sturdivant, Mr. A. Henry Pearson (LAN), Mr. Billy Hardie,  
(District 2), Hall, Callaway, C-5E

*Mr. Billy Hardie (Dist 2)*



State Dept. of Hwys.  
& Pub. Trans.  
District No 18

**NOV 30 1989**

Dallas, Texas  
**RECEIVED**  
ENGINEER-DIRECTOR  
ASST. DIR. W. OLIVER, P.E.

**COMMISSION**

ROBERT H. DEDMAN, CHAIRMAN  
RAY STOKER, JR.  
WAYNE B. DUDDLESTEN

**STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION**

DEWITT C. GREER STATE HIGHWAY BLDG.

11TH & BRAZOS  
AUSTIN, TEXAS 78701-2483  
(512) 463-8585

November 27, 1989

CONTACT:

D-8E 850  
CSJ 3559-01-001

C 3559-1-1  
Finding of No Significant Impact  
Denton and Tarrant Counties

S. H. 170/U. S. 377: From S. H. 114 to I. H. 35(W)

Mr. Ralph Boeker, Jr.  
State Single Point of Contact  
Governor's Office of Budget and Planning  
P. O. Box 12428  
Austin, Texas 78711

Dist. Engr. _____	Action (
Asst. Dist. Engr. _____	Advise (
Const. Engr. _____	Comment (
Dsgn. Engr. _____	Prep Ans. (
Adm. Engr. _____	Note-rtn. (
Maint. Engr. _____	See D. E. (
R.O.W. Engr. _____	
Transp. Engr. _____	

Dear Sir:

FILE

A finding of no significant impact has been issued for the subject subject. You were notified of the environmental assessment by our letter dated July 27, 1989.

Sincerely,

Kenneth C. Bohuslav, P. E.  
TRACS Coordinator

CCV:csc

bcc: Dallas District Office  
(District 18)  
Fort Worth District Office  
(District 02)

D-15 JLS  
FDH CCV

**NOTE TO DISTRICT:** Attached is one copy of the FHWA's letter dated November 21, 1989, with an enclosed copy of the FONSI. This completes the public hearing requirements. As indicated in paragraph 2-511 of the Revised Design Manual, the news media should be notified by press release that approval has been received. Also, please notify the state intergovernmental review contact of the availability of the FONSI.



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
826 FEDERAL OFFICE BUILDING  
AUSTIN, TEXAS 78701-3278

November 21, 1989

CRP 90(130)S  
Finding of No Significant Impact  
SH 170 from SH 114 to IH 35W  
Denton and Tarrant Counties

IN REPLY REFER TO

HA-TX

Mr. Arnold W. Oliver  
State Engineer-Director  
State Department of Highways  
and Public Transportation  
Austin, Texas 78701

Attention: Mr. Frank D. Holzmann

Dear Sir:

Attached is our Finding of No Significant Impact covering the above captioned project.

Your submission of November 20, 1989, fulfills the public hearing requirements.

Sincerely yours,

Anthony J. Fusco  
Assistant Division Administrator

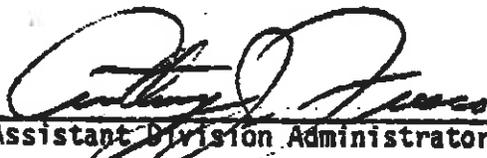
Attachment

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

SH 170 from SH 114 to IH 35W  
Denton and Tarrant Counties

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. The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment.

Nov. 21, 1989  
Date

  
Assistant Division Administrator



State Dept. of Hwys.  
& Pub. Trans.  
District No. 18

SEP 7 1989

Dallas, Texas  
RECEIVED

COMMISSION  
ROBERT H. DEDMAN, CHAIRMAN  
RAY STOKER, JR.  
WAYNE B. DUDDLESTEN

STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION

DEWITT C. GREER STATE HIGHWAY BLDG.

11TH & BRAZOS  
AUSTIN, TEXAS 78701-2483  
September 4, 1989

ENGINEER-DIRECTOR  
R. E. STOTZER, JR., P.E.

IN REPLY REFER TO:  
D-8E 850  
CSJ 3559-01-001

C 3559-1-1  
Environmental Assessment  
Denton and Tarrant Counties

S. H. 170: From S. H. 114 to I. H. 35 West

Mr. Anthony J. Fusco  
Assistant Division Administrator  
Federal Highway Administration  
Austin, Texas

Dear Sir:

Attached is one copy of revised pages 6, 7, 20A, 23, 25, 27, 28 and 29 for the subject document, along with a summary of these revisions.

Sincerely,

Frank D. Holzmann, P. E.  
Chief Engineer, Highway Design

CCV:csc  
Attachments  
bcc: Dallas District Office  
(District 18)  
FDH

By:

*Ken Bohuslav*

Kenneth C. Bohuslav, P. E.  
Engineer of Environmental Studies

CCV

Dist. Engr.	_____	Action	( )
Asst. Dist. Engr.	_____	Advise	( )
Const. Engr.	_____	Comment	( )
Desgn. Engr.	_____	Prep Ans.	( )
Adm. Engr.	_____	Note-rtn.	( )
Maint. Engr.	_____	See D. E.	( )
R.O.W. Engr.	_____		



SEP 13 1989

BAH	_____	TCD	_____
REP	_____	BR	_____
BC	_____	CLB	_____
TRM	_____	Dec	_____
SM	_____	SKP	_____
...	_____	...	_____

*Note Page 27 - How?*

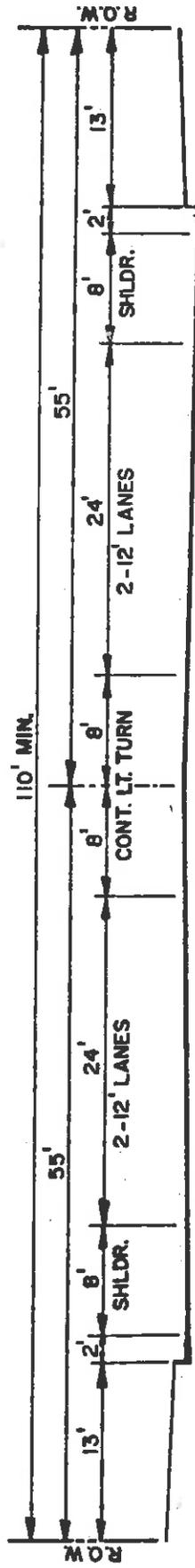
*clearance!*

*Belle Hardie*

FILE

SUMMARY OF CHANGES TO SH170 ENVIRONMENTAL ASSESSMENT  
8/25/89  
LOCKWOOD, ANDREWS & NEWNAM, INC.

- 1) Page 6, Figure 3A: Right-of-Way width changed to 110' "MIN".
- 2) Page 7: Added paragraph regarding approval of interchanges on IH 35W
- 3) Page 20A: New page added to discuss US 377 alternative alignments.
- 4) Page 23, Diagrammatic-Alternate "A", Sheet 2: Added "US 377 RELOCATION ALTERNATE 1".
- 5) Page 25, Diagrammatic-Alternate "A", Sheet 3: Added "US 377 RELOCATION ALTERNATE 1 & 2".
- 6) Page 27: Changed airway/highway approach clearance to "22 feet"; Also added statement regarding FAA approval prior to construction.
- 7) Page 28: Revised the table at the bottom of page to include alternate alignments for US 377 for SH 170 alternate "A".
- 8) Page 29: Table at the top of the page was deleted.



TYPICAL SECTION  
 U.S. 377 RELOCATION  
 AT S.H. 170  
 FIGURE 3A

There are nine (9) proposed grade separated interchanges between Interstate Highway 35W and State Highway 114. The Interstate 35W interchange includes a basic 3-level diamond ramp configuration with additional directional ramps serving the northbound to eastbound and the westbound to southbound turning movements. The Interstate Highway 35W mainlanes are to be increased to six lanes south of the S.H. 170 interchange and will remain at four lanes to the north. These additions are consistent with the plans for the Interstate Highway 35W improvements currently being planned. The terminus of the S.H. 170 at State Highway 114 is a three-approach direct interchange. The U.S. 377 interchange is a conventional diamond configuration with grade separation proposed for both the main lanes and the frontage roads at the crossing of the adjacent Union Pacific Railroad. The proposed relocation of U.S. 377 at the State Highway interchange will provide sufficient horizontal separation between U.S. 377 and the railroad for the highway frontage roads to cross U.S. 377 at grade and underpass the railroad.

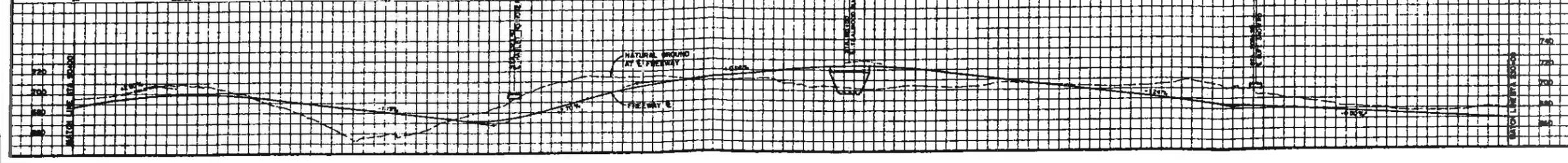
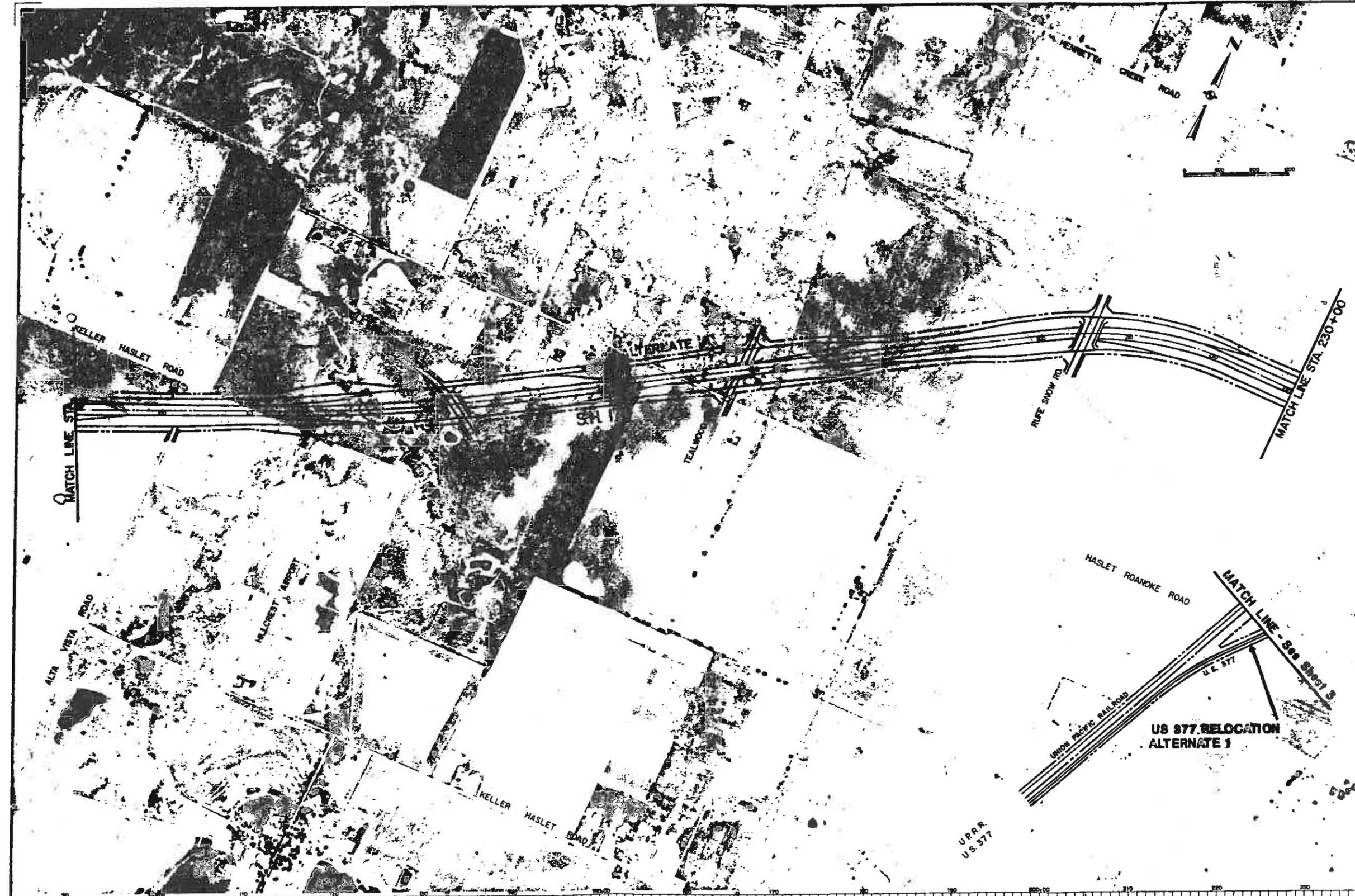
The additional interchanges with I-35W as discussed above have not been formally approved as new access points to the interstate system. Their ultimate construction should not be considered as an absolute certainty at this time.

#### B. PURPOSE OF AND NEED FOR ACTION

A delegation of over three hundred (300) local governmental officials and affected residents attended a Texas State Highway and Public Transportation Commission Public Hearing on July 29, 1987, to support the S.H. 170 project. Mayor Robert Bolen of the City of Fort Worth, presented the proposal for a "North Beltway", which includes construction of the S.H. 170 and improvements to State Highway 114. Mayor Bolen acted as spokesman for several of the local communities, including the Cities of Fort Worth, Trophy Club, Haslet, Roanoke, Southlake and Keller, and the Commissioners Courts of Tarrant and Denton Counties. Letters of support were submitted on behalf of the project from Congressman Jim Wright and State Senator Hugh Farmer, and from State Representative Gib Lewis, through whose districts the proposed State Highway will traverse. Local landowners were also represented in this group, offering right-of-way donations for the S.H. 170 of approximately 338 acres and reimbursement to the State for the cost of purchasing required out-parcels of right-of-way, which total approximately 10 acres.

#### 4) U.S. 377 Relocation Alternatives

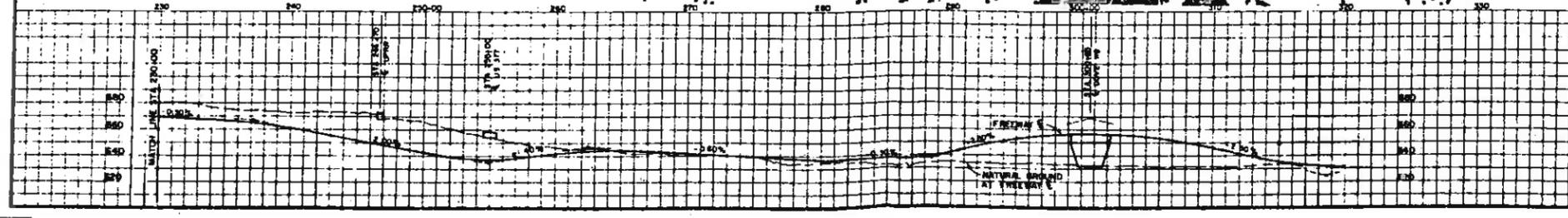
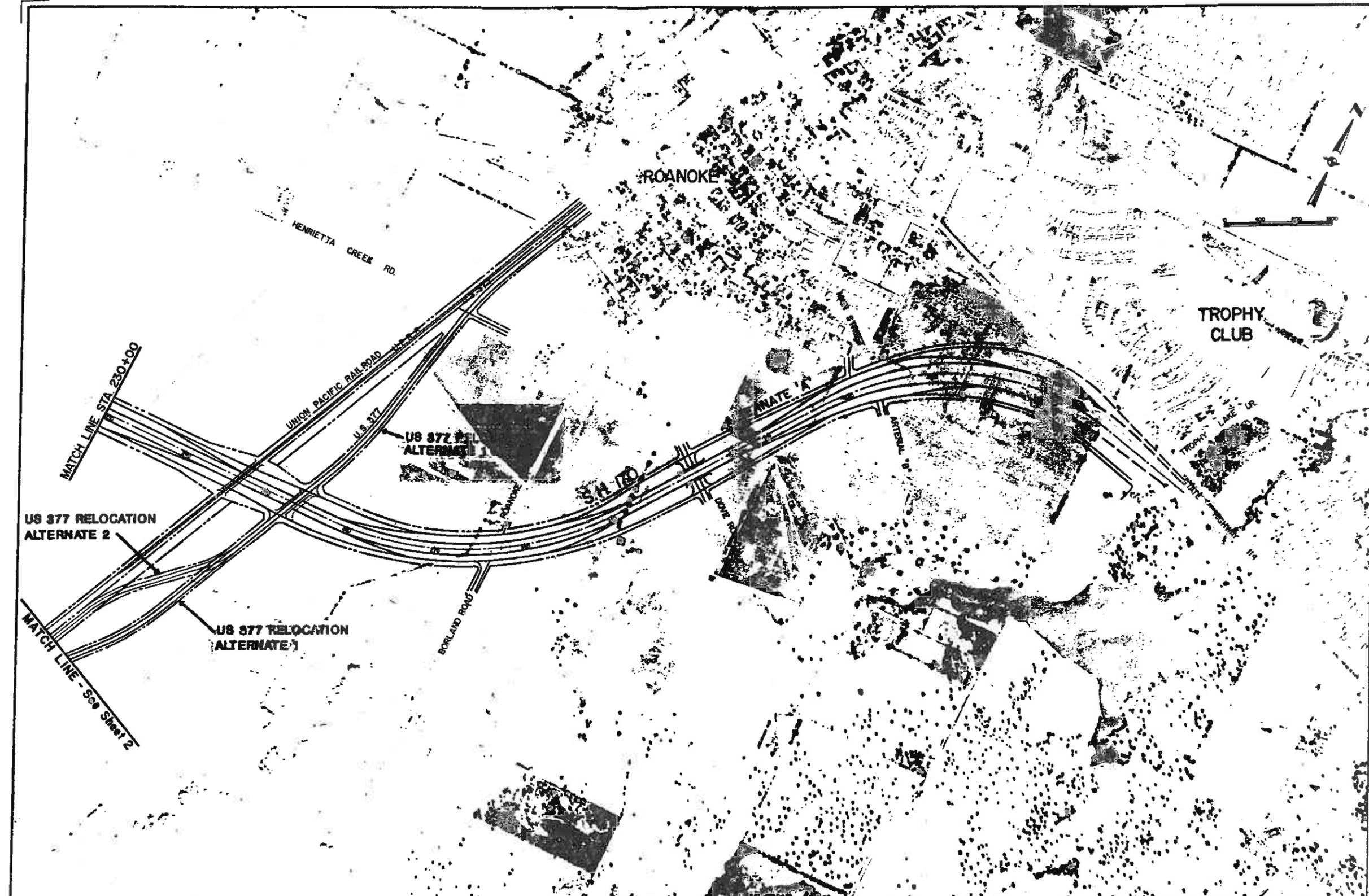
Existing U.S. 377 at its intersection with S.H. 170 will require relocation to allow for the frontage roads of S.H. 170 to underpass the Union Pacific Railroad and intersect with U.S. 377 at grade. There are two U.S. 377 relocation alternatives considered for S.H. 170 Alignment 'A' and one for Alignment 'B'. All relocation alternatives require the existing U.S. 377 centerline to be offset to the east a distance of 495 feet. U.S. 377 relocation Alternative 1, S.H. 170 Alignment 'A', requires a relocation length of approximately 7,900 feet and U.S. 377 relocation Alternative 2, S.H. 170 Alignment 'A', requires a relocation length of approximately 6,250 feet. The U.S. 377 relocation proposed for S.H. 170 Alignment 'B' has a length of approximately 7,900 feet.



DRAWING DATE		STATE	SHEET NUMBER
ORIGINAL 8-10-48		TEXAS	2
SCALE		COUNTY	SECTION NUMBER
HORIZONTAL 1" = 40'		COMPLETION DATE	SECTION NUMBER
VERTICAL 1" = 20'		PROJECT NUMBER	PROJECT NUMBER

**STATE HIGHWAY 170 DIAGRAMMATIC  
ALTERNATE "A"**

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS



IMPROVEMENTS ALONG STATE HIGHWAY 170 IN THIS AREA ARE BEING PROCESSED CONCURRENTLY BY THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION IN A SEPARATE ENVIRONMENTAL STUDY. THESE IMPROVEMENTS FOR STATE HIGHWAY 170 ARE BEYOND THE SCOPE OF THE ASSESSMENTS OF STATE HIGHWAY 170. PERSONS INTERESTED IN PROPOSED IMPROVEMENTS IN THIS AREA SHOULD CONTACT MR. ARNOLD OLIVER, DISTRICT ENGINEER, AT THE ADDRESS BELOW FOR FURTHER INFORMATION.

STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION  
DISTRICT 16  
P. O. BOX 360  
DALLAS, TEXAS 75221-3607

PROJECT NAME	STATE HIGHWAY 170 DIAGRAMMATIC ALTERNATE "A"		
PROJECT NUMBER	3	COUNTY NUMBER	TEXAS
DATE	11-20-88	STATE DIST. NO.	16
SCALE	AS SHOWN	COUNTY	TARRANT
DRAWING NO.	16-100	SECTION	3
DATE	11-20-88	STATE	TEXAS
DESIGNED BY	ALBERT H. HALFF ASSOCIATES, INC.	CITY	DALLAS
CHECKED BY	ALBERT H. HALFF ASSOCIATES, INC.	COUNTY	TARRANT
APPROVED BY	ALBERT H. HALFF ASSOCIATES, INC.	SECTION	3

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS

No other routes are considered in this Assessment because of the strong local support for Proposed Alignment 'A' and the considerable cost reduction resulting from the donations of right-of-way and engineering by the adjacent landowners. Other than very minor adjustments of Alignment 'A', there is no conceivable route which would result in less displacements of residences or businesses than Alignment 'A'. In addition, the other routes would fall on small landholdings and right-of-way donation could not be expected. Alignments A and B are very similar in their environmental impacts. The exceptions to this statement are Alignment B is slightly longer which would involve about 5 more acres of land and Alignment B also would impact one sensitive receptor along the route. A more detailed evaluation of the impacts of the two alignments is presented in the following section.

#### E. IMPACTS

##### 1. Airplane Clearance

Air navigation clearance was investigated for both the Hillcrest Airport, a private runway serving 16 residences on Keller Haslet Road and the Fort Worth Alliance Airport, located approximately one mile north of S.H. 170 west of I35W. The proposed Interstate 35W interchange at the western terminus of S.H. 170 falls under the southern approach to the Fort Worth Alliance Airport. The proposed interchange with Interstate 35W is approximately one mile south of the Airport runway and falls under a proposed 50 to 1 clear zone surface. This approach clears the highest point of the proposed interchange structure by 22 feet. Because of potential pilot confusion during night-flying, the Federal Aviation Administration (FAA) may restrict the use of high-mast lighting at this interchange. Lower level, structure-mounted lighting would then be required. FAA approval of airway/highway clearance at this interchange will be obtained prior to it being constructed.

Alternate "A" provides no air navigation clearance problems for the Hillcrest Airport. Alternate "B" lies within 800 feet of the southern end of the runway. Special consideration will need to be taken to maintain adequate navigation clearance. The preliminary profile for Alternate "B" provides the minimum 15 foot clearance for a 20 to 1 approach slope.

## 2. Utilities

Both highway routes cross utilities such as telephone cables, water lines, electric transmission lines and natural gas pipe lines which will need to be relocated or adjusted. Both alignments underpass a Union Pacific railroad track adjacent to U.S. 377. Agreements will be required for the grade separation. Other agreements will be necessary at major utility crossings. The major utilities in the corridor are as follows:

One T. U. Electric 345kv Transmission Line  
 One T. U. Electric 135kv Transmission Line  
 One 3-inch and One 6-inch Lone Star Gas Pipeline  
 One Magnolia Petroleum Pipeline  
 One 21-inch Water Line (Trophy Club MUD #1)- one crossing in Alternative A to three crossings in Alternative B  
 Six to seven existing County road crossings involving T. U. Electric overhead power lines and Southwestern Bell underground or overhead telephone cables.

## 3. Cost Estimates

The estimated cost of the S.H. 170 Freeway project is as follows:

	<u>S.H. 170 Alignment A</u>		<u>S.H. 170 Alignment B</u>
	<u>U.S. 377 Relocation Alternate 1 (7900')</u>	<u>U.S. 377 Relocation Alternate 2 (6250')</u>	
Construction	\$71,938,000	\$71,436,000	\$72,953,000
Right-of-way	0 (Donated)	0 (Donated)	7,000,000
Utility Adjustments	1,285,000	1,260,000	745,000
Relocation Assistance	0 (Donated)	0 (Donated)	0
Engineering	<u>0 (Donated)</u>	<u>0 (Donated)</u>	<u>3,625,000</u>
Total	\$73,223,000	\$72,696,000	\$84,323,000

#### 4. Land Use

The land use in the S.H. 170 corridor is primarily urban adjacent to the east end, transitioning to agricultural and low density residential as it passes U.S. Highway 377 and travels westward. The corridor is generally in transition from rural to urban use and this transition can be expected to continue with or without the construction of S.H. 170. The Fort Worth metropolitan area is expanding into north Tarrant County, with development moving northward from North Richland Hills, Watauga, Keller and the Fossil Creek/Smithfield Creek area, and westward along State Highway 114 from Grapevine, Southlake and Trophy Club.

Construction of this project is anticipated to have an effect on the overall growth in the area, because it will probably affect the timing and location of individual private sector development projects. The development activity is expected to result in new commercial, industrial, and residential communities in the vicinity of the S.H. 170 corridor. There should be no problem with the availability of public services in the corridor because local government is planning for population growth. In particular, water and sewage treatment capacities will be provided through a proposed City of Fort Worth Water Treatment Plant on Eagle Mountain Lake west of the project corridor and a proposed Trinity River Authority Wastewater Treatment Plant north of the corridor. Traditionally, property values have increased in the area of any new freeway which passes through undeveloped land. As development continues, local cities will have the

**ENVIRONMENTAL ASSESSMENT**

**for**

**STATE HIGHWAY 170  
FROM INTERSTATE HIGHWAY 35W TO STATE HIGHWAY 114**

**TARRANT AND DENTON COUNTIES, TEXAS**

**by**

**TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION  
DISTRICTS 18 AND 2**

**May 1989**

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STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

ENVIRONMENTAL ASSESSMENT

TARRANT AND DENTON COUNTIES, TEXAS

STATE HIGHWAY 170 FROM INTERSTATE 35W TO STATE HIGHWAY 114

A. DESCRIPTION OF PROPOSED PROJECT

1. Projects Limits

The proposed S.H. 170 is located in northeast Tarrant and southwest Denton Counties as shown on Figure 1. The westerly terminus of the proposed freeway is at Interstate 35W, approximately 4.7 miles north of the U.S. Highway 287 interchange. From Interstate 35W, the freeway travels in a northeasterly direction crossing U.S. Highway 377 in the area of Henrietta Creek Road and Haslet-Roanoke Road. East of U.S. Highway 377, the freeway continues in a northeasterly direction to its easterly terminus on State Highway 114. The project is within the city of Fort Worth and crosses into the town of Westlake. The freeway is just east of the City of Roanoke and south of the Town of Trophy Club. The total length of the S.H. 170 is 6.8 miles, all of which is on new location, across rural land with sparse residential development. The east end of S.H. 170 comes within 250 feet of residential development in Roanoke.

The proposed improvements of this project will provide a high-speed direct link between State Highway 114, U.S. Highway 377 and Interstate 35W, serving the needs of through traffic and local access traffic. The interchange of the S.H. 170 with State Highway 114 is beyond the scope of this Assessment. The project area has been subject to rapid and extensive development in recent years due to urban growth along State Highway 114 from Dallas/Fort Worth International Airport and along Interstate 35W and U.S. Highway 377 from the City of Fort Worth. Projected traffic volumes support



the need for the project. The proposed project includes the relocation of approximately 1.5 miles of U.S. Highway 377, which is required for construction of the interchange with the S.H. 170 and to establish the grade required to pass under the Railroad. Figure 2 shows the project limits of the proposed S.H. 170 and its relative location to existing highway facilities in the area.

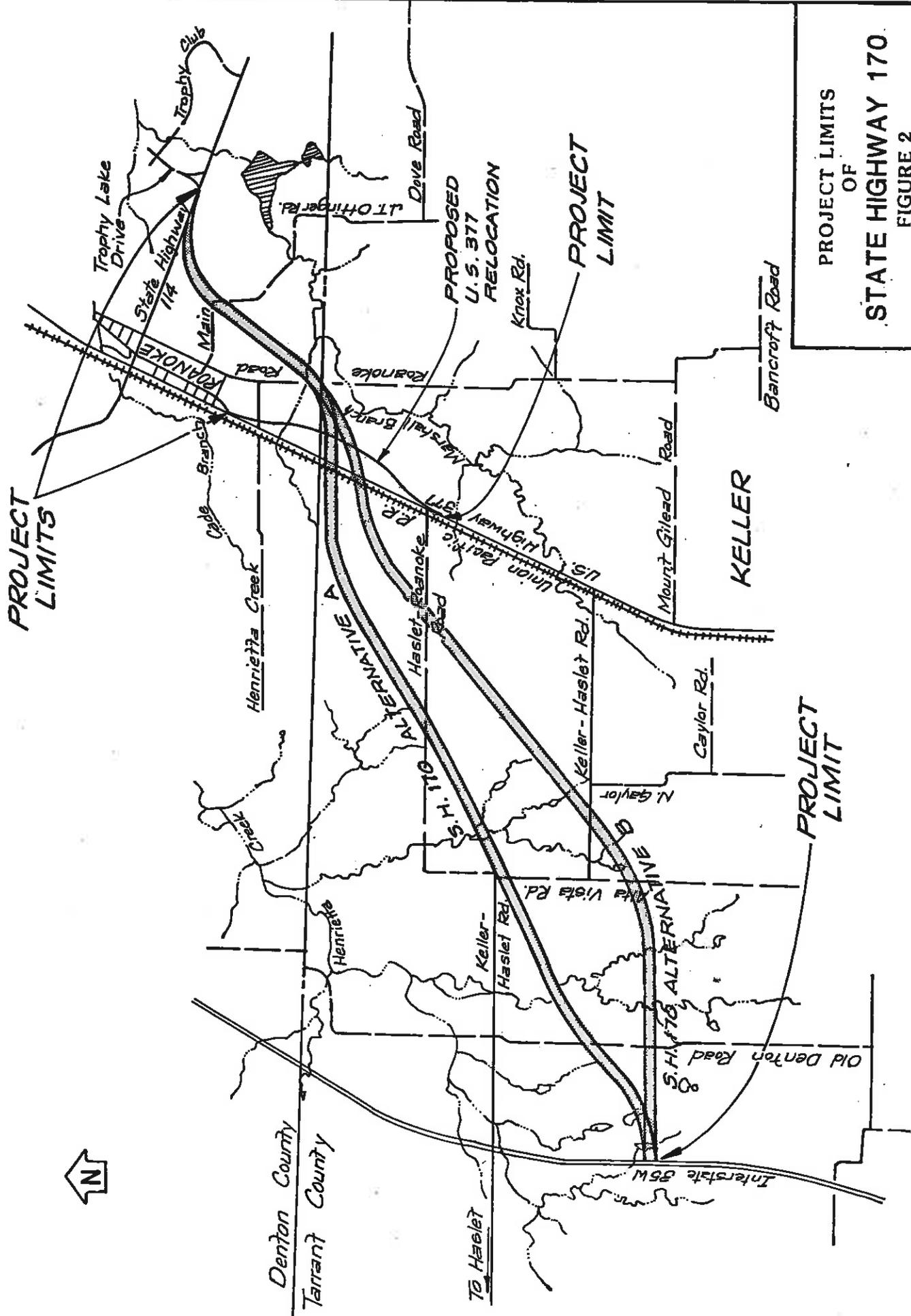
## 2. Project Length, Right-Of-Way Width and Access Control

The project consists of approximately 6.8 miles of new construction along the S.H. 170 route and a 1.5 mile relocation of existing U.S. Highway 377. The typical minimum right-of-way width proposed for the S.H. 170 is 400 feet. A widening of the right-of-way to approximately 480 feet is proposed at interchanges. The proposed right-of-way width of U.S. Highway 377 is 110 to 120 feet. The project is proposed to be developed in stages with the initial construction being frontage roads only.

The proposed S.H. 170 will be a fully controlled-access facility. Access will be controlled by the construction of continuous frontage roads and the careful placement of driveway locations, particularly at ramp junctions with the frontage roads. Varying degrees of access control are anticipated during staged construction.

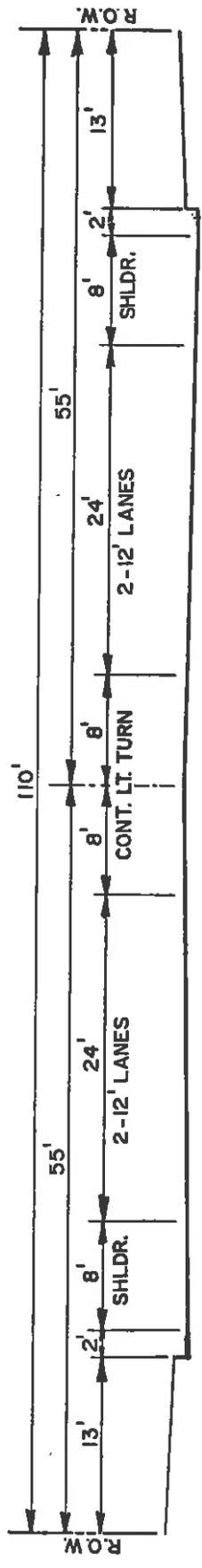
## 3. Type of Facility

The proposed facility consists of a four-lane freeway (two lanes each direction) and two and three-lane urban frontage roads which include curb and gutter pavement and an enclosed storm sewer system. Figure 3 illustrates the typical section of the proposed S.H. 170. The four-lane freeway section includes adequate median width for ultimate expansion to an eight-lane section. U. S. Highway 377 consists of a four-lane divided arterial-type roadway with left-turn lanes at appropriate locations. The U.S. Highway 377 section is sufficiently wide to accommodate expansion to a six lane divided section. Figure 3A illustrates the typical section for U.S. Highway 377. The geometric designs meet or exceeds minimum design criteria outlined in the "Operations and Procedures Manual" of the Texas State Department of Highways and Public Transportation.<sup>(1)</sup>



PROJECT LIMITS  
OF  
STATE HIGHWAY 170  
FIGURE 2





TYPICAL SECTION  
 U.S. 377 RELOCATION  
 AT S.H. 170  
 FIGURE 3A

There are nine (9) proposed grade separated interchanges between Interstate Highway 35W and State Highway 114. The Interstate 35W interchange includes a basic 3-level diamond ramp configuration with additional directional ramps serving the northbound to eastbound and the westbound to southbound turning movements. The Interstate Highway 35W mainlanes are to be increased to six lanes south of the S.H. 170 interchange and will remain at four lanes to the north. These additions are consistent with the plans for the Interstate Highway 35W improvements currently being planned. The terminus of the S.H. 170 at State Highway 114 is a three-approach direct interchange. The U.S. 377 interchange is a conventional diamond configuration with grade separation proposed for both the main lanes and the frontage roads at the crossing of the adjacent Union Pacific Railroad. The proposed relocation of U.S. 377 at the State Highway interchange will provide sufficient horizontal separation between U.S. 377 and the railroad for the highway frontage roads to cross U.S. 377 at grade and underpass the railroad.

B. PURPOSE OF AND NEED FOR ACTION

A delegation of over three hundred (300) local governmental officials and affected residents attended a Texas State Highway and Public Transportation Commission Public Hearing on July 29, 1987, to support the S.H. 170 project. Mayor Robert Bolen of the City of Fort Worth presented the proposal for a "North Beltway", which includes construction of the S.H. 170 and improvements to State Highway 114. Mayor Bolen acted as spokesman for several of the local communities, including the Cities of Fort Worth, Trophy Club, Haslet, Roanoke, Southlake and Keller, and the Commissioners Courts of Tarrant and Denton Counties. Letters of support were submitted on behalf of the project from Congressman Jim Wright and State Senator Hugh Parmer, and from State Representative Gib Lewis, through whose districts the proposed State Highway will traverse. Local landowners were also represented in this group, offering right-of-way donations for the S.H. 170 of approximately 338 acres and reimbursement to the State for the cost of purchasing required out-parcels of right-of-way, which total approximately 10 acres.

The Texas Highway Commission approved Minute Order Number 86417 on October 28, 1987 authorizing the S.H. 170 project.<sup>(2)</sup> The city councils of Fort Worth, Roanoke, Trophy Club, Westlake and Southlake have all passed resolutions supporting the highway project.

The S.H. 170 project is contained in the City of Fort Worth's Master Thoroughfare Plan which was revised in May 1988 and has been approved by the North Central Council of Governments.<sup>(3)</sup>

Average daily traffic (ADT) projected for the Freeway in the year 2015 ranges from 39,600 vehicles per day around I.H. 35W to 30,900 at S.H. 114.<sup>(4)</sup> Because this is a new facility, no existing traffic volumes are available.

Land use in the S.H. 170 corridor is primarily rural with scattered residences and farm buildings. At the eastern terminus, the Cities of Roanoke and Trophy Club are more densely developed, consisting of residential, commercial and some industrial land use. The terrain in the area is generally rolling rangeland with scattered trees along creeks and fencelines, and a few small agricultural stock ponds.

The City of Fort Worth has recently annexed approximately 2,400 acres of land between Interstate 35W and State Highway 377, along the west portion of the S.H. 170 corridor. This land is rural and consists of crop and pasture land uses. However, this land has been zoned for industrial, commercial and residential use. Near its eastern terminus, the Freeway enters the city limits of Westlake in an area of crop and pasture land. Figure 4 illustrates the city limit boundaries encountered by the project.

The Highway corridor is in the northwest section of the Dallas - Fort Worth Metroplex. This area has been subject to significant growth in the past decade as evidenced by the following comparison of 1980 and 1987 population figures for area cities and counties.<sup>(5)</sup>



<u>LOCATION</u>	<u>1980 POPULATION</u>	<u>1987 POPULATION</u>	<u>% INCREASE</u>
Denton County	143,126	239,543	+ 67%
Tarrant County	860,880	1,105,723	+ 28%
Trophy Club	0	2,900	+ + +
Keller	4,156	8,750	+110%
Grapevine	11,801	22,750	+ 93%
Southlake	2,808	5,400	+ 92%
Roanoke	910	1,600	+ 75%
Fort Worth	385,164	439,000	+ 14%

Several new developments are planned or under construction near the project limits. The United States Department of the Treasury is constructing a currency plant near the interchange of Interstate 35W and U.S. Highway 287, about 5.0 miles south of the intersection of the proposed S.H. 170 and Interstate 35W. Approximately 1.0 mile north of the proposed intersection of the Highway and Interstate 35W, an industrial/commercial airport named Alliance Airport is being constructed by the City of Fort Worth, with funding from the Federal Aviation Administration. Finally, the IBM Corporation, in a joint venture with Maguire/Thomas Partners, is developing a major office/mixed use facility on State Highway 114 about two (2) miles east of the S.H. 170 east terminus. Construction of the first phase approximately 3,000,000 square feet of office space, is completed at this time.

State Highway 114, in the area of the S.H. 170 terminus, is a two-lane rural asphalt highway, with no control of access. Current traffic volumes on the highway average 13,000 near I.H. 35W to 20,000 at the County Line.<sup>(6)</sup> Highway 114 is travelled by an unusually high volume of aggregate and gravel trucks because it provides a direct link between the Dallas area and the gravel and rock quarries in the vicinity of the City of Bridgeport to the northwest. The highway is proposed to be upgraded by the SDHPT to six-lanes from I.H. 35W to S.H. 170 and to eight lanes from S.H. 170 to Loop 382 in Grapevine. A public meeting was held on November 10, 1988 in the Roanoke City Hall to discuss the alternative for improving Highway 114 through or around Roanoke. The Highway 114 improvements are being addressed in a separate environmental assessment.

Interstate Highway 35W is a four-lane controlled-access freeway linking Denton and Fort Worth and points north and south. The current traffic volume on Interstate 35W at the county line is 14,000 vehicles per day and 17,900 vehicles per day north of the U.S. 287 Interchange. The City of Fort Worth is currently conducting a corridor study of I.R. 35W with respect to increasing the main lanes in addition to adding new interchanges. U.S. Highway 377 is a multi-lane rural highway which extends from downtown Fort Worth to the City of Denton. The highway parallels Interstate Highway 35W, which lies approximately six miles to the west. Traffic volumes on U.S. Highway 377 are 5700 ADT north of S.H. 114 and 6400 at the county line. Figure 4 (Page 9) shows the principal roads and highways near the project limits.

The proposed S.H. 170 would provide a link between Interstate 35W, U.S. Highway 377, and State Highway 114. There are no existing roads which follow the alignment of the proposed S.H. 170. Rather, a series of north-south and east-west county roads have to be taken in order to make the trip from Trophy Club and Roanoke southwest to Interstate 35W. The existing road network is comprised of two-lane asphalt rural roads which vary in condition from fair to good, and which have limited capacity and are substandard with respect to sight distance and other safety features for high speed travel. In addition, all east-west routes in the immediate area require the use of streets through residential and commercial areas of the City of Roanoke. There is no direct connection between State Highway 114 and U.S. Highway 377. The proposed facility will direct high speed through traffic around the local streets of Roanoke, improving local traffic flow and safety within the City.

#### C. REGIONAL CONDITIONS

The Freeway lies in three drainage basins, namely Henrietta Creek, Buffalo Creek, and Marshall Branch. All three creeks flow in a northeasterly direction. The S.H. 170 corridor parallels the main channel of Marshall Branch in the area south and east of Roanoke. Further to the west, the corridor crosses in the upper areas of the Henrietta Creek and Buffalo Creek watersheds, crossing minor tributaries of these creeks. The highway corridor is contained within the watershed of Grapevine Lake, which

is located about two miles north of State Highway 114. Grapevine Lake is a Corps of Engineers' project and is one of many water supply sources for the Dallas area.

Available information on corridor drainageways was collected for this Assessment from the Fort Worth District of the U.S. Army Corps of Engineers and from the Federal Emergency Management Agency (FEMA) flood insurance rate maps. The 100-year flood plains along the highway alignment were obtained from the FEMA maps. The Corps of Engineers supplied detailed hydraulic models for Marshall Branch, but no other hydraulic models were available for the other creek basins. Where information was not available, drainage basin areas were determined and preliminary hydraulic calculations performed based on projected future development conditions.

The preliminary flood plain information was used to determine required bridge locations and culvert sizes. In general, the flood plains and floodways along the corridor are not large and will not govern the selection of a route. A maximum one-foot increase in the base-flood elevation will not be exceeded; therefore, coordination with FEMA will not be required. The project will not affect the status of the National Flood Insurance Program; and there will be no additional need for floodway or flood plain ordinance amendments.

The Freeway is located in the Cross Timbers and Prairies ecological zone. The dominant plant communities of the area are the Eastern Cross Timbers located east of Roanoke and the Grand Prairie to the west.<sup>(7)</sup> The dominant trees associated with the Cross Timbers woods and grasslands are post oak, blackjack oak, eastern red cedar, mesquite, cedar elm, and hackberry. The dominant grasses are little bluestem, silver bluestem, sand lovegrass, beaked panicum, three-awn, and spanglegrass. There are very few trees west of U.S. Highway 377 along the upland area proposed as the highway corridor. The majority of the trees are associated with old fence lines and county roadsides and consist predominantly of Bois d'Arc, black locust, mesquite, hackberry, and cedar elm. East of U.S. Highway 377, the dominant trees are mesquite and hackberry. The dominant trees associated within the Marshall Creek flood plain are post oak, pecan, and American elm.

The entire corridor is characterized by conversion to pasture and cropland, which has resulted in significant alteration of the native grasses and trees.

There are no known historical or archaeological sites within the vicinity of the proposed S.H. 170 alignment. This matter is further discussed in Section E of this report.

1. Geology and Soils

The proposed S.H. 170 route passes through gently rolling rangeland. The ground elevation ranges from elevation 570 feet to elevation 730 feet. The soil and subsurface conditions, which will be encountered along the proposed route, have been identified in a geotechnical reconnaissance of the corridor<sup>(8)</sup> summarized as follows.

Construction in the area proposed for the S.H. 170 will encounter six different geologic units. They are from west to east across the site: 1) Denton Marl, 2) Weno formation, 3) Pawpaw shale, 4) Main Street limestone, 5) Grayson shale and 6) Woodbine Group. All of the units are Cretaceous in age.

There are three major geologic subdivisions along the S.H. 170 corridor, and these subdivisions contain three general soil associations. The surface geologic subdivisions and corresponding soil associations from east to west are:

<u>Surface Geologic Outcroppings</u>	<u>General Soil Associations</u>
1. Woodbine Formation	Crosstell - Gasil - Rader
2. Grayson Marl and Main Street Limestone	Ponder - Sanger - Slidell
3. Pawpaw Formation, Weno Limestone, Fort Worth Limestone	Sanger - Purves - Slidell

Figure 5 illustrates the location of the general soil associations in northeast Tarrant County, and southwest Denton County. The following excerpt from the Tarrant County Soil Survey describes the three major soil associations within the project area. (9)

**1. Crosstell-Gasil-Rader Association:** Nearly level to sloping, deep, loamy soils; on uplands

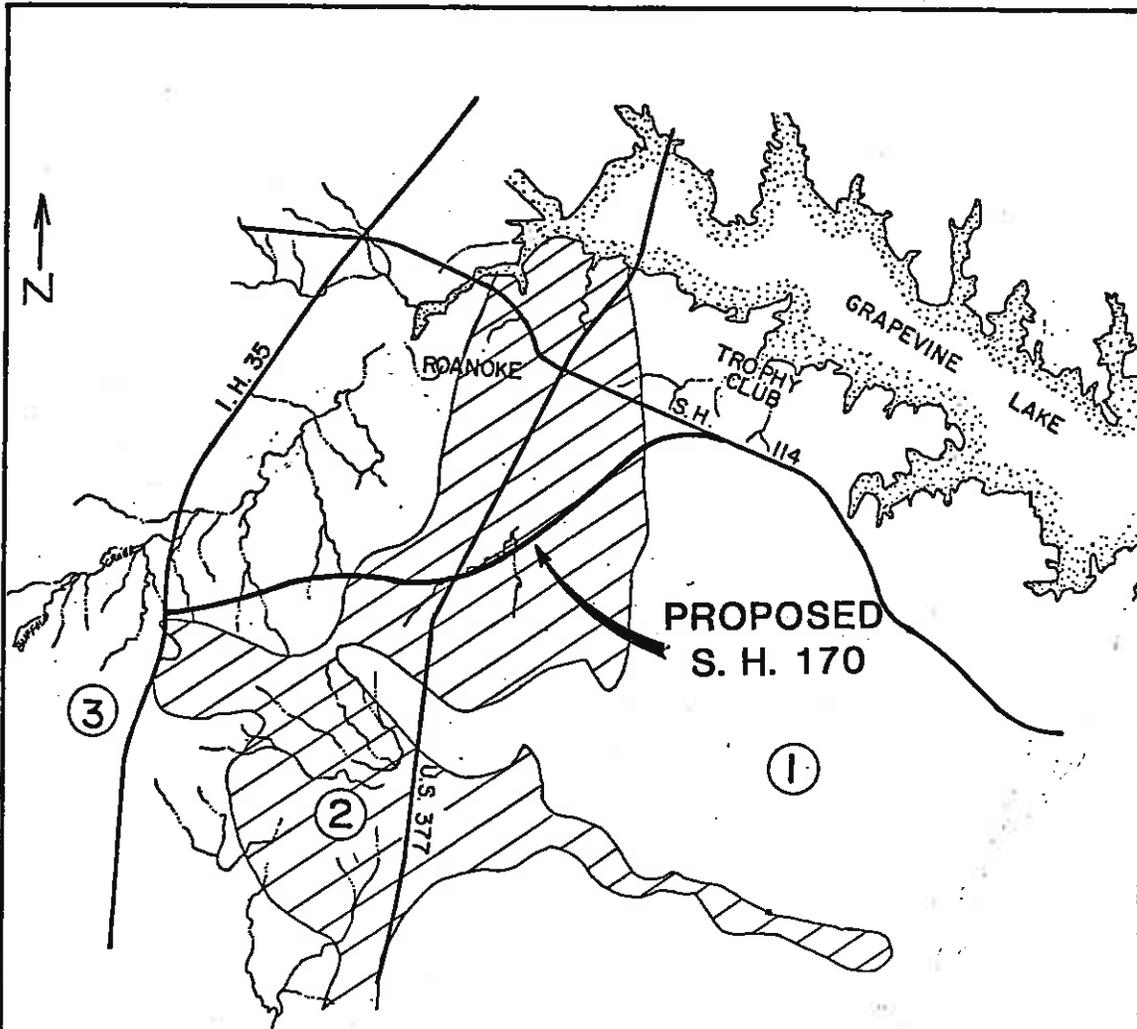
This map unit is dominantly made up of moderately well-drained to well-drained soils that have slopes of 0 to 8 percent. The unit makes up about 23 percent of the county. It is about 24 percent Crosstell soils, 21 percent Gasil soils, 12 percent Rader soils, and 43 percent less extensive areas of Aubrey, Birome, Konsil, Mabank, Navo, Pulexas, Silstid, and Whitesboro soils and urban land.

The gently sloping and sloping Crosstell soils are on uplands. These soils are moderately well-drained, and permeability is very slow. Typically, the surface layer is brown fine sandy loam about 4 inches thick. The subsoil, at a depth of 4 to 41 inches, is clay that is yellowish red in the upper part and brownish yellow in the lower part. Yellowish and brownish mottles are throughout the profile. The underlying material at a depth of 41 to 60 inches is light gray stratified shale.

**2. Ponder-Sanger-Slidell Association:** Nearly level and gently sloping deep, loamy and clayey soils; on uplands

This map unit is dominantly made up of moderately well drained and well drained soils that have slopes of 0 to about 5 percent. Deep, wide cracks form in these soils when they are dry. The unit makes up about 8 percent of the county. It is about 30 percent Ponder soils, 15 percent Sanger soils, 10 percent Slidell soils, and 45 percent less extensive areas of Leson, Lott, and Wilson soils and urban land.

The nearly level and gently sloping Ponder soils are on uplands. These soils are moderately well drained, and permeability is slow. Typically, the surface layer is dark grayish brown clay loam about 7 inches thick. The upper part of the subsoil, to a depth of 53 inches, is clay that is brown, grading to yellowish brown. The lower part of the subsoil, at a depth of 53 to 80 inches, is brownish silty clay loam and contains many concretions and masses of calcium carbonate.



LEGEND

- ① CROSSTELL- GASIL RADER: Nearly Level To Sloping, Deep Loamy Soils; On Uplands.
- ② PONDER - SANGER- SLIDELL: Nearly Level And Gently Sloping, Deep Loamy And Clayey Soils; On Uplands.
- ③ SANGER- PURVES - SLIDELL: Nearly Level And Gently Sloping, Deep And Shallow , Clayey Soils; On Uplands.

**FIGURE 5**  
**General Soils Association**

**3. Sanger-Purves-Slidell Associations:** Nearly level and gently sloping, deep and shallow, clayey soils on uplands

This map unit is dominantly made up of well drained soils that have slopes of 0 to 5 percent. Wide cracks form in these soils when they are dry. This unit makes up about 21 percent of the county. It is about 28 percent Sanger soils, 15 percent Purves soils, 10 percent Slidell soils, and 47 percent less extensive areas of Aledo, Bolar, Frio, Lindale, Mingo, and San Saba soils and urban land.

The gently sloping Sanger soils are on uplands. Permeability is very slow. Typically, the surface layer is clay about 20 inches thick. It is very dark grayish-brown in the upper part and dark grayish brown in the lower part. From a depth of 20 to 80 inches is brownish silty clay.

**2. Plant and Animal Life**

The site lies within the Texan Biotic Province, which represents a transition from southeastern forests to the southernmost extension of the Great Plains. The general region reflects this mixture to some extent with a preponderance of grassland interrupted by wooded stream channels. The original fauna would likewise have been a mixture of primarily western prairie species and southeastern woodland forms essentially restricted to streamside forests. The East Cross Timbers Zone runs roughly north to south somewhat to the east of the corridor. The site is defined as the Grand Prairie division which was originally mid to tall-grass prairie.

Throughout the area, agriculture practices have resulted in extensive changes from the natural condition. The large number of cultivated fields represents the most dramatic alteration with essentially complete loss of significant quantities of natural habitat over much of the area. The local pastures afford better, but still altered, land for the remaining native plants and animals. Their condition depends upon the intensity of current grazing as well as their historical treatment. Overgrazing in the past and the introduction of non-native grasses have greatly changed the area's remaining grasslands.

Virtually all of the corridor has been modified from its natural ecological condition. The corridor and its immediate surroundings appear to be typical examples of livestock grazing land in the general area. As such, the site contains very common biological communities of the area. The nearest section of any ecological significance is Henrietta Creek and its associated woodlands to the north of the site.

The following section describes the hypothetical endangered or threatened species of the region. Listed species have been omitted if they do not occur in this part of the state, or if their habitat requirements clearly preclude their presence in the area.

1. The horned lizard (Phrynosoma cornutum).

State Listed: Threatened. There are specimen records for Tarrant and Denton Counties.<sup>(10)</sup> Almost certain to be absent from the site and from much of the immediate area.

2. Central Plains milk snake (Lampropeltis triangulum gentilis).

State Listed: Threatened. There are observations of this species from Tarrant and Denton Counties, and it is generally found in a wide variety of habitats.<sup>(11)</sup> As in the case of the species above, intensive cultivation over much of the site has resulted in an artificial habitat almost certainly incapable of supporting this snake.

3. Whooping crane (Grus americana).

State and Federal Lists: Endangered. The S.H. 170 site lies within the usual migration route. Although Oberholser shows no records for Tarrant or Denton Counties, they exist for areas both north and south of the site.<sup>(12)</sup> Whooping cranes may well migrate over the site, but their presence here appears unlikely. Nothing on or near the site appears to constitute particularly attractive feeding or roosting habitat, and there is a relatively high level of human activity with Interstate Highway 35W just to the west and a number of busy airports operating in the region.

4. Bald eagle (Haliaeetus leucocephalus).

State and Federal Lists: Endangered. There are records for Tarrant and Denton Counties of Bald eagle sightings.<sup>(13)</sup> U.S. Fish and Wildlife Service shows

wintering areas to the north, east and south.<sup>(14)</sup> Local lakes may have too much human activity to present attractive habitat, and no feature of the site would attract this species. Bald eagles are known to migrate through the area, but the comments above regarding Whooping cranes apply equally to this species.

5. **Arctic peregrine falcon (Falco peregrinus tundrius).**

State and Federal Lists: Threatened. Sight records exist for Tarrant and Denton Counties,<sup>(15)</sup> and the falcon may occur throughout Texas during fall and spring migration. Suitable habitat, especially for transient individuals encompasses a wide range, and it is possible that Peregrines could occur in the area. However, the site itself contains no suitable habitat, and much of the surrounding area also appears inappropriate. The nearest likely habitat is woodland along Henrietta Creek. The species is scarce throughout its range, and the presence of migrating individuals tends to be brief and unpredictable.

6. **Black-capped vireo (Vireo atricapillus).**

State and Federal Lists: Endangered. There are three sight records of the vireo for Tarrant County.<sup>(16)</sup> Pulich looked unsuccessfully for this species in southwestern Tarrant County (about 25 miles SSW of the site) where habitat seemed to him to be typical.<sup>(17)</sup> He mentions moderate numbers of breeding Black-capped vireos in southwestern Dallas County, about 30 miles SSE of the site. No habitat appropriate for this vireo exists on the site. The nearest possible habitat is the woodland along Henrietta Creek north of the site. However, several factors would appear to make this area unlikely habitat: shrubs appear heavily browsed near the ground; there is a scarcity of oaks; and the habitat is essentially linear, which alone could preclude this species. Black-capped vireos would not occur on the site itself, and their presence nearby appears very unlikely.

The Texas Parks and Wildlife Department, Texas Natural Heritage Program was consulted for a literature review of endangered or threatened species within the specific project limits of the proposed S.H. 170. No known occurrences of special species or natural communities have been documented within the project area to date. A copy of the Texas Parks and Wildlife correspondence is attached as Appendix 1. The potential does exist for some of these threatened or endangered species to migrate through

or be found in the project area, and care should be exercised to avoid injuring species or damaging habitat, should they be encountered during construction.

#### D. ALTERNATIVES CONSIDERED

The following section describes the alternatives which were considered for the S.H. 170. Figures 6 to 11 illustrates the S.H. 170 alternatives.

##### 1) No Action

The no action alternative would not change the existing conditions. In the short term, local residents would continue to travel on the existing rural roads to enter the project area from Interstate 35W or State Highway 114. As development of the project area continues, the need for improved roadways to connect these areas to Interstate 35W, U.S. Highway 377 and State Highway 114 will become substantial. In addition, a trip from Trophy Club to Fort Worth via State Highway 114 and Interstate 35W would require approximately 3 miles of extra travel when compared to the more direct S.H. 170 route. Without the S.H. 170, traffic volumes on State Highway 114 between Trophy Club and Interstate 35W and on U.S. Highway 377 south of Roanoke could potentially increase to levels exceeding the capacity of these facilities.

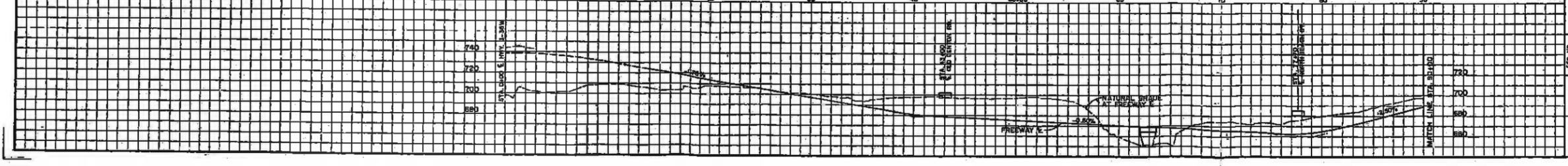
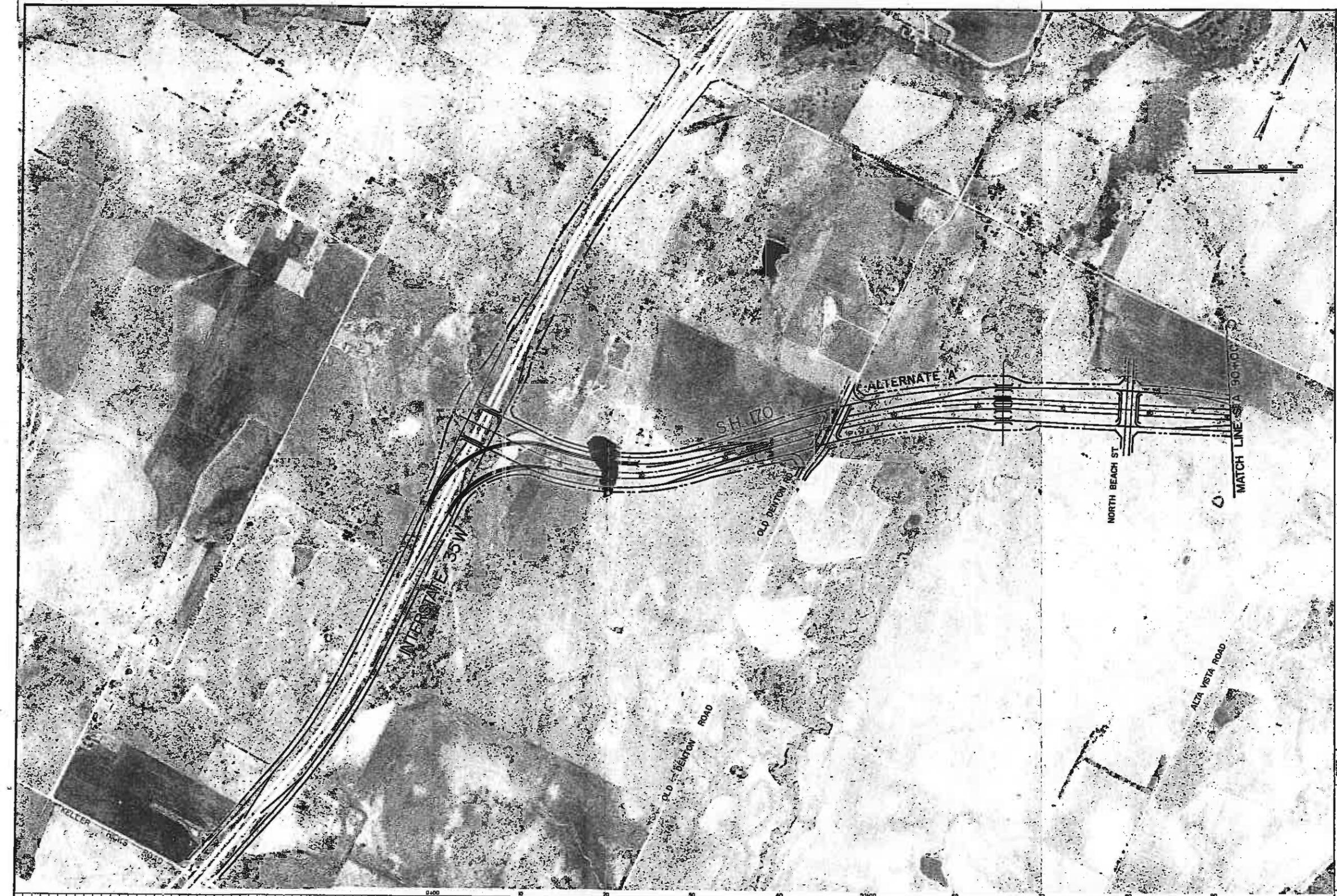
##### 2) S.H. 170 Alignment A

The S.H. 170 Alignment A has been developed by local officials and two major adjacent landowners as shown on Figures 6, 7, and 8. The alignment interchanges with Interstate 35W at a point between the existing Keller-Hicks Road and Keller-Haslet Road interchanges, approximately 5.5 miles north of the U.S. 287 interchange. The alignment crosses U.S 377 midway between Haslet-Roanoke and Henrietta Creek Road, and interchanges with the State Highway 114 in the vicinity of Trophy Lake Drive. This alignment is acceptable with respect to State and Federal geometric design criteria. The two landowners are supportive of the alignment and have pledged to donate or pay the cost of acquisition of all

the required right-of-way which totals about 350 acres. This alignment displaces approximately six residences or farm buildings on right-of-way controlled by the two landowners, and one residence on an out-parcel. The out-parcel will be acquired and the right-of-way portions of the site will be donated to the State. The two sponsoring landowners have agreed to remove any buildings under their control from the proposed right-of-way prior to donation. However, if the residences are not removed prior to the completion of the environmental assessment, then they would be eligible for relocation assistance. The residence on the out-parcel will be subject to State and Federal relocation assistance policies provided for under FHWA Technical Advisory T-6640.8A.

3) S.H. 170 Alignment B

The S.H. 170 Alignment B shows the same east and west termini as Alignment A, although the majority of the route lies about one half mile south of Alignment A as shown on Figures 9, 10, and 11. The route crosses U.S. Highway 377 at Haslet-Roanoke Road and crosses Keller-Haslet Road at a point one half mile east of Alta Vista Road. The Keller-Haslet Road crossing lies in an area of existing low density residential development. The freeway alignment may displace a residence in the area of the Keller-Haslet Road crossing. The required right-of-way acquisition for Alignment B involves 240 acres of land controlled by the two major adjacent landowners mentioned above, and 111 acres of land controlled by four other land owners. To date, no commitments of right-of-way donation have been agreed upon by the landowners for Alignment B. The total length of Alignment A is 6.8 and Alignment B is 6.9 miles.

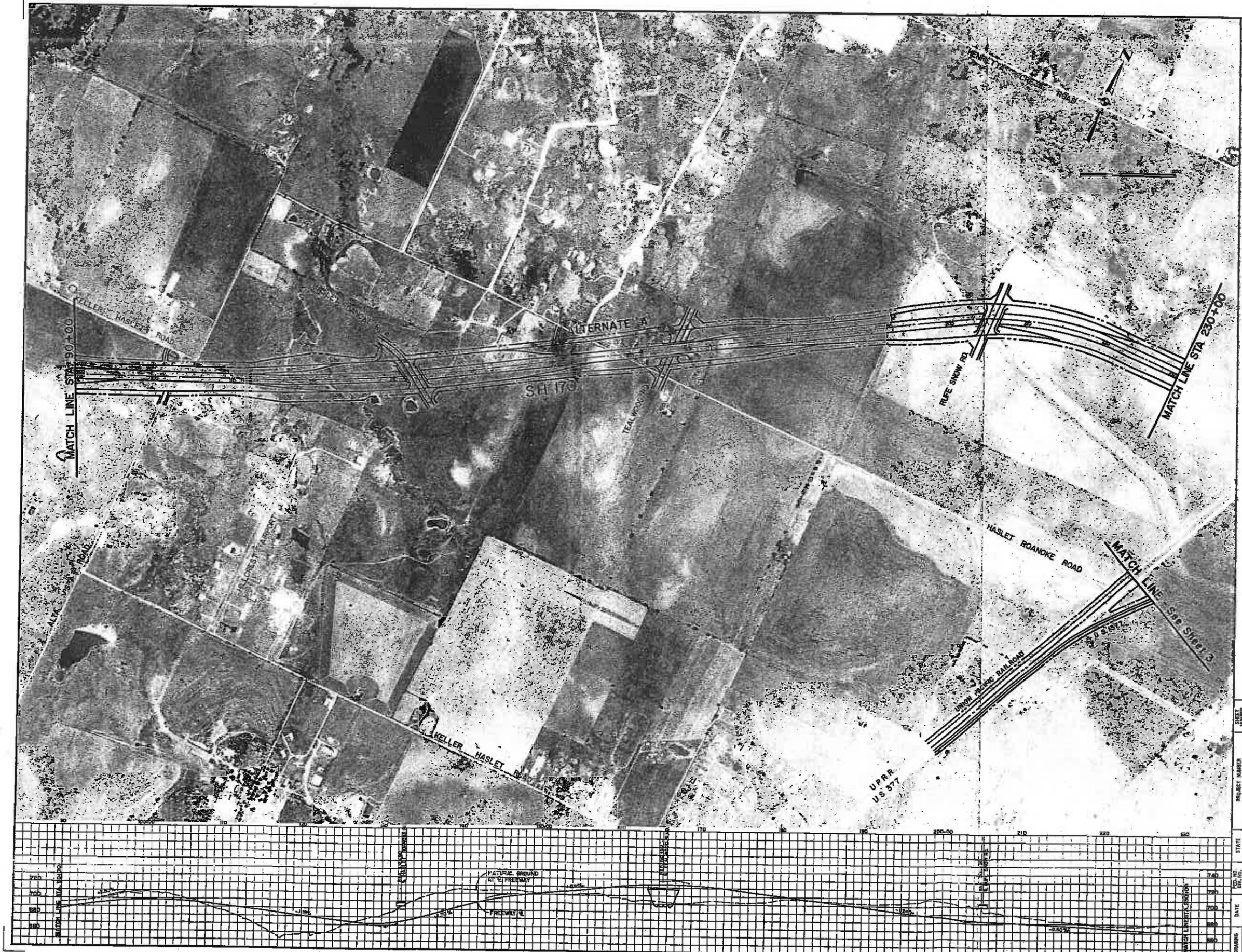


**STATE HIGHWAY 170 DIAGRAMMATIC  
ALTERNATE "A"**

DRAWING NO.	DATE	FED. NO.	STATE	PROJECT NUMBER	SHEET NUMBER
GENERAL	8-10-88	170	TEXAS		1
REVISION					
SCALE		STATE DIST. NO.	COUNTY	CONTRACT NUMBER	JOB NUMBER
HORIZONTAL = 1" = 40'		2	DENTON		
VERTICAL = 1" = 40'					

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS

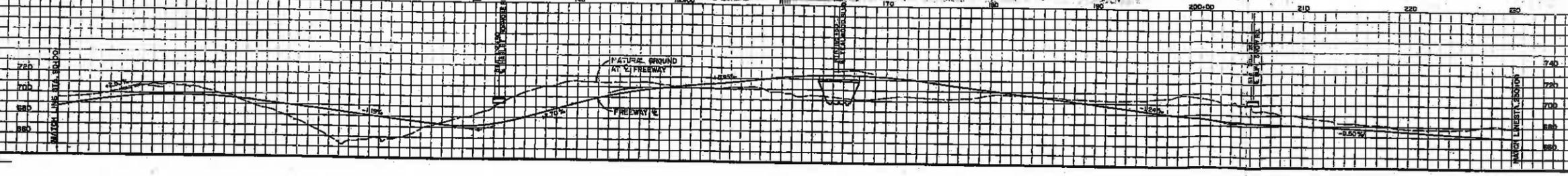




**STATE HIGHWAY 170 DIAGRAMMATIC  
ALTERNATE "A"**

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS

PROJECT NUMBER	2
STATE	TEXAS
COUNTY	TARRANT
TOWNSHIP	2 N
RANGE	2 W
SECTION	10
DATE	8-10-58
SCALE	HORIZONTAL 1" = 400' VERTICAL 1" = 40'
REVISION	

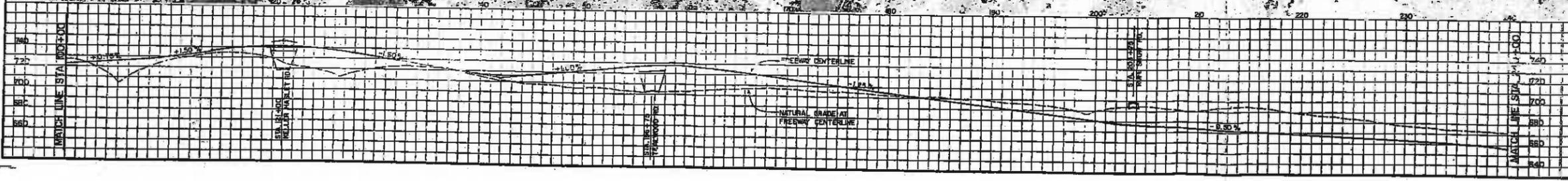




**STATE HIGHWAY 170 DIAGRAMMATIC  
ALTERNATE "B"**

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS

DRAWING DATE	REVISED DATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8-10-50			2	
SCALE	STATE	COUNTY	CITY	PROJECT #
AS SHOWN				
PROJECT #	DATE	BY	CHECKED	APPROVED





MATCH LINE STA 230+00

MATCH LINE - See Sheet 2

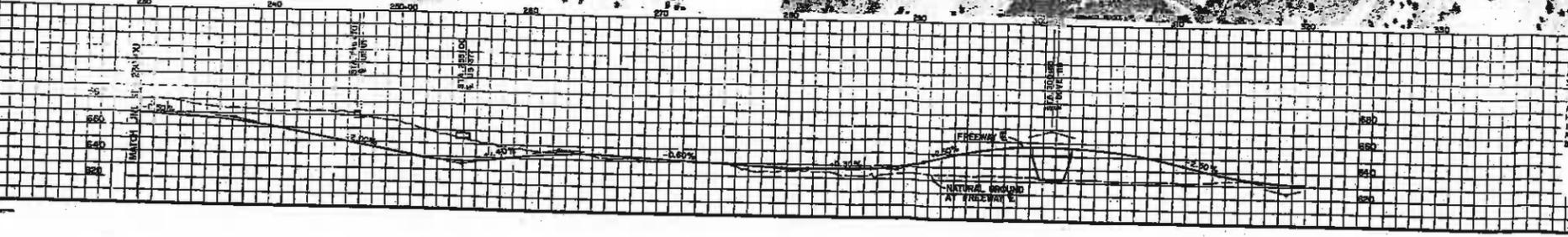
UNION PACIFIC RAILROAD

U.S. ST.

ROANOKE

TROPHY CLUB

ALTERNATE "A"



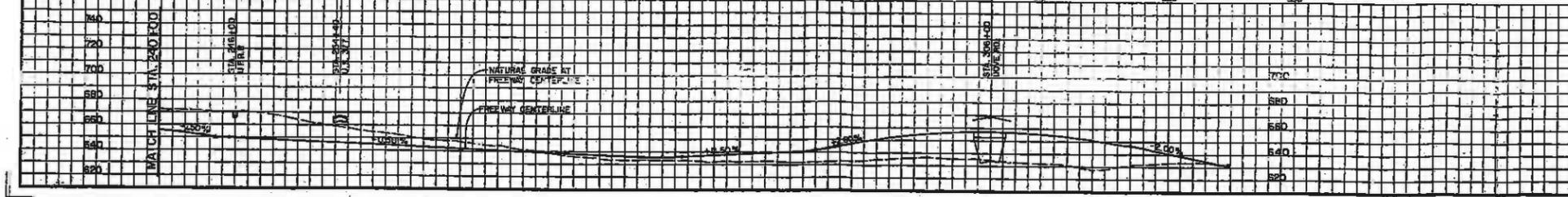
THIS PROJECT AND STATE HIGHWAY 170 IN THIS AREA BE SET IN CONFORMANCE WITH THE STATE HIGHWAY DEPARTMENT'S DESIGN AND PRACTICE MANUAL. THE DESIGN FOR STATE HIGHWAY 170 AND THE SLOPE OF THE ASSESSMENTS OF STATE HIGHWAY 170. PERSONS INTERESTED IN PROPOSED IMPROVEMENTS IN THIS AREA SHOULD CONTACT MR. ARNOLD OLIVER, DISTRICT ENGINEER, AT THE ADDRESS BELOW FOR FURTHER INFORMATION.

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION  
DISTRICT 18  
P. O. BOX 3067  
DALLAS, TEXAS 75221-3067

**STATE HIGHWAY 170 DIAGRAMMATIC ALTERNATE "A"**

PROJECT NUMBER	3
STATE	TEXAS
COUNTY	ROANOKE
DISTRICT	18
SECTION	3
DATE	6-10-68
SCALE	HORIZONTAL 1" = 40'
	VERTICAL 1" = 20'

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS



IMPROVEMENTS ALONG STATE HIGHWAY 170 IN THIS AREA ARE BEING PROCESSED CONCURRENTLY BY THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION IN A SEPARATE ENVIRONMENTAL STUDY. THESE IMPROVEMENTS FOR STATE HIGHWAY 170 ARE SET BY THE BOARD OF THE SUPERVISORS OF STATE HIGHWAYS IN THE MONTH OF MARCH, 1968. THESE IMPROVEMENTS ARE THE PROPERTY OF THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION. ANY OTHER WORKS AT THE ADDRESS SHOWN FOR THESE IMPROVEMENTS.

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION  
DISTRICT 10  
P. O. BOX 5057  
DALLAS, TEXAS 75221-5057

DATE	STATE	PROJECT NUMBER	SHEET NUMBER
6-8-68	TEXAS		3
REVISION		CONTROL NUMBER	JOB NUMBER
SCALE	STATE DIST. NO.	COUNTY	TOWNSHIP
VERTICALLY * 40'	16		

STATE HIGHWAY 170 DIAGRAMMATIC  
ALTERNATE "B"

ALBERT H. HALFF ASSOCIATES, INC. ENGINEERS & SCIENTISTS

No other routes are considered in this Assessment because of the strong local support for Proposed Alignment 'A' and the considerable cost reduction resulting from the donations of right-of-way and engineering by the adjacent landowners. Other than very minor adjustments of Alignment 'A', there is no conceivable route which would result in less displacements of residences or businesses than Alignment 'A'. In addition, the other routes would fall on small landholdings and right-of-way donation could not be expected. Alignments A and B are very similar in their environmental impacts. The exceptions to this statement are Alignment B is slightly longer which would involve about 5 more acres of land and Alignment B also would impact one sensitive receptor along the route. A more detailed evaluation of the impacts of the two alignments is presented in the following section.

#### E. IMPACTS

##### 1. Airplane Clearance

Air navigation clearance was investigated for both the Hillcrest Airport, a private runway serving 16 residences on Keller Haslet Road and the Fort Worth Alliance Airport, located approximately one mile north of S.H. 170 west of I35W. The proposed Interstate 35W interchange at the western terminus of S.H. 170 falls under the southern approach to the Fort Worth Alliance Airport. The proposed interchange with Interstate 35W is approximately one mile south of the Airport runway and falls under a proposed 50 to 1 clear zone surface. This approach clears the highest point of the proposed interchange structure by 22 feet. Because of potential pilot confusion during night-flying, the Federal Aviation Administration (FAA) may restrict the use of high-mast lighting at this interchange. Lower level, structure-mounted lighting would then be required. An airway-highway clearance zone will not be required based on the current schematic design.

Alternate "A" provides no air navigation clearance problems for the Hillcrest Airport. Alternate "B" lies within 800 feet of the southern end of the runway. Special consideration will need to be taken to maintain adequate navigation clearance. The preliminary profile for Alternate "B" provides the minimum 15 foot clearance for a 20 to 1 approach slope.

2. Utilities

Both highway routes cross utilities such as telephone cables, water lines, electric transmission lines and natural gas pipe lines which will need to be relocated or adjusted. Both alignments underpass a Union Pacific railroad track adjacent to U.S. 377. Agreements will be required for the grade separation. Other agreements will be necessary at major utility crossings. The major utilities in the corridor are as follows:

- One T. U. Electric 345kv Transmission Line
- One T. U. Electric 135kv Transmission Line
- One 3-inch and One 6-inch Lone Star Gas Pipeline
- One Magnolia Petroleum Pipeline
- One 21-inch Water Line (Trophy Club MUD #1)- one crossing in Alternative A to three crossings in Alternative B
- Six to seven existing County road crossings involving T. U. Electric overhead power lines and Southwestern Bell underground or overhead telephone cables.

3. Cost Estimates

The estimated cost of the S.H. 170 Freeway project is as follows:

	<u>Alternate A</u>	<u>Alternate B</u>
Construction	\$69,636,000	\$ 70,651,000
Right-Of-Way	\$ 0 (Donated)	\$ 7,000,000
Utility Adjustments	\$ 1,160,000	\$ 620,000
Relocation Assistance	\$ 35,000 (7 houses)	= 0
Engineering	<u>\$ 0 (Donated)</u>	<u>\$ 3,500,000</u>
 TOTAL	 \$70,831,000	 \$ 81,771,000

The estimated cost of the U.S. 377 relocation for both Alignments A and B is as follows:

	<u>A</u>	<u>B</u>
Construction	\$2,302,000	\$2,302,000
Right-Of-Way	\$ 0 (Donated)	0
Utility Adjustments	\$ 125,000	125,000
Relocation Assistance	\$ 0 (Donated)	0
Engineering	\$ <u>0</u>	<u>125,000</u>
TOTAL	\$2,427,000	\$2,552,000

#### 4. Land Use

The land use in the S.H. 170 corridor is primarily urban adjacent to the east end, transitioning to agricultural and low density residential as it passes U.S. Highway 377 and travels westward. The corridor is generally in transition from rural to urban use and this transition can be expected to continue with or without the construction of S.H. 170. The Fort Worth metropolitan area is expanding into north Tarrant County, with development moving northward from North Richland Hills, Watauga, Keller and the Fossil Creek/Smithfield Creek area, and westward along State Highway 114 from Grapevine, Southlake and Trophy Club.

Construction of this project is anticipated to have an effect on the overall growth in the area, because it will probably affect the timing and location of individual private sector development projects. The development activity is expected to result in new commercial, industrial, and residential communities in the vicinity of the S.H. 170 corridor. There should be no problem with the availability of public services in the corridor because local government is planning for population growth. In particular, water and sewage treatment capacities will be provided through a proposed City of Fort Worth Water Treatment Plant on Eagle Mountain Lake west of the project corridor and a proposed Trinity River Authority Wastewater Treatment Plant north of the corridor. Traditionally, property values have increased in the area of any new freeway which passes through undeveloped land. As development continues, local cities will have the

opportunity to annex unincorporated lands and increase tax bases. Favorable effects on property values and the local tax base will offset any tax base loss due to right-of-way acquisition. During its actual construction, the project will enhance employment and incomes in the local economy as construction-related expenditures are spent and re-spent. In the future, S.H. 170 may become part of an outer loop around the City of Fort Worth, which would play an important role in long term mobility for this region.

The land in the area of S.H. 170 has been subject to speculative buying in recent years. As a result of this speculation, land prices no longer reflect the agricultural productivity of the area, and any income derived from agriculture is interim in character. Since development of the area is imminent, the effect of the proposed highway on production of food and fiber is minimal. The net effect of construction will be an acceleration in the transition of land use.

Environmental features within the study area, including vegetative classes and wildlife habitats, were evaluated via a Geographic Information System (GIS), established in the Intergraph CADD and ERDAS satellite image processing systems. Land cover impacts were assessed for both proposed highway Alignments 'A' and 'B' by overlaying the routes on a land use classification map generated using satellite imagery. Acreage and type of land cover impacted by the proposed route were then calculated using an information base rectified to the State Plane Coordinate System. The types of land cover impacted by the two alignments are presented on Table 1.

**TABLE 1**  
**LAND USE CLASSIFICATION SUMMARY**  
**PROPOSED FREEWAY ALIGNMENT 'A'**

INDEX VALUES	CLASS NAME	S.H. 170 SEGMENT (%)
1	Agricultural Fields	86.63
2	Tree Canopy	1.41
3	Disturbed or Developing Land	5.17
4	Lawn and Improved Pasture	2.19
5	Impervious/Packed Surface	2.38
6	Water	0.70
7	Shallow Water	0.76
8	Existing Highway Right-Of-Way	0.76
<b>TOTAL</b>		<b>100.0</b>

**PROPOSED FREEWAY ALIGNMENT 'B'**

INDEX VALUES	CLASS NAME	S.H. 170 SEGMENT (%)
1	Agricultural Fields	81.33
2	Tree Canopy	0.50
3	Disturbed or Developing Land	6.82
4	Lawn and Improved Pasture	6.88
5	Impervious/Packed Surface	2.58
6	Water	0.68
7	Shallow Water	0.87
8	Existing Highway Right-Of-Way	0.34
<b>TOTAL</b>		<b>100.0</b>

For Alignment 'A', approximately 87 percent of the proposed route falls on agricultural fields, 5 percent of the proposed route falls on disturbed field or developing land, and less than 1 percent falls on existing highway right-of-way. Less than 2 percent of the proposed route impacts tree and shrub cover. None of this tree canopy appears to represent flood plain or wetland vegetation types.

For Alignment 'B', approximately 81 percent of the route falls on agricultural fields, 7 percent falls on disturbed field or developing land, and approximately 0.3 percent falls on existing highway right-of-way. Less than 0.5 percent of proposed Alignment 'B' impacts tree and shrub cover. None of this tree canopy appears to represent flood plain hardwood or wetland vegetation types.

5. Lakes, Streams and Wetlands

No Section 4(f) lands are involved in the project limits. There are no parks, recreation areas, wildlife or game preserves in the vicinity which would be affected by the highway.

The highway may encroach upon approximately 6.5 acres of impounded water in two stock ponds which contain sparse wetland vegetation in areas. Upon consultation with Corps of Engineers Section 404 Wetland permitting personnel, it was determined that the ponds are isolated stock tanks which are not connected to the waters of the U.S. The only other wetland areas along the project are associated with the minor streams which will receive less than 200 cubic yards of fill below the plain of ordinary high water. This is less than the one acre allowed by the nation wide Section 404 permit; therefore, coordination with the Corps of Engineers will not be required for wetlands. The project will not affect land or water uses within an area covered by a State Coastal Zone Management Program; nor will it affect coastal barrier resources. There are no navigable streams. Coordination with the Coast Guard will not be required. The project does not impact any present, proposed, or potential unit of the national Wild and Scenic Rivers System.

6. Historical and Archeological Sites

A literature review was conducted by the Texas Archeological Research Laboratory of the University of Texas at Austin. According to Ms. Rosario Casarez, a research associate at the laboratory;

".....there are no recorded archeological or historical sites located along the project routes, nor are there any sites currently listed on the National Register of Historic Places which would be impacted by the proposed work. The

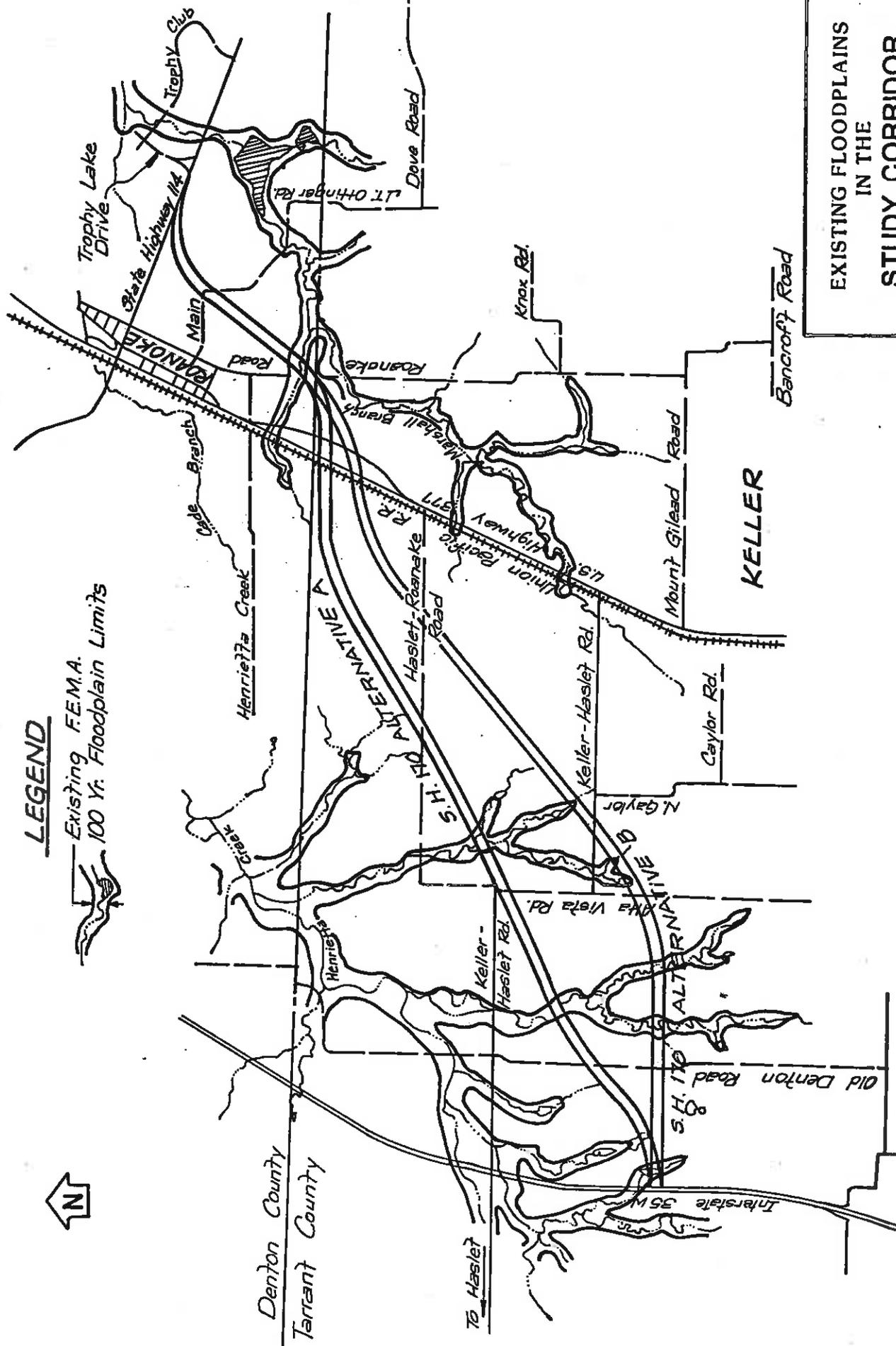
proposed routes cross open country, Marshall Branch and its tributaries and tributaries of Henrietta Creek. Although there are no recorded sites along these routes there are known sites located in similar geographic circumstances in the surrounding area; therefore, we alert you to the possibility of encountering cultural material within the project boundaries." (full correspondence attached as Appendix 2)

An archaeological survey of the highway right-of-way will be completed prior to letting of a construction contract. In the event that archeological sites are discovered before or during construction, work in the area will cease, pending the review of such sites by the proper authorities.

#### 7. Creek Crossings

S.H. 170 will cross several tributaries of Henrietta Creek and Marshall Branch. Henrietta Creek flows into Elizabeth Creek, and then to Denton Creek just upstream of Lake Grapevine. Marshall Branch is impounded to form the 50 acre Lake Turner (just south of the eastern terminus of the project at Highway 114), and then flows into Lake Grapevine. Each of the major crossings proposed under this project will be spanned by bridges designed to allow conveyance of the 100-year flood event, according to SDHPT design guidelines. Smaller tributaries and drainageways will be spanned by box culvert or similarly designed conveyance structures.

Figure 12 shows areas where the 100-year flood plains, as mapped by the Federal Emergency Management Agency (FEMA), are crossed. Coordination will not be needed with FEMA or the Corps of Engineers since the flood level will increase less than one foot. The flood plain areas that are crossed are not significant and consist of narrow creek channels. No improvement, diversion, channel deepening or widening will occur outside of the right-of-way as a result of construction.



**LEGEND**

- Existing F.E.M.A.
- 100 Yr. Floodplain Limits



EXISTING FLOODPLAINS  
IN THE  
STUDY CORRIDOR  
FIGURE. 12

Soil erosion and sedimentation will be improved through construction of erosion control measures, as needed, at culvert outlets. Hydraulic design practices will conform with the design policies and practices of the State Department of Highways and Public Transportation and the Federal Highway Administration. Drainage facilities will permit conveyance of the 100-year flood (inundation of the roadway being acceptable) without causing substantial damage to the highway, stream, or other property.

During construction of the proposed roadway, the surface area of erodible soils that are exposed at any one time will be limited. The special specification "Temporary Erosion, Sediment, and Water Pollution Control" included in all construction contracts, requires that temporary pollution control provisions be coordinated with permanent soil erosion control measures to assure maximum attainable erosion control. Temporary control measures may include berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drain, and/or other devices and methods to minimize erosion and sedimentation during construction.

#### 8. Public Facilities and Services

The proposed alignment does not conflict with any existing or proposed sites of public buildings, libraries, fire or police stations, or other facilities providing service to the public. The western portion of the project area lies within the corporate boundary of Fort Worth, Texas, but no detailed siting of public facilities within this area has yet been performed. The eastern segment of the proposed freeway lies within the corporate boundary of Westlake which is undeveloped. Future growth adjacent to the S.H. 170 right-of-way is being master-planned by the communities adjacent to the project.

The proposed highway will provide an access controlled, high speed, east-west facility between Interstate 35W and U.S. Highway 377 for residents of the surrounding area. No such facility exists for the project

area at this time and demand for one will increase steadily with the development of lands along the State Highway 114 corridor. Emergency and public services will be provided expeditious movement through this area.

The adjustment and or relocation of some public utilities will be required and is discussed in Section E of this report.

#### 9. Community Cohesion

No existing communities will be disrupted by the proposed S.H. 170. The implementation of this project will provide a link between the communities along the State Highway 114 corridor and downtown Fort Worth area via Interstate 35W. The City of Roanoke will benefit from reduced traffic congestion and improved safety as high speed through-traffic is diverted to the south. No known minority groups or other specific groups will be affected by this project. The proposed alignment spans broad areas of as yet undeveloped land within the corporate boundaries and extra-territorial jurisdiction of Fort Worth, and Westlake. No adverse impact to existing communities and/or neighborhoods are projected.

#### 10. Displacements and Relocations Assistance

As discussed in Section D, one residential displacement will be required for proposed Freeway Alignment 'A' and relocation assistance will be necessary. Several other residential structures lying along Alignment 'A' will be removed by the adjacent landowner prior to right-of-way donation.

#### 11. Air, Noise and Water Pollution

##### a. Air Quality

The background air quality in the corridor can be correlated to that of a rural site, with little or no industrial emissions. An impact of the project, therefore, will be the introduction of automobile emissions into an area previously unexposed to significant air pollution.

The microscale (localized air quality impact) of the S.H. 170 was evaluated based on the dispersion of carbon monoxide (CO)--the most prevalent air pollutant of motor vehicle exhaust. The analysis was conducted using Texas SDHPT methods and models designed to forecast the ambient levels of CO in areas adjacent to a freeway.

The analysis focused on worst-case outdoor levels of CO expected in the vicinity of the project, and was conducted for the project design year 2015. For each condition, the Southern, Middle, and Northern segments of S.H. 170 were analyzed to present worst-case conditions. Both the high speed (55 mph) main lanes and the low speed (35 mph) frontage lanes were analyzed. Table 2 is a summary of calculated CO concentrations for all segments. Table 3 identifies projected airborne contaminants (CO and hydrocarbons) in tons/year. Air quality calculations were done using the Texas SDHPT tabular method for predicting CO concentrations.

Data concerning background CO levels, meteorological conditions, dispersion patterns, and local topography were obtained from the SDHPT Air Quality Guidelines.<sup>(18)</sup>

According to these analyses, the introduction of traffic into these segments will result in a CO concentration of 4.19 ppm (including an estimated 1.8 ppm background) under the worst possible meteorological conditions. This figure is well below the National Standard for CO concentrations, which is 35 ppm. The long range air quality impact will be a slight increase in pollution concentration, centered along the route of the highway, over that which may be expected due to natural development without the proposed highway. However, the traffic levels associated with such development, if traveling on typical intra-city thoroughfares, may generate a significantly higher level of pollution due to reduced speeds and "stop-and-go" traffic patterns.

The Christ Haven for children is a sensitive receptor and is located along Alternate Route B.

**TABLE 2  
CO CONCENTRATION SUMMARY**

<u>YEAR</u>	<u>SEGMENT DESCRIPTION</u>	<u>TRAFFIC VPH/LANE</u>	<u>AVG. RATE OF SPEED (MPH)</u>	<u>EMISSION FACTOR</u>	<u>BACKGROUND CO LEVEL</u>		<u>1 HR. CO</u>	<u>8 HR. CO</u>
					<u>1 HR.</u>	<u>8 HR.</u>		
2015	North - Freeway	595	55	11.7	1.8	1.2	3.22	0.69
2015	North - Frontage	246	35	14.9	1.8	1.2	2.98	0.59
2015	Middle - Freeway	640	55	11.7	1.8	1.2	3.22	0.69
2015	Middle - Frontage	252	35	14.9	1.8	1.2	2.98	0.59
2015	South - Freeway	754	55	11.7	1.8	1.2	3.71	0.88
2015	South - Frontage	220	35	14.9	1.8	1.2	2.98	0.59

**TABLE 3  
POLLUTANT LOAD PROJECTIONS**

<u>YEAR</u>	<u>SEGMENT DESCRIPTION</u>	<u>TRAFFIC ADT</u>	<u>EMISSION FACTOR</u>		<u>LENGTH PROJ. MILES</u>	<u>TONS/YEAR*</u>	
			<u>(CO)</u>	<u>(HC)</u>		<u>(CO)</u>	<u>(HC)</u>
2015	North - All Lanes	32,600	11.7	2.7	6.8	1,044	241
	Middle - All Lanes	34,600	11.7	2.7	6.8	1,108	256
	South - All Lanes	37,800	11.7	2.7	6.8	1,210	279

\* Tons/Year =  $\frac{\text{ADT} \times \text{EF} \times \text{Length Proj.} \times 365 \text{ Days}}{907,185 \text{ gm/ton}}$

During the proposed highway construction, air quality impacts can be minimized by exercising dust control measures during site work, grading, and base course construction. Impacts due to heavy equipment operations are difficult to assess with accuracy, but are not projected to be significant in nature. No sensitive receptors, such as schools, daycare centers, nursing homes, and hospitals currently exist along the right-of-way, nor is it projected that any such receptors would be located near the right-of-way in the future. Current planning and zoning calls for a buffer zone of compatible land uses adjacent to the highway.

Under the design year (2015) conditions, the project is assumed to be built out to current or proposed zoning. This includes office/light industrial complexes and commercial strip establishments adjacent to the proposed freeway, with multi-family and single-family residential subdivisions set back from the facility. Under this pattern of development, sensitive receptors or areas of special concerns, such as schools, nursing homes, and park/recreation areas would be buffered from the more significant air quality impacts.

b. Noise

Noise is generally recognized as an anticipated impact of any new or expanded thoroughfare or highway. Noise impacts are highly dependent on the duration, intensity, and frequency of sound, the distance between source and receptor, the background sound level, and the existence of any natural or man-made barriers to the sound.

Highway noise is typically measured using the A-weighted decibel scale, "dB(A)". The noise is generated in a variable, fluctuating manner, and should be measured or evaluated using an average over time. The commonly used measure of noise parameters is Leq. Leq represents a steady-state sound level which is equivalent in acoustic energy to the time-varying sound level for the same measured period.

Existing ambient noise levels were measured at eight locations along the proposed routes of the S.H. 170 in order to evaluate existing noise conditions. The results of the noise monitoring activity are listed in Table 4, and progress from north to south along the project. The average noise level along the route is 59dB Leq. with 52dB being the lowest reading and 69dB being the highest reading which was located next to S.H. 114.

The land use along the corridor is predominantly pasture and cultivated fields with scattered residential development.

The ambient noise sources are primarily passing cars and overhead aircraft.

There are no sensitive receptors along Alignment A. The Christ's Haven for Children is a sensitive receptor and is located on Alignment B.

The STAMINA traffic noise prediction model was used to estimate noise levels from the highway based on traffic data furnished by the SDHPT for the year 2015<sup>(19)</sup>. The model was set up to predict traffic noise at four locations along the route and typically correspond to sites which contain houses within the vicinity. Table 5 lists output of the STAMIA noise prediction model.

The S.H. 170 noise analysis indicates that the design year noise levels, at 50 feet from the right-of-way line of the S.H. 170, will be below the 67dB criteria, except at the Dove Road overpass which is predicted to be 67dB.

The noise impact of the proposed S.H. 170 to the nearest existing "sensitive" receptors will be generally reduced due to the land use zoning already implemented as part of the development plans along the route which calls for predominantly commercial and industrial land users. Noise barriers will not be required on this project. The Environmental Assessment including the noise analysis will be sent to the local officials of Roanoke, Westlake, Trophy Club, and Fort Worth.

**TABLE 4  
EXISTING NOISE LEVELS**

SITE	LEQ.(h)
1. S.H. 114 at proposed intersection with S.H. 170 - ROW line 30' from pavement	69
2. Main St./Dove Rd. east of Roanoke ROW line 12' from pavement	56
3. Roanoke Road (Old Farm House) ROW line 6' from pavement	60
4. Haslet Roanoke Road and Chaparrel Road 20' from pavement	56
5. Alta Vista Road 15' from pavement	58
6. Keller Haslet Road and Caylor Road (Alignment B) 15' from pavement	59
7. Old Denton Road 6' from pavement	58
8. Ranch House East of IH 35W	52

**TABLE 5**  
**ESTIMATED NOISE LEVELS ALONG S.H. 170**  
**BASED ON 2015 TRAFFIC DATA**

SITE LOCATION	SITE CLASSIFICATION	ROW	NOISE LEVEL LEQ.(H)			
			50'	100'	150'	200'
No. 1 S.H. 170 and Main St. Roanoke (Nearest Receptor is single family house located over 150' from ROW)	B	65	63	61	60	59
No. 2 S.H. 170 and Dove Road (Future Overpass) (Nearest receptor is a single family house located over 350' from ROW)	B	71	67	66	65	64
No. 3 S.H. 170 and Tealwood Road (Future Overpass) (Nearest receptor is a single family house 400' from ROW)	B	64	62	61	60	58
No. 4 S.H. 170 and I.H. 35W (Future Interchange) (Nearest receptor is a single family house 400' from ROW)	B	67	65	64	62	56

The Environmental Assessment including the noise analysis will be sent to the local officials of Roanoke, Trophy Club Westlake and Fort Worth.

The S.H. 170 will also contribute to a reduction in ambient noise levels in the downtown area of the City of Roanoke because of the diversion of traffic onto a single, high speed route. At present, traffic uses local streets in Roanoke to make the connection from U.S. Highway 377 to State Highway 114. This disperses noise, emissions, traffic hazards, and other adverse impacts over a wide area which is not equipped to handle high traffic flow.

It is not possible to predict levels of construction noise at a particular receptor or group of receptors. Heavy machinery, the major source of noise in construction is constantly moving in unpredictable patterns. The duration of daily construction normally occurs during daylight hours when occasional loud noises are more tolerable. Because of the relatively short term exposure periods imposed on any one receptor, extended disruption of normal activities is not considered likely. However, provisions will be included in the plans requiring the Contractor to consider such abatement measures as work hour controls and maintenance of muffler systems.

c. Water Quality

Water quality adjacent to the proposed freeway will be affected by stormwater-borne contaminants from the roadway and right-of-way drainage entering the creeks and minor drainage tributaries along the route. Some increases in the levels of lead, cadmium, and hydrocarbons in the runoff water are anticipated due to the suspension of deposited particulate contaminants into the storm generated runoff. The impact will be highest during the first minutes of a heavy rain, and will then be reduced by the effect of dilution. The local streams are not directly used for public water supplies, although they discharge into Lake Grapevine which is a source of public water supply. Stream volumes are sufficient to dilute any

suspended contaminants to a level which would not adversely affect plant and animal life. The tributaries are, to a large extent, intermittent in terms of flow, and do not support aquatic animals. On-going legislative limitations on lead in gasolines and asbestos in brake linings has reduced the levels of such hazardous materials in roadway and roadside particulate deposition.

During construction of the project, soil erosion and sedimentation will be controlled by the implementation of erosion control procedures at bridge and culvert outlets and areas of steep slopes. These may include filter berms, sediment basins, fiber mats, and grassing. Nevertheless, some short term water pollution may occur due to construction-related erosion, but this should not be significant.

## 12. Aesthetic and Other Values

Aesthetic values will be emphasized. It has always been the policy of the Texas SDHPT to build visually pleasing travel ways, coupling beauty with functional capacity. The aesthetic effect of this project is anticipated to be equal to or better than the existing roadway landscape and hardscape treatments.

In addition, landowners adjacent to the proposed route have expressed special interest in the aesthetic quality of the freeway. A highway beautification plan has been prepared by the landowners that outlines special landscape planting techniques within the proposed right-of-way. The landscaping plan proposes the use of native Texas plants and turf grasses that reduce long-term mowing and watering requirements, yet still provide a colorful, aesthetically pleasing appearance. Placement of trees and shrubs would be used to control the view of the driver and also of the adjacent land user. The proposed vegetative plantings and screening will also reduce noise levels and filter air pollutants.

### 13. Prime and Unique Farmland

There are cultivated areas within the project area. Therefore, the proposed alignments were plotted onto the Soil Surveys of Denton<sup>(20)</sup> and Tarrant<sup>(21)</sup> Counties in order to calculate the acreage of affected soils. Table 6 list the acreages of the various soils impacted by the proposed routes. The capability classification of each soil is presented along with the Importance Category designated by the U.S. Department of Agriculture Soil Conservation Service.<sup>(22)</sup>

In Denton County all soils impacted by the proposed location of Alignments A and B are considered Prime or of Statewide Importance. Approximately 83 acres of the 102 acres impacted were under cultivated in 1987-88. Approximately 85 percent of the impacted area lies within the Westlake city limits. The City of Westlake has not yet zoned the property. However, the city acknowledges that the land is destined for urban development.

According to the Tarrant County Soil Survey approximately 230 acres of Alignment A impact Prime Farmland Soils. Approximately 243 acres of Alignment B impacts Prime Farmland Soils. The entire 309.5 acres of Route A and 331 acres of Route B in Tarrant County lie within either the City limits of Fort Worth or Westlake. In Tarrant County, 90 percent of Route A (277 acres) and eighty seven percent of Route B, (290 acres) are within the Fort Worth city limits. This land has been zoned for a mixed use development consisting of commercial, industrial and residential land use.

The SCS Form 1006, Farmland Conversion Impact Rating, Site Assessment Criteria section has been completed (see Appendix 4). The total site assessment criteria score is less than 60 for each proposed route. The criteria score is 39 for Route A and 41 for Route B, showing that the project complies with the Farmland Protection Policy Act.

**TABLE 6**  
**SOILS IMPACTED BY THE PROPOSED ROUTES**

Type #	Soil Name	Capability Classification	Importance	Route A	Route B
<b>DENTON COUNTY</b>					
27	Crockett fine sandy loam, 1-3% slopes	IIIe	Statewide	13.6	13.6
39	Gowen clay loam, occ. flooded	IIw	Prime	3.6	3.6
46	Justin fine sandy loam, 1-3% slopes	IIe	Prime	4.8	4.8
60	Navo clay loam, 1-3% slopes	IIIe	Statewide	48.9	48.9
83	Wilson clay loam, 0-1% slopes	IIIw	Statewide	24.2	24.2
84	Wilson clay loam, 1-3% slopes	IIIe	Statewide	<u>6.9</u>	<u>6.9</u>
Denton County Subtotal				102.0	102.0
Type #	Soil Name	Capability Classification	Importance	Route A	Route B
<b>TARRANT COUNTY</b>					
1	Aledo gravelly clay loam, 1-8% slopes	VI <sub>s</sub>	No	25.8	14.6
19	Burleson clay, 0-1% slopes	IIw	Prime	11.4	
27	Frio silty clay, frequently flooded	Vw	No	11.6	
29	Gasil fine sandy loam, 1-3% slopes	IIe	Prime		10.2
38	Leson clay, 1-3% slopes	IIe	Prime	2.9	25.3
39	Lindale clay loam, 1-3%	IIIe	Prime	3.7	5.2
41	Lott silty clay, 1-3%	IIe	Prime		19.0
47	Medlin clay, 5-15% slopes	VIe	No	15.5	27.3
57	Ponder clay loam, 1-3% slopes	IIe	Prime	90.0	52.4
61	Purves clay, 0-3% slopes	IIIe	Statewide	23.3	9.9
63	Rader fine sandy loam, 0-3% slopes	III <sub>s</sub>	Statewide	~	5.2
65	Sanger clay, 1-3% slopes	IIe	Prime	58.7	82.2
66	Sanger clay, 3.5% slopes	IIIe	Prime	42.3	5.6
68	San Saba clay, 0-2% slopes	IIIe	Prime	20.8	11.6
74	Slidell clay, 1-3% slopes	IIe	Prime		31.4
75	Speck clay loam, 0-3% slopes	IIIe	Statewide		6.9
84	Wilson clay loam, 0-2% slopes	IIIw	Statewide	<u>3.5</u>	<u>24.2</u>
Tarrant County Subtotal				309.5	331.0
Denton and Tarrant Counties Total				411.5	433.0

F. COMMENTS AND COORDINATION

A public meeting was conducted on December 15, 1988 in the Roanoke City Hall to inform the public of the S.H. 170 project and to solicit public input. Representatives from cities, counties, chambers of commerce and adjoining landowners strongly supported the project. Many of the commentators brought resolutions from their city council or commission supporting the S.H. 170 project. The comments received during the meeting were all positive and all endorsed Alignment A as the preferred alternative. The locally supported highway alignment was identified as Alignment A. A summary of the public meeting is contained in Appendix 5.

The engineering, social, economic and environmental investigations conducted thus far on this proposed project indicate that it will result in no significant impacts on the quality of the human environment and that a Finding of No Significant Impact (FONSI) is anticipated.

FOOTNOTES

- (1) Texas Department of Highways and Public Transportation, Highway Design Division Operations and Procedures Manual, Rev. 4-1-85.
- (2) Texas Highway Commission, Minute Order Number 86417, Dated October 28, 1987.
- (3) City of Fort Worth, Master Thoroughfare Plan, Northeast Sector, May, 1988.
- (4) State Department of Highways and Public Transportation, Traffic Data S.H. 170: From IH 35W to S.H. 114, Denton and Tarrant Counties, December 7, 1988.
- (5) North Central Texas Council of Governments, Population Estimates, 1987.
- (6) Albert H. Halff Associates, Inc., Justification Study for a Proposed S.H. 170, 1987.
- (7) McMahan, Craig, Roy Frye and Kirby Brown, Texas Parks and Wildlife Department. The Vegetation Types of Texas, Including Cropland. Project W-107-R, Wildlife Division, 1984.
- (8) Alpha Testing, Inc., Geologic Investigation along the Proposed Spur Freeway, Tarrant and Denton Counties, July 1987.
- (9) Soil Conservation Service, Soil Survey of Tarrant County.
- (10) Raun, G. C. and F. R. Ghelbach, Amphibians and Reptiles in Texas, Dallas Museum of Natural History, Dallas, 1972.
- (11) Ibid.
- (12) Oberholser, H. C., The Bird Life of Texas, University Texas Press, Austin, 1974.
- (13) Ibid.
- (14) U.S. Fish and Wildlife Service, Endangered Species of Texas and Oklahoma, Albuquerque, 1984.
- (15) Oberholser, H. C., The Bird Life of Texas, University Texas Press, Austin, 1974.
- (16) Ibid.

- (17) Pulich, W. M., Birds of Tarrant County, Second Edition, W. M. Pulich, Dallas, pp. 188, 1979.
- (18) State Department of Highways and Public Transportation, Air Quality Guidelines, February, 1985.
- (19) State Department of Highways and Public Transportation, Traffic Data S.H. 170: From I.H. 35W to S.H. 114, Denton and Tarrant Counties, December 7, 1988.
- (20) Soil Survey of Denton County, Texas, U.S.D.A. Soil Conservation Service and Texas Agricultural Experiment Station, January 1980.
- (21) Soil Survey of Tarrant County, Texas, U.S.D.A. Soil Conservation Service and Texas Agricultural Experiment Station, June 1981.
- (22) January 9, 1989 phone conversation with Frank Wheeler, U.S.D.A. Soil Conservation Service, Inventory and Monitoring Soil Scientist to verify the Importance designation according to SCS Form 5 data for Denton and Tarrant Counties.

**APPENDIX 1**

**TEXAS PARKS AND WILDLIFE CORRESPONDENCE**



**TEXAS  
PARKS AND WILDLIFE DEPARTMENT**

4200 Smith School Road Austin, Texas 78744

CHARLES D. TRAVIS  
Executive Director

**COMMISSIONERS**

EDWIN L. COX, JR.  
Chairman, Athens

RICHARD R. MORRISON, III  
Vice-Chairman  
Clear Lake City

BOB ARMSTRONG  
Austin

HENRY C. BECK, III  
Dallas

GEORGE R. BOLIN  
Houston

WM. L. GRAHAM  
Amarillo

CHUCK NASH  
San Marcos

BEATRICE CARR PICKENS  
Amarillo

A.R. (TONY) SANCHEZ, JR.  
Laredo

November 23, 1987

RECEIVED

NOV 25 1987

Les Potter  
Albert H. Halff Associates, Inc.  
8616 Northwest Plaza Drive  
Dallas, Texas 75225

RE: Tarrant and Denton Counties, Texas  
New Spur Freeway

Dear Mr. Potter:

A search of the Texas Natural Heritage Program Information System revealed no known occurrences of special species or natural communities in the general vicinity of the proposed project. This information should not be considered a definitive statement as to the presence or absence of species in the area, rather it is a statement as to the status of our knowledge at this time. Any publication of this information is prohibited without written permission from the Texas Natural Heritage Program, Texas Parks and Wildlife Department.

Thank you for contacting the Texas Natural Heritage Program. If you have further questions, please call me at 512/389-4533.

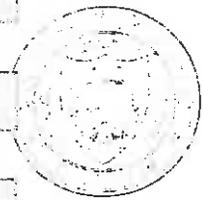
Sincerely,

Dorinda Rice, Data Manager  
Texas Natural Heritage Program  
Resource Protection Division

DLR/dr

**APPENDIX 2**

**ARCHEOLOGICAL RESEARCH LABORATORY CORRESPONDENCE**



COLLEGE OF LIBERAL ARTS

THE UNIVERSITY OF TEXAS AT AUSTIN

*Texas Archeological Research Laboratory • 10100 Burnet Road • Austin, Texas 78758-4497 • (512) 471-6006 (Records)*

November 3, 1987

RECEIVED

NOV 06 87

Les Potter  
Albert H. Halff Associates, Inc.  
8616 Northwest Plaza Drive  
Dallas, Texas 75225

RECEIVED

Re: Proposed Spur Freeway and Proposed U.S. 377 Relocation

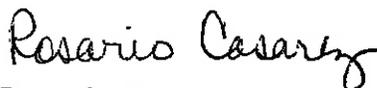
Dear Mr. Potter:

This letter is submitted in response to a file search requested by you on 16 October 1987 concerning the above-referenced projects and the possible location of archeological or historical sites within their boundaries.

Our records research has determined that there are no recorded archeological or historical sites located along the project routes, nor are there any sites currently listed on the National Register of Historic Places which would be impacted by the proposed work. The proposed routes cross open country, Marshall Branch and its tributaries and tributaries of Henrietta Creek. Although there are no recorded sites along these routes there are known sites located in similar geographic circumstances in the surrounding area; therefore, we alert you to the possibility of encountering cultural material within the project boundaries.

We hope this response adequately fulfills your request for information. If you have any questions please let us know.

Sincerely,



Rosario Casarez  
Research Associate

Enclosures

**APPENDIX 3**  
**AIR QUALITY CALCULATIONS**

TABLE 3-1

CARBON MONOXIDE (CO) CONCENTRATIONS

S.H. 170

FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Southern Segment

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 55 mph

Emission Factor: 11.7 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$29,275 \times 10.3\% = 3015$$

$$3015 \text{ vehicles/hour} \div 4 \text{ lanes} = 754 \text{ vph/lane}$$

urban area adjustment factor (from Table F)

$$4 \text{ lanes, with median} = 1.09$$

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (11.7)(1.09) + 1.8 = 3.71 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (3.71 - 1.8) + 1.2 = 0.88 \text{ ppm}$$

TABLE 3-2

CARBON MONOXIDE (CO) CONCENTRATIONS

S.H. 170

FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Middle Segment

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 55 mph

Emission Factor: 11.7 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$24,860 \times 10.3\% = 2560$$

$$2560 \text{ vehicles/hour} \div 4 \text{ lanes} = 640 \text{ vph/lane}$$

urban area adjustment factor (from Table F)

4 lanes, with median = 0.81

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (11.7)(0.81) + 1.8 = 3.22 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (3.22 - 1.8) + 1.2 = 0.69 \text{ ppm}$$

TABLE 3-3

CARBON MONOXIDE (CO) CONCENTRATIONS  
S.H. 170  
FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Northern Segment

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 55 mph

Emission Factor: 11.7 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$23,100 \times 10.3\% = 2379$$

$$2379 \text{ vehicles/hour} \div 4 \text{ lanes} = 594 \text{ vph/lane}$$

urban area adjustment factor (from Table F)  
4 lanes, with median = 0.81

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (11.7)(0.81) + 1.8 = 3.22 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (3.22 - 1.8) + 1.2 = 0.69 \text{ ppm}$$

TABLE 3-4

CARBON MONOXIDE (CO) CONCENTRATIONS

S.H. 170

FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Southern Segment Frontage Roads

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 35 mph

Emission Factor: 14.9 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$8,525 \times 10.3\% = 878$$

$$878 \text{ vehicles/hour} \div 4 \text{ lanes} = 220 \text{ vph/lane}$$

urban area adjustment factor (from Table F)  
4 lanes, with median = 0.53

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (14.9)(0.53) + 1.8 = 2.98 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (2.98 - 1.8) + 1.2 = 0.59 \text{ ppm}$$

TABLE 3-5

CARBON MONOXIDE (CO) CONCENTRATIONS

S.H. 170

FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Middle Segment Frontage Roads

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 35 mph

Emission Factor: 14.9 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$9,780 \times 10.3\% = 1007$$

$$1007 \text{ vehicles/hour} \div 4 \text{ lanes} = 252 \text{ vph/lane}$$

urban area adjustment factor (from Table F)  
4 lanes, with median = 0.53

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (14.9)(0.53) + 1.8 = 2.98 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (2.98 - 1.8) + 1.2 = 0.59 \text{ ppm}$$

TABLE 3-6

CARBON MONOXIDE (CO) CONCENTRATIONS  
S.H. 170  
FROM 35W TO S.H. 114

DESIGN YEAR 2015 - Northern Segment Frontage Roads

Background: Fort Worth 1.8 (1 Hr.); 1.2 (8 Hr.) (From Table 103.3-2)

Design Speed: 35 mph

Emission Factor: 14.9 grams per mile (from Texas Plains Emission Factor Table D for Design Year and Speed)

Vehicles per hour per lane (from D-10P Traffic Data, December 7, 1988)

$$9,567 \times 10.3\% = 985$$

$$985 \text{ vehicles/hour} \div 4 \text{ lanes} = 246 \text{ vph/lane}$$

urban area adjustment factor (from Table F)  
4 lanes, with median = 0.53

1 hr. CO concentration,  $C_1 = 0.15 \times EA + B$

$$C_1 = 0.15 \times (14.9)(0.53) + 1.8 = 2.98 \text{ ppm}$$

8 hr. CO concentration,  $C_8 = 0.4 \times (C_1 - B_1) + B_2$

$$C_8 = 0.4 \times (2.98 - 1.8) + 1.2 = 0.59 \text{ ppm}$$

**APPENDIX 4**

**FARMLAND CONVERSION IMPACT RATING**

U.S. Department of Agriculture

# FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 1-9-89	
Name Of Project State Highway 170		Federal Agency Involved	
Proposed Land Use Highway		County And State DENTON AND TARRANT COUNTIES	
PART II (To be completed by SCS)		Date Request Received By SCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined In FPPA Acres: %		Date Land Evaluation Returned By SCS	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System				

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	411.5	433.0		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	411.5	433.0		

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use		2	2	
2. Perimeter In Nonurban Use		2	2	
3. Percent Of Site Being Farmed		3	5	
4. Protection Provided By State And Local Government		0	0	
5. Distance From Urban Builtup Area		0	0	
6. Distance To Urban Support Services		0	0	
7. Size Of Present Farm Unit Compared To Average		8	8	
8. Creation Of Nonfarmable Farmland		7	7	
9. Availability Of Farm Support Services		5	5	
10. On-Farm Investments		2	2	
11. Effects Of Conversion On Farm Support Services		0	0	
12. Compatibility With Existing Agricultural Use		10	10	
TOTAL SITE ASSESSMENT POINTS	160	39	41	

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160	39	41	
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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Reason For Selection:  
Corridor-type Site Assessment Criteria was used for this evaluation from Guidelines described in the July 5, 1984 Federal Register Part III Dept. of Agri. Soil Conservation Service 7 CFR Part 658.

**APPENDIX 5**  
**PUBLIC MEETING**  
**SUMMARY AND ANALYSIS OF VIEWS**

**PUBLIC MEETING**  
**SUMMARY AND ANALYSIS OF VIEWS**

**STATE HIGHWAY 170**  
**From I.H. 35W to S.H. 114**  
**Denton and Tarrant Counties**  
**Control: 3559-1-1, 3559-2-1**

**U. S. 377 Relocation**  
**Denton and Tarrant Counties**  
**Control: 81-3-33, 81-2-43**

**December 15, 1988 - 10:00 A.M.**  
**Roanoke City Hall**

On December 15, 1988 at 10:00 A.M., a public meeting was held in the Council Chambers of Roanoke City Hall, 201 Bowie Street, Roanoke, Texas to discuss alternatives for State Highway 170 and the relocation of U. S. Highway 377 with concerned citizens and affected landowners, and to receive comments, ideas and suggestions. Approximately 80 people attended the meeting.

Displays showing a regional freeway map, City of Fort Worth Thoroughfare Plan, and aerial photographic maps with the two proposed alternatives for the alignment of S.H. 170 and the one proposed alignment for the relocation of U. S. 377 were available for viewing before, during and after the meeting. An informational brochure showing the route of the U. S. 377 relocation and the alternatives for S.H. 170, along with general data on the proposed facility was distributed at the doorway.

Mr. John V. Blain, Jr., P.E., District Designing Engineer for District 18 called the meeting to order. Mr. Blain discussed the purpose of the meeting, the history behind the proposed project, and the studies of environmental and design issues currently underway by the consulting firm Albert H. Halff Associates, Inc.

Mr. Martin J. Molloy, P.E., Project Manager for Albert H. Halff Associates, Inc. gave a technical presentation on State Highway 170 and the U. S. 377 relocation. Mr. Molloy's opening remarks included an overview on the study corridor, a discussion of the perceived need for the project, a summary of previous Highway Commission action on the project, and a summary of traffic volumes projected by SDHPT to date. The relationship of S.H. 170 and the proposed S.H. 114 improvement project in the vicinity of the City of Roanoke was also discussed. A separate Public Meeting had been held on November 10, 1988 for the improvement of S.H. 114 at Roanoke, and it was specifically stated that the proposals for S.H. 170 shown at the December 15 meeting did not preclude any of the proposed routes under consideration for S.H. 114.

Mr. Molloy stated that the proposed facility would be a controlled-access freeway, with a typical right-of-way width of 400 feet, widening to approximately 480 feet at interchanges. Frontage roads are proposed to be one way, 3-lanes in each direction, with curb and gutter and enclosed storm drainage systems. Ultimate freeway construction is anticipated to require four (4) main lanes. However, adequate median width will be preserved to allow construction of eight (8) main freeway lanes if required (four in each direction). The project is proposed to be constructed in phases, with the initial phase proposed to include construction of

frontage roads along S.H. 170 and construction of the U. S. Highway 377 relocation. Construction of the freeway main lanes should proceed in the future as warranted by traffic volumes and as funding becomes available. The City of Fort Worth Thoroughfare Plan was used in the Public Meeting presentation to show the justification for intermediate interchanges between Interstate Highway 35W and State Highway 114.

In the final part of the technical presentation, Mr. Molloy gave specific information on two proposed alternative routes for S.H. 170, namely "Alternative A", the northerly route and "Alternative B", the southerly route. Both alternatives interchange with I.H. 35W and S.H. 114 at the same locations and both require the relocation of U. S. 377. Both alternatives have the same number of intermediate interchanges between I.H. 35W and S. H. 114. Alternative 'B' is approximately 4000 feet south of Alternative 'A' at its midpoint. Alternative 'A' requires one residential relocation on Haslet-Roanoke Road and Alternative 'B' passes within 200 feet of a Children's Home, "Christ's Haven for Children" on Keller-Haslet Road.

Specific information on each alternative was given as follows:

	<u>Alternative 'A'</u>	<u>Alternative 'B'</u>	<u>U.S. 377</u>
Length	6.8 miles	6.9 miles	1.5 miles
Construction Cost	\$64.5 Million	\$69.0 Million	\$2.0 Million
Right-Of-Way Cost	\$0 (Donated)	\$7.9 Million	\$0
Environmental Impact:			
- Land Cover Impact	90% Field/Pasture	88% Field/Pasture	95% Field/Pasture
- Residential Displacements	1	0	0
- Historical/Archeological Sites	0	0	0

Mr. Molloy summarized the alternatives by noting the reduction in cost to the State caused by the donation of right-of-way and engineering for Alternative 'A', and the greater skew of the Union Pacific Railroad bridge and the greater channelization of Marshall Branch required for Alternative 'B'.

Upon the conclusion of the technical presentation, Mr. John Blain introduced the public officials in attendance, including:

- David Wood, President, Roanoke Chamber of Commerce
- Peter Reincke, President, Denton County Municipal Utility District No. 2
- Carroll Huntress, Councilmember, Town of Westlake
- Jane Sanford, representing Tarrant County Commissioner Bob Hamton
- Jim Carter, Mayor, Town of Trophy Club
- Representative Bill Carter, State Representative District 91
- Max Watson, Councilmember, City of Roanoke
- William Le Grand, Director of Public Works, City of Southlake
- J. R. Stone, District Engineer, SDHPT District 2
- Wilber Lee Gibbons, Federal Highway Administration
- Betty Knox, Councilmember, City of Haslet
- Vic Burgess, County Judge, Denton County
- Scott Bradley, Planning and Zoning Commission Chairman, Town of Westlake
- Dennis Burn, Director of Public Works, Denton County
- Ann Hardy, Chambers of Northeast Tarrant County (CONET)
- Dallas Williams, Deputy Director, Transp. & Public Works, City of Fort Worth

**Comments:**

After Mr. Blain concluded his remarks, there followed a ten minute intermission during which the people attending the Public Meeting were invited to review the display boards at the front of the meeting room. Following intermission, Mr. Blain solicited questions and comments from the audience. A total of 20 people spoke. Representatives of the following endorsed Alternative 'A' for State Highway 170:

Chambers of North East Tarrant County (CONET)  
Metroport Cities Partnership  
City of Haslet  
Town of Trophy Club  
City of Fort Worth  
Tarrant County Commissioners Court  
Roanoke Chamber of Commerce  
Fort Worth Chamber of Commerce  
City of Fort Worth  
Denton County  
City of Westlake  
City of Roanoke  
City of Southlake

Endorsements for State Highway 170 with no specified preference for either alternative were presented by a representative of the Keller Chamber of Commerce and Bill Carter, State Representative, District 91.

Others speaking in favor of Alternative 'A' were:

Burt Harvey  
James Toole, representing a Roanoke landowner  
Rick Patterson, representing the Perot Group  
Tom Allen, representing MacGuire/Thomas Partners and IBM

One person spoke against Alternative 'B' due to its proximity to Christ's Haven for Children. No opposition to the highway in general or to Alternative 'A' was expressed. After the final comments, Mr. Blain adjourned the meeting.

**Correspondence:**

The following is a summary of correspondence concerning S.H. 170 received by the Texas State Department of Highways and Public Transportation following the December 15 Public Meeting:

The following groups sent letters in support of expeditious construction of State Highway 170. No route preference was stated.

- Southlake Group (signed by ten (10) individuals)
- Alta Vista II Joint Venture (signed by Sharon L. Tolbert)
- Alta Vista Group (signed by ten (10) individuals)
- Northgate Realty (signed by its President, Vice President and Sect./Treasurer)

**STATE HIGHWAY 170  
PUBLIC MEETING COMMENTS  
DECEMBER 15, 1988**

**Presented by:** John Blain, SDHPT District 18, District Designing Engineer  
Martin Molloy, Albert H. Halff Associates, Inc.

**Questions and Comments by the Public (Chronological Order)**

Bill Carter - State Representative, District 91  
Why was U. S. 77 relocated? Why was it moved from away the railroad?  
Commented this project was the gateway to the future and commended the effort.

John Berrett - Vice President, Keller Chamber of Commerce, presented resolution endorsing S.H. 170.

Ann Hardy - Chairperson, CONET (Chambers of Northeast Tarrant County) - In favor of Alternative 'A'. Also representative of a S.H. 114, I.H. 35W investment group.

Scott Bradley - Metroport City Partnerships recognized need for the facility and recommended Alternative 'A'.

Betty Knox - Councilperson, City of Haslet supports S.H. 170 with resolution for Alternative 'A'. Desires the SDHPT to expedite the construction.

Jim Carter - Mayor, Town of Trophy Club - Resolution supporting Alternative 'A'. Desires S.H. 170 to tie in with southern bypass route of S.H. 114.

James Toole - Associated with a Roanoke landowner, stated Alternative 'A' as vital to roadway network and endorsed Alternative 'A'.

Burt Harvey - Supported S.H. 170 Alternative 'A' for reasons of timing and cost.

Mike Arrington - Fort Worth Chamber of Commerce supports north alternative.

Dallas Williams - Submitted copy of resolution by Fort Worth City Council endorsing S.H. 170.

Jane Stanford - Tarrant County Commissioners Court endorsed with resolution.

Dennis Burn - Denton County - Commissioners Court endorsed with resolution on December 12, 1988. Endorsed north alignment.

David Wood - Roanoke Chamber of Commerce recommended expeditions construction of Alternative 'A'.

Rick Patterson - Perot Group supports Alternative 'A' and acknowledged support of the cities.

Carroll Huntress - Town of Westlake - Resolution by City on December 5 for Alternative 'A'. Also represented interest of Hunts, donating land for right-of-way.

Tom Allen - MacGuire Thomas Partners preferred Alternative 'A' for S.H. 170.

Max Watson - Councilperson, City of Roanoke - Resolution by Roanoke City Council for Alternative 'A'.

Danny Hunt - Against Alternative 'B' because it was too close to Christ's Haven for Children.