



# Reevaluation Consultation Checklist (RCC)

**Original Environmental Decision Date:** 11/1/1989

**Let Date:** July 2016

**RCC Date:** 6/6/2016

**Project Number:**

**RCC Prepared by:** Celeste Wyble

**RCC Reviewed by:** Michelle Lueck

**Project Name:** State Highway (SH) 170

**Project Limits From:** IH 35W

**Project Limits To:** SH 114

**Control Section Job Number (CSJ):** CSJ 3559-02-911(CSJ 3559-01-005 and 3559-02-008 are breakout projects currently being advanced).

**District(s):** Dallas, Fort Worth

**County(ies):** Dallas, Tarrant

**Check this box if the project is being reclassified without a reevaluation.**

No **Has the project design concept or scope changed since the original environmental decision and subsequent reevaluations?**

### Project Description:

The Texas Department of Transportation (TxDOT) issued a "Finding of No Significant Impact" (FONSI) in November 1989 (CSJ 3559-02-911) for the the construction of a four-lane, controlled-access facility with six frontage road lanes from SH 114 to I-35W. Six, 12-foot wide general purpose mainlanes, three lanes in each direction, would supplement the existing three-lane frontage roads. Proposed grade-separated interchanges would be provided at Old Denton Road, North Beach Street, Westport Parkway, Park Vista Boulevard, Independence Parkway, and the future Parish Lane Extension. The existing grade separations carrying U.S. Highway (US) 377 and the Union Pacific Railroad (UPRR) over the proposed project (constructed at the same time as the frontage roads) would remain unaltered. The existing three-lane, 40-foot wide frontage roads would be restriped for shared use and remain non-tolled for both local property access and through movement. Six foot wide sidewalks would be provided along each frontage road for the length of the project.

Project location Map (CSJ 3559-02-911) is uploaded in ECOS under the Project Tab under CCSJ 3559-01005. In addition, Draft EA prepared by NTTA and TxDOT Ft Worth District, and a SH 170 Progress Corridor Report have also been scanned and uploaded to ECOS under the project tab under CCSJ 3559-01005.

### Project Phasing Plan and Portions Completed (if warranted):

The Texas Department of Transportation (TxDOT) initiated project development for the State Highway (SH) 170 corridor in the 1980s and prepared an environmental assessment (EA) and schematic design for SH 170 from Interstate Highway (IH) 35W to SH 114 in 1989. The project obtained broad public and agency approval in response to a demonstrated need to relieve congestion on local streets and roadways and as a means to address anticipated widespread and intensive land development in the area. At the time, the project was contained in the City of Fort Worth Master Thoroughfare Plan and had been approved by the Regional Transportation Council (RTC). It also obtained the support of local communities (e.g., Fort Worth, Roanoke, Trophy Club and Westlake) and property owners.

A Finding of No Significant Impact (FONSI) was issued by the Federal Highway Administration (FHWA) in November 1989, and TxDOT constructed the frontage roads for SH 170 in the early 1990s according to the typical section template presented in the EA. The project was originally conceived as a freeway (non-tolled) facility and environmentally cleared as such.

In the early 1990s, TxDOT constructed frontage roads between IH-35W to SH 114.

In 2003, the Hillwood Development performed a preliminary alignment study for the SH 170 extension form IH



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35W to US 287; however, no determination of a final alignment was made.

In September 2006, the RTC authorized the North Texas Tollway Authority (NTTA) to initiate studies of the SH 170 corridor to determine its toll feasibility as part of an expanded corridor connecting to a proposed regional outer loop. A tolled mainlane facility was identified as a means to meet continued traffic growth in the region in the face of funding constraints that prevented implementation of all regional roadway transportation needs.

In a letter dated April 17, 2009, the NTTA and TxDOT notified the FHWA of proposed plans to build tolled mainlanes along SH 170 and requested the FHWA's concurrence that an EA would be the appropriate classification of environmental documentation for the project. The proposed SH 170 project project description entailed the construction of approximately 5.9 miles of new, limited-access tollway along SH 170 between Interstate Highway (IH) 35W and SH 114. Six, 12-foot wide general purpose mainlanes, three lanes in each direction, would supplement the existing three-lane frontage roads. Proposed grade-separated interchanges would be provided at Old Denton Road, North Beach Street, Westport Parkway, Park Vista Boulevard, Independence Parkway, and the future Parish Lane Extension. The existing grade separations carrying U.S. Highway (US) 377 and the Union Pacific Railroad (UPRR) over the proposed project (constructed at the same time as the frontage roads) would remain unaltered. The existing three-lane, 40-foot wide frontage roads would be restriped for shared use and remain non-tolled for both local property access and through movement. Six foot wide sidewalks would be provided along each frontage road for the length of the project.

The FHWA concurred with this conclusion in its letter of May 26, 2009 to TxDOT.

On November 10, 2011, NTTA, in conjunction with TxDOT, conducted an open house public meeting for SH 170 in Roanoke, Texas to provide an update about the progress on the schematic design and environmental documentation. FHWA approved the environmental document as satisfactory for further processing (SFP) on November 20, 2014.

A Draft EA was prepared for this project by the TxDOT-Fort Worth District, in conjunction with the NTTA dated January 2015. In general, the Draft EA discussed that the proposed project would include the construction of six new general purpose toll lanes between IH 35W in northern Tarrant County and SH 114 in southern Denton County. This project would add toll lanes to the median of the existing corridor where frontage roads have already been constructed. The existing frontage roads would remain toll-free when the new lanes are built. This project was anticipated to be operational between 2019 to 2028; however, the public hearing relating to the proposed improvements to SH 170 scheduled for February 24, 2015 in Roanoke was postponed until further notice.

However, on March 1, 2016, a public meeting was held for a proposed grade separated interchange on SH 170 at Parrish Lane in Trophy Club. This section of the project is now being advanced as a breakout project of the original EA and subsequent studies performed. This breakout project is discussed in detail in the next section of this RCC entitled "Portion of Project Currently Being Advanced".

As mentioned earlier, the only construction that has occurred for this project since the original FONSI was the construction of the frontage roads between IH 35W and SH 114 completed by TxDOT in the early 1990s.

No other substantial design changes/modifications, right-of-way or adjacent land use have occurred for this project since the original FONSI approval or subsequent studies identified in this section of the RCC.

TxDOT continues to work closely with project partners at advance this project.

### **Portion of Project Currently Being Advanced:**

CSJs 3559-01-005 and 3559-02-008 / SH 170 have now been advanced as breakout projects of an ultimate build roadway corridor project which received a FONSI in November 1989.

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for State Highway (SH) 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant Counties, Texas. The proposed roadway improvements for SH 170 would occur entirely within existing right-of-way (ROW) and no



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new ROW or easements (temporary or permanent) would be required. No displacements would occur for either project.

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW.

The proposed project limits are:

- For CSJ 3559-01-005/SH 170: From the Tarrant County Line to West of SH 114 Interchange.
- For CSJ 3559-02-008/SH 170: From East of Roanoke Road to the Denton County Line.

Project location map (goggle earth), schematics with typical sections included have been uploaded to ECOS under the project tab under CCSJ 3559-01-005.

### Date(s) of Prior Reevaluations:

No record of a previous reevaluations were identified for this project. The SH 170 Corridor Progress Report identified other studies (feasibility) conducted for this project. The SH 170 Corridor Progress Report is uploaded to ECOS under the project tab under CCSJ 3559-01-005.

### Who is the lead agency responsible for the approval of the entire project?

- FHWA (Not Assigned to TxDOT)     State  
 TxDOT (Assigned by FHWA)     FTA  
 Other federal agency

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014 and executed by FHWA and TxDOT.

## I. Project Funding and Planning Consistency

Yes    **Is the project still consistent with the current, approved, financially constrained MTP, STIP/ TIP?**

**Funding Source(s):** Federal, State, Local

## II. Environmental Classification

**Select the project's environmental classification:** Environmental Assessment (EA)

## III. Project Information

### 1. Proposed Action

No    **Have substantial changes occurred to the project design concept and/or scope since the original environmental decision or subsequent reevaluations?**



## 2. Project Limits

Yes **Has there been a change to the project limits from what was described in the original environmental decision or subsequent reevaluations?**

**Describe:**

The SH 170 project is identified as a breakout project of an ultimate build roadway corridor project. The ultimate build roadway corridor project, SH 170 Corridor, was issued a "Finding of no Significant Impact" in November 1989 for the completion of a four-lane, controlled-access facility with six frontage road lanes from SH 114 to I-35W.

## 3. Right of Way

No **Have the ROW requirements changed since the original environmental decision or subsequent reevaluations?**

## 4. Easements

No **Have the requirements for temporary or permanent easements changed since the original environmental decision or subsequent reevaluations?**

## 5. Displacements

No **Will changes, if any, result in residential or nonresidential displacements that were not covered by the original environmental decision or subsequent reevaluations?**

## 6. Access

No **Will changes, if any, to the project design result in a temporary or permanent adverse change of access to any residential or nonresidential properties that were not covered in the original environmental decision or subsequent reevaluations?**

## 7. Traffic

No **Have there been substantial changes to the projected ADT from what was described in the original environmental decision or subsequent reevaluations?**

## 8. Laws and Regulations

Yes **Have there been any changes to laws or regulations that would result in the need for any updated analyses since the original environmental decision or subsequent reevaluations?**

**Describe:**

The Federal Highway Administration (FHWA) assigned TxDOT some FHWA NEPA responsibilities for environmental review, consultation or other actions required under federal environmental law that pertain to the review or approval of a specific highway, railroad, public



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transportation and multimodal projects. The responsibilities were assigned under the Surface Transportation Project Delivery Program (assignment program) codified at 23 USC 327.

### 9. Land Use and Population

No **Have there been any substantial changes in land use or population within the project area since the original environmental decision or subsequent reevaluations?**

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### IV. Required Action

**Project Name:** State Highway (SH) 170

**Control Section Job Number (CSJ):** CSJ 3559-02-911(CSJ 3559-01-005 and 3559-02-008 are breakout projects currently being advanced).

Responses to the previous questions indicate there are potential changes that may affect the previous environmental decision. Further evaluation is required. Complete the reevaluation and Sections V-XII.



### V. Environmental Setting and Affected Environment

Indicate whether there have been changes in the affected environment since the environmental decision. Changes in the affected environment could result from changes in design, in the environmental setting, or laws and regulations.

Only select NA if a resource was not addressed in the original environmental documentation and does not need to be addressed as a result of the changes.

If Yes is selected, describe the changes in the field provided.

Changed?	Resource/Setting	Comments
<u>No</u>	Environmental Justice	
<u>No</u>	Socio-economics	
<u>No</u>	Farmlands	
<u>No</u>	Threatened/Endangered Species	
<u>No</u>	Vegetation	
<u>No</u>	Water Quality	
<u>No</u>	Wetlands/Waters of the U.S. (including any changes in permitting)	
<u>Yes</u>	Floodplains	The proposed project is located within the 100 year floodplain; therefore, coordination with appropriate state and local floodplain coordinators would be required.
<u>No</u>	Air Quality	
<u>No</u>	Noise Impacts	
<u>No</u>	Hazardous Materials	
<u>No</u>	Archeological Resources	
<u>No</u>	Historic Resources	
<u>NA</u>	Section 4(f)/6(f)	
<u>No</u>	Visual Resources/Aesthetics	
<u>No</u>	Indirect and Cumulative Impacts	
<u>Yes</u>	Others	Airway-Highway Clearance with FAA will be required regarding the project's proximity to the private air field, Stage Coach Hills Airport prior to construction.



### VI. Resource Agency Coordination

Check the box in the NA Column if no additional coordination was required.

If additional coordination was required, describe it, and enter the dates the original and additional coordination were completed. List documentation of additional coordination in Section XI below.

NA	Agency	Previous Coordination Completed	Additional Completed
	Texas Historical Commission		
<input type="checkbox"/>	Archeology <i>Describe:</i> Project would require tribal coordination letter because part of the construction will happen in Tarrant Co. in the Fort Worth District (Dallas District is managing the bi-district project).	11/04/1988	05/26/2016
<input type="checkbox"/>	Historical Structures <i>Describe:</i> NEPA Finding: A TxDOT historian determined project activities have no potential for effects. Individual project coordination with SHPO is not required.	10/10/2006	12/01/2015
<input checked="" type="checkbox"/>	Texas Parks and Wildlife Department		
<input checked="" type="checkbox"/>	Texas Commission on Environmental Quality		
<input checked="" type="checkbox"/>	U.S. Army Corps of Engineers		
<input checked="" type="checkbox"/>	U.S. Coast Guard		
<input checked="" type="checkbox"/>	U.S. Fish & Wildlife Service		
<input type="checkbox"/>	FHWA (Conformity Determination) <i>Describe:</i> A project-level conformity determination was conducted and approved on 12/16/2015 by FHWA	11/1989	12/16/2015
<input checked="" type="checkbox"/>	Other:		

### VII. Additional Studies

If applicable, describe any additional environmental studies that were conducted. Select NA if changes to the project did not result in a need for new studies. Indicate whether studies have been conducted or remain to be completed. Describe additional studies, and list them in Section XI below.

Yes **Were additional studies needed?**

**Describe:**

No other substantial design changes/modifications, right-of-way or adjacent land use have occurred for this project since the original FONSI approval or subsequent studies identified for the RCC. The RCC addresses the original FONSI limits and the tech reports focus on the breakout projects (CSJs 3559-01-005 and 3559-02-008) for the SH 170 project which are now being advanced for the following reason - Denton and Tarrant Counties and the City of Trophy Club are experiencing substantial growth and the existing facility would not effectively



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accommodate projected future traffic within the project area. With the anticipated traffic growth, there will be increasing conflict between through traffic and turning movements along the existing facility. The purpose of the proposed project is to alleviate traffic congestion, accommodate future traffic associated with the growth of Denton and Tarrant Counties, and improve mobility and safety.

The Technical Studies for this project have been prepared and approved as follow:

- Air Quality (Technical Report/Quantitative MSAT/CMP/CRF)
- Archeology
- Historical Resources
- Biology (Biological Evaluation Form and Technical Report)
- Haz Mat (ISA Form and Technical Report)
- Historical Studies
- Noise (Technical Report)
- Public Involvement (Public Meeting)
- Water Resources (Technical Report)

No **Are there studies that remain to be completed?**

### VIII. MTP/TIP Consistency

No **Is the project located outside the MPO area?**

Yes **Is the project listed in the current, approved, financially constrained MTP and TIP?**

**What is the ETC? 2018**

No **Is the current ETC consistent with the ETC indicated in the initial environmental document or last reevaluation?**

Yes **Has a revised CO and MSAT analysis been conducted?**

**What is the total project cost?** SH 170, the YOE Total Project Cost is \$298,900,000.00 is \$25,382,786.00 [Breakdown per CSJ: 3559-01-005/ \$19,391,647.00; and 3559-01-008/ \$5,991,139.00].

Yes **Is the project located in a non-attainment area?**

No **Would any changes to the project result in an inconsistency with the fiscally constrained MTP and TIP?**

*Note: Estimated Time of Completion (ETC) is the fiscally constrained MTP/LRTP ultimate proposed project versus an interim and/or intermediate phase of an ultimate proposed project.*

No **Will a revised conformity determination be required?**

*Note: Shifts, earlier or later not within, in AQ analysis years can cause revisions to conformity.*

### IX. EPICS

Indicate the status of required any permits and/or commitments, and describe any changes in the related requirements. List any required documentation in Section XI below. Selecting some options will trigger the appearance of a description field. If a field appears after making a selection, a description is required.

**Select the applicable finding from the dropdown field below:**



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Mitigation and/or commitments have changed since the approval.

Describe:

To comply with CGP per TXR 150000, develop SW3P, and post submit an NOI to TCEQ. Engineer to ensure the design meets TxDOT's Hydraulic Design Manual and coordinate with the local floodplains administrator before and during the project.

Airway-Highway Clearance with FAA will be required regarding the project's proximity to the private air field, Stage Coach Hills Airport prior to construction.

## X. Public Involvement

If additional public involvement is required, list summaries or required documentation in Section XI below. If no additional public involvement was required, select NA.

No **Is there substantial controversy on environmental grounds?**

Yes **Was additional public involvement completed for this reevaluation?**

**Previously Completed Public Involvement Activities:**

Public Meeting

No **Does any additional public involvement remain to be completed?**

## XI. Attachments and References

### Attachments:

List any studies, permits, coordination, etc. attached to this checklist. If there are no associated attachments, enter NA into the field.

N/A



## Reevaluation Consultation Checklist (RCC)

### References:

List any studies, permits, coordination, etc. incorporated into the RCC by reference. Include the names and locations of electronic files. If there are no associated references, enter NA into the field.

Files listed below are references, which have been uploaded to ECOS as follow:

**Air Quality Tab:**

0353-02-074 etc & 3559-01-005 etc SH 114-SH 170\_AQ Tech Rpt\_03-23-16.pdf  
0353-02-074 etc & 3559-01-005 etc SH114-SH170 FHWA Approved w CRF Trans Ltr\_12-17-15.pdf

**Project Tab:**

3559-01-005 & 3559-02-008 SH 170 Project\_Map- Goggle Earth.pdf  
SH170-Parrish.pdf (typical sections & schematic)  
SH170-Parrish-prof01.pdf  
3559-02-911 SH 170\_Location Map.pdf  
3559-01-005\_-02-008 SH 170 E-STIP\_MTP pages.pdf  
2015-01-23 02\_01\_19 SH 170 3559-02-007.pdf  
Corridor Progress Rpt\_SH170\_secure October 2015.pdf  
Corridor Progress Rpt\_SH170\_secure May 2016.pdf  
2015-01-23 02\_01\_19\_SH 170 Draft EA\_CSJ 3559-02-007.pdf

**Biology Tab:**

0353-02-074 etc SH 114\_170 BioEvalForm 4-22-16  
0353-02-074 etc SH 114\_170 BioEvalSupportingDocs.pdf 4-22-16  
0353-02-074 etc SH 114\_170 EMST report 5-19-16

**Community Impact/Environmental Justice Tab:**

0353-02-074 etc & 3559-01-005 etc SH 114-SH 170\_CIA Form\_Signed\_w Attach\_02-2016.pdf

**Hazmat Tab:**

0353-02-074 etc SH 114-SH 170 Final ISA 4-5-16.pdf

**Indirect Impact Tab:**

0353-02-074 etc 7 3559-01-005 etc SH 114-SH 170\_Indirect Effects\_March\_2016.pdf

**Noise Tab:**

0353-02-074 etc\_3559-01-005 etc\_SH 114-SH 170 Noise Workshop Meeting Summary\_05-06-16.pdf

**Public Involvement Tab:**

0353-02-074 etc-3559-01-005 etc\_SH 114\_SH170\_Public\_Meeting\_Summary\_04.20.2016.pdf

**Water Tab:**

FINAL Submittal Water Tech 3-9-16.pdf

## XII. Conclusion and Recommendation

**Project Name:** State Highway (SH) 170

**Control Section Job Number (CSJ):** CSJ 3559-02-911(CSJ 3559-01-005 and 3559-02-008 are breakout projects currently being advanced).



### Reevaluation Preparer's Recommendation

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.

Celeste Wyble  
Reevaluation Preparer Name

Environmental Scientist  
Title

Celeste Wyble  
Reevaluation Preparer Signature

Digitally signed by Celeste Wyble  
DN: cn=Celeste Wyble, o=ERP, ou=ERP, email=cwyble@eprusa.net, c=US  
Date: 2016.06.03 08:12:18 -05'00'

June 6, 2016  
Date

### Reevaluation Reviewer's Recommendation

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.

**Comments (Optional):**

Michelle Lueck  
Reevaluation Reviewer Name

Environmental Specialist V  
Title

Michelle Lueck  
Reevaluation Reviewer Signature

Digitally signed by Michelle Lueck  
DN: cn=Michelle Lueck, o=TxDOT, ou=ENV, email=Michelle.lueck@txdot.gov, c=US  
Date: 2016.06.07 11:45:13 -05'00'

June 7, 2016  
Date

### Department Delegate's Decision

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.

**Comments (Optional):**

Jenise Walton  
Department Delegate Name

PD Deputy Section Director  
Title

Jenise Walton  
Department Delegate Signature

Digitally signed by Jenise Walton  
DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US  
Date: 2016.06.07 11:54:32 -05'00'

June 7, 2016  
Date



# Final Air Quality Technical Report

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State Highway 114 and State Highway 170  
SH 114 CSJs 0353-02-074 & 0353-03-093  
SH 170 CSJs 3559-01-005 & 3559-02-008  
Denton and Tarrant Counties, Dallas District

May 25, 2016

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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**Appendix F:** NCTCOG CMP Project-Level Analysis

## 1.0 Introduction

This project is located within Denton and Tarrant Counties, which are part of the North Central Texas Council of Governments (NCTCOG) and Dallas-Fort Worth metropolitan area that has been designated by EPA as a moderate nonattainment area for the 2008 Ozone National Ambient Air Quality Standard (NAAQS); therefore, transportation conformity rules apply.

The proposed action is consistent with the NCTCOG's financially constrained Metropolitan Transportation Plan (MTP), Mobility 2035-2013 Update, and 2015-2018 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on July, 19, 2013 and December 2, 2014, respectively. Copies of the MTP and TIP pages are included along with the project-level conformity form in **Appendix A**. All projects in the TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

This report includes a Carbon Monoxide (CO) analysis, a quantitative Mobile Source Air Toxics (MSAT) analysis, and a Congestion Management Process (CMP) analysis. The project is not located within a CO or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

## 2.0 Carbon Monoxide (CO) Analysis

### *Project Description*

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange. Because both projects are in close proximity to each other, the environmental documentation for both projects is being prepared as one combined document. The proposed roadway improvements for both SH 114 and SH 170 would occur entirely within existing right-of-way (ROW) and 5.3 acres of easements for noise walls would be required. No displacements would occur for either project. The specific project descriptions for each highway are discussed in some detail below. See **Figure 1** for project location.

### ***SH 114***

The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to

Figure 1: Project Location



Kirkwood Blvd, in Denton County. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane in each direction within the existing ROW. The proposed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder.

**SH 170**

The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties. The proposed interchange at Parrish Lane would consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction.

**Background Information**

Traffic for the estimated time of completion (ETC) year (2018) and design year (2035) is shown by highway in **Table 1**. Because both projects are in close proximity to each other and one combined environmental document is being prepared, both highways are considered as one project for this analysis. Since the project would add capacity and the design year traffic volume is above 140,000 vehicles per day (vpd), a traffic air quality analysis (TAQA) is required to assess whether the project would adversely affect local air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO NAAQS. The traffic data for SH 114 and SH 170 was obtained from the TxDOT Transportation Planning and Programming (TP&P) Division on August 22, 2014 and July 2, 2015, respectively and can be found in **Appendix B**.

**Table 1: Projected Annual Average Daily Traffic and Design Hour Volume along SH 114 and SH 170**

Highway	AADT		DHV	
	2018 (ETC)	2035 (Design)	2018 (ETC)	2035 (Design)
SH 114: Trophy Lake Dr to Kirkwood Blvd	93,666	149,561	8,805	14,059
SH 170: SH 114/SH 170 interchange to east of Roanoke Rd	32,937	55,900	3,458	5,870

**Analysis Methodology**

CALINE3 is a steady-state Gaussian dispersion model designed to determine air pollution concentrations, and was considered an appropriate model to use for the CO analysis by the TxDOT Environmental Affairs Division. CO concentrations for the build alternative were modeled for the ETC and design years using the latest version of CALINE3 and factoring in adverse meteorological conditions at

receptors located at the ROW line. The following are the worst-case assumptions and input parameters used in the analysis, in accordance with Appendix D of *TxDOT's Standard Operating Procedure for Complying with CO TAQA Requirements* (2015):

- 1-hour background concentration of 1.9 ppm
- 8-hour background concentration of 2.3 ppm
- Averaging time of 60 minutes
- Atmospheric Stability Class of 6
- Mixing height of 1,000 meters
- Wind speed of 1 meter per second
- Winds blowing parallel to the roadway

The emissions rates were gathered from the TxDOT Emission Rates Table (TxDOT Air Quality Toolkit, July 2014) and are identified in **Table 2** below.

**Table 2: Emission Rates and Projected Vehicle Speeds**

Location/Facility Type	Emissions Rates		Projected Speed
	2018	2035	
SH 114/SH 170 main lanes	2.8	2.5	70
SH 114 frontage roads	1.7	1.4	55
SH 170 frontage roads	1.7	1.4	45
SH 114/SH 170 ramps	3.0	2.6	50

### ***Receptor Locations***

Receptors were modeled on the ROW line along areas with the highest design hour volume of vehicles (DHV) and narrowest ROW for each segment and alternative. A standard height of 5.9 feet was given to the receptors for all models to simulate the average height of a person. **Tables 3** details the traffic, speed, and width of ROW at each receptor. Aerial maps depicting the receptor locations and project ROW for each alternative are found in **Appendix C**.

**Table 3: Receptor Descriptions**

Name	Location	ROW Width	2018 Total DHV	2035 Total DHV	2018 Total AADT	2035 Total AADT	Speed
Receptor 1 (R1)	SH 114 (NB)	371 feet	8,479	13,540	90,206	144,035	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 2 (R2)	SH 114 (SB)	371 feet	8,479	13,540	90,206	144,035	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 3 (R3)	SH 114 (NB)	322 feet	8,542	13,640	90,875	145,104	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 4 (R4)	SH 114 (SB)	323 feet	8,542	13,640	90,875	145,104	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 5 (R5)	SH 114 (NB)	320 feet	8,804	14,059	93,666	149,561	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 6 (R6)	SH 114 (SB)	318 feet	8,804	14,059	93,666	149,561	70 (main lanes), 55 (frontage roads), 50 (ramps)
Receptor 7 (R7)	SH 170 (SB)	508 feet	3,370	5,722	32,112	54,500	70 (main lanes), 45 (frontage roads), 50 (ramps)
Receptor 8 (R8)	SH 170 (NB)	412 feet	3,370	5,722	32,112	54,500	70 (main lanes), 45 (frontage roads), 50 (ramps)
Receptor 9 (R9)	SH 170 (NB)	430 feet	3,458	5,870	32,937	55,900	70 (main lanes), 45 (frontage roads), 50 (ramps)
Receptor 10 (R10)	SH 170 (SB)	381 feet	3,458	5,870	32,937	55,900	70 (main lanes), 45 (frontage roads), 50 (ramps)

### ***Analysis Results***

The 1-hour CO NAAQS is 35 ppm, while the 8-hour CO NAAQS is 9 ppm, which are not to be exceeded more than once in a year. The CO background concentrations for this analysis were obtained from Appendix B of *TxDOT's Standard Operating Procedure for Complying with CO TAQA Requirements* (2015).

Local concentrations of CO are not expected to exceed national standards at any time. Minor changes in 1-hour CO concentrations from the ETC to design year would result in a minor change in the 8-hour CO concentration. The modeled 8-hour CO concentrations along the SH 114/SH 170 project range from 1.9 ppm to 2.7 ppm for 2018, and 2.0 ppm to 3.0 ppm for 2035. The highest CO concentration result and percent of the 1-hour and 8-hour NAAQS along the SH 114 and SH 170 project is recorded in **Table 4**. The area modeled from Trophy Club Drive to Trophy Wood Drive would experience the highest concentration of CO.

**Table 4: 1-Hour and 8-Hour CO Concentrations**

2018: Estimated Time of Completion (ETC)					
1 Hour CO Concentration	1 Hour CO Background Concentration	8 Hour CO Background Concentration	8 Hour CO Concentration	1-Hour % NAAQS	8-Hour % NAAQS
2.7	1.9	2.3	<b>2.8</b>	8%	31%
2035: Design Year					
1 Hour CO Concentration	1 Hour CO Background Concentration	8 Hour CO Background Concentration	8 Hour CO Concentration	1-Hour % NAAQS	8-Hour % NAAQS
3.1	1.9	2.3	<b>3.0</b>	9%	33%

A table detailing the full results of the 1-hour and 8-hour CO concentrations per segment and alternative at each receptor can be found in **Appendix D**. The associated input and output CALINE3 files have been submitted with this technical report to TxDOT Dallas for inclusion in the project files.

### **3.0 Mobile Source Air Toxics (MSAT)**

#### ***Background Information***

Projects may be subject to a quantitative mobile source air toxics (MSAT) analysis if the project is adding capacity, the design year AADT is over 140,000 vehicles per day (vpd), there is public concern over air quality, or the project will affect the intermodal facility. Since the project would add capacity and the design year traffic volume for SH 114 is above 140,000 vpd, a quantitative MSAT is required to assess the level at which MSAT would increase or decrease as a result of this project. A conference call to discuss the appropriate methodology and years of analysis was held on December 29, 2015.

#### ***Qualitative MSAT Analysis***

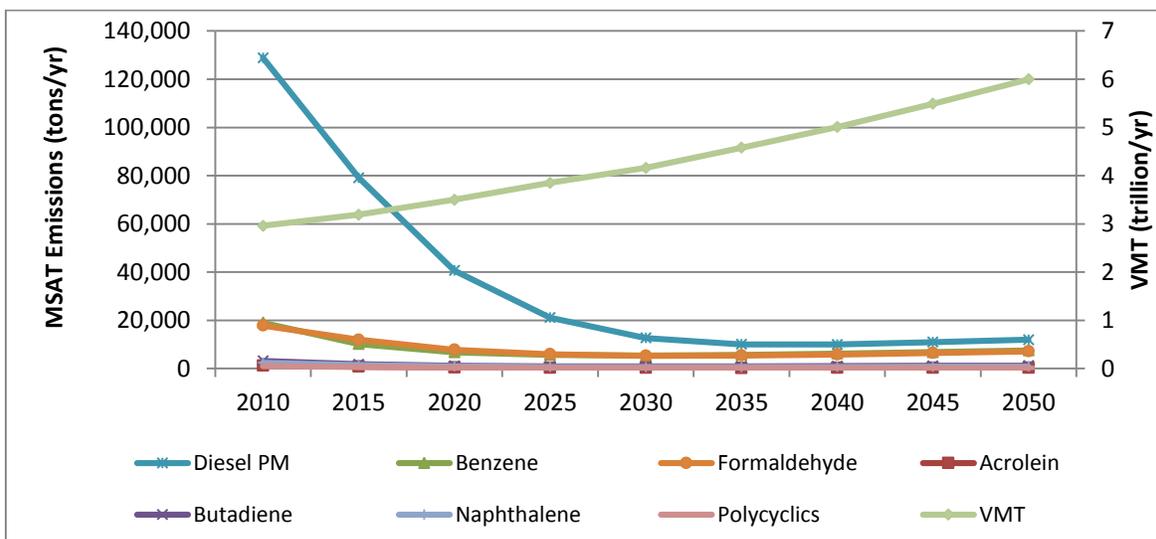
##### ***Background Information***

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (<http://www.epa.gov/iris/>). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999

National Air Toxics Assessment (NATA) (<http://www.epa.gov/ttn/atw/nata1999/>). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority MSAT, the list is subject to change and may be adjusted in consideration of future EPA rules.

The 2007 EPA Mobile Source Air Toxics rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. Based on an FHWA analysis using EPA’s MOVES2010b model, as shown in **Figure 5** and **Table 13**, even if vehicle-miles travelled (VMT) increases by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

**Figure 2: Projected National MSAT Emission Trends for Vehicles Operating on Roadways**



Source: EPA’s MOVES2010b model, Table 13 on following page.

Note: Model years from 2010-2050. Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.

**Table 5: Projected National MSAT Emission Trends for Vehicles Operating on Roadways**

Pollutant / VMT	Pollutant Emissions (tons) and Vehicle-Miles Traveled (VMT) by Calendar Year									Change 2010 to 2050
	2010	2015	2020	2025	2030	2035	2040	2045	2050	
Acrolein	1,244	805	476	318	258	247	264	292	322	-74%
Benzene	18,995	10,195	6,765	5,669	5,386	5,696	6,216	6,840	7,525	-60%

Pollutant / VMT	Pollutant Emissions (tons) and Vehicle-Miles Traveled (VMT) by Calendar Year									Change
	2010	2015	2020	2025	2030	2035	2040	2045	2050	2010 to 2050
Butadiene	3,157	1,783	1,163	951	890	934	1,017	1,119	1,231	-61%
Diesel PM	128,847	79,158	40,694	21,155	12,667	10,027	9,978	10,942	11,992	-91%
Formaldehyde	17,848	11,943	7,778	5,938	5,329	5,407	5,847	6,463	7,141	-60%
Naphthalene	2,366	1,502	939	693	607	611	659	727	802	-66%
Polycyclics	1,102	705	414	274	218	207	219	240	262	-76%
Trillions VMT	2.96	3.19	3.5	3.85	4.16	4.58	5.01	5.49	6	102%

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project-level decision-making within the context of the National Environmental Policy Act (NEPA). The FHWA, EPA, Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

***Project-Specific MSAT Information***

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives, found at: [http://www.fhwa.dot.gov/environment/air\\_quality/air\\_toxics/research\\_and\\_analysis/mobile\\_source\\_air\\_toxics/msatemissions.pdf](http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.pdf).

For each alternative in this document, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternatives is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT

emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases. Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at SH 114. However, the magnitude and the duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

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

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

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects,

exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects” (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA’s Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

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

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

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI (<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

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

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

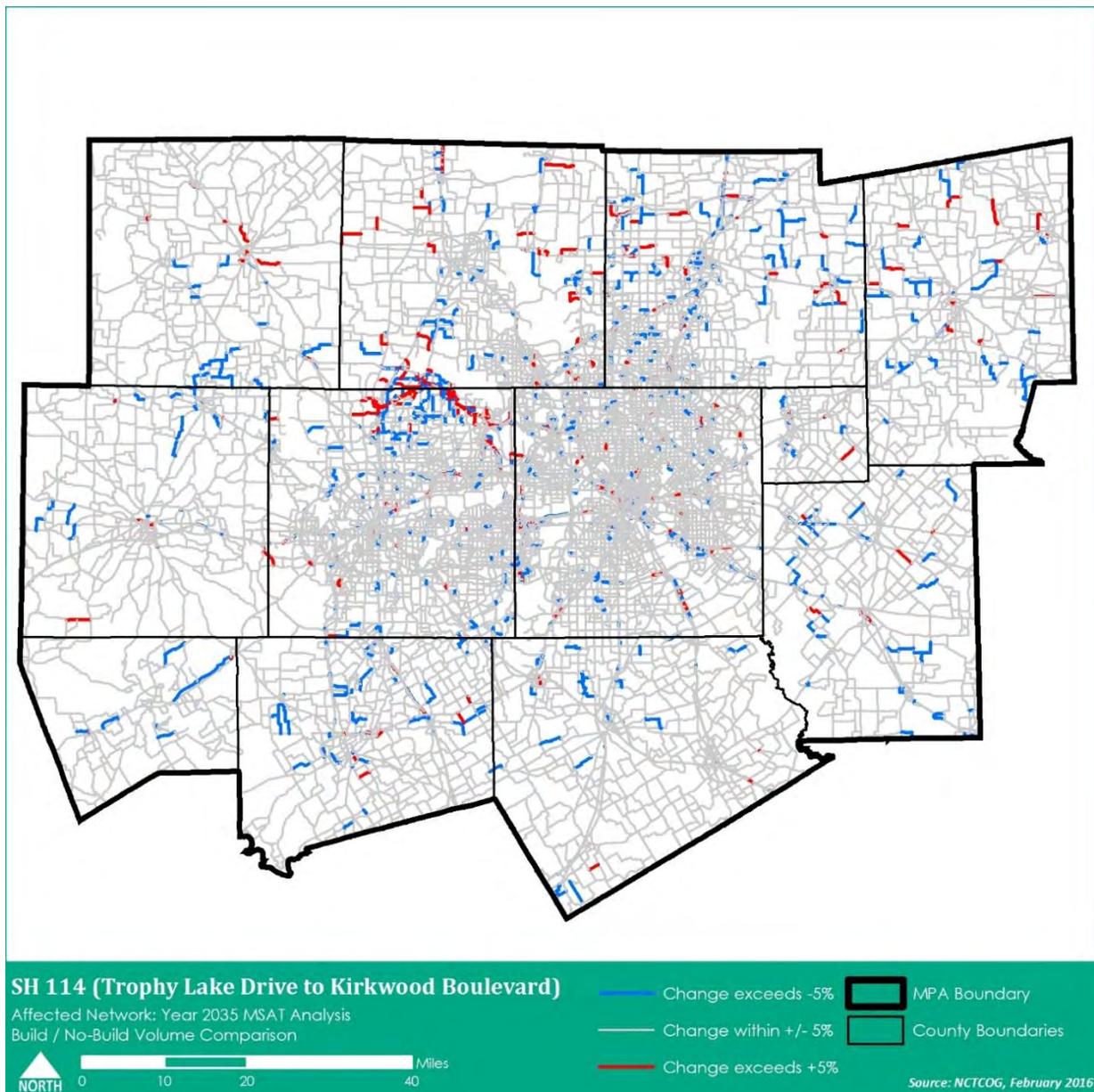
### ***Analysis Methodology***

The approach used in the analysis of MSATs within the SH 114 affected network considers the on-road sources for the seven priority MSATs: acrolein, benzene, 1,3-butadiene (butadiene), diesel particulate matter (DPM), formaldehyde, naphthalene, and polycyclic organic matter (POM). This analysis is based on NCTCOG’s Mobility 2035 – 2014 Amendment and its associated Conformity networks, which was adopted by the Regional Transportation Council in November of 2014 and received Federal Highway Administration determination of Conformity in May of 2015. The models were developed for the analyzed years of 2014 (base) and 2035 (design), as was determined in the initial MSAT conference call. These models take into account all future projects expected to be completed by each year, as well as projected traffic for the Build Alternative. For the No Build Alternative, both the proposed SH 114 and SH 170 were removed from the model to generate projected traffic volumes without these proposed facilities. Because this project is to be split into two different projects, NCTCOG confirmed that the removal of the SH 170 project would not result in a substantial change to the affected transportation network for the SH 114 project. Furthermore, the results

of the combined projects would have resulted in a “worse case” scenario, and did not reveal any MSAT impacts. The correspondence with NCTCOG that details this validation can be found in **Appendix E**.

An affected transportation network was derived for the design year 2035 by comparing the No Build to Build Alternative road link ADTs, to determine which roadway links in the model achieve a  $\pm 5$  percent volume change due to the Build Alternative. The roadway links identified through this process were used as the affected network links for the existing year of 2014 and design year of 2035 of the MSAT analysis. The analysis uses TxDOT-approved emissions factors for each of the priority MSATs for the Urban Restricted and Unrestricted Access, for the years of 2014 and 2035.

**Figure 3: Affected Network Links**



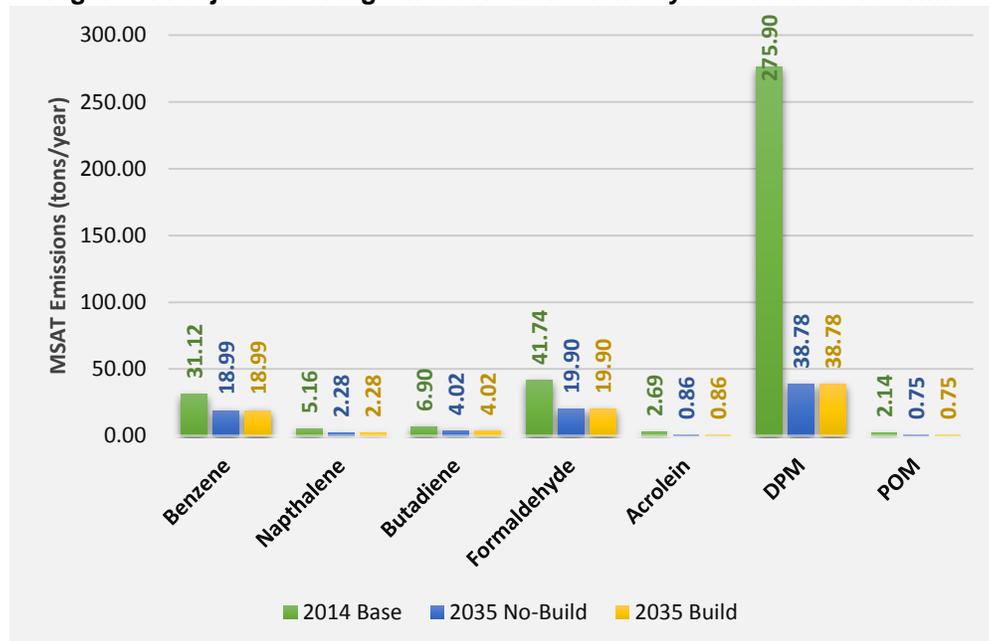
## Analysis Results

The resulting emission inventory for the seven priority MSATs for the SH 114 affected network is summarized in **Table 6** and **Figure 4**. Of the seven priority MSAT compounds, DPM contributes the most to the emissions total, followed by benzene and formaldehyde. In future years, a large reduction in DPM emissions is predicted, with a calculated 86 percent decrease from 2014 to 2035 in both scenarios.

**Table 6: MSAT Emissions for Build/No Build Alternatives (tons/year)**

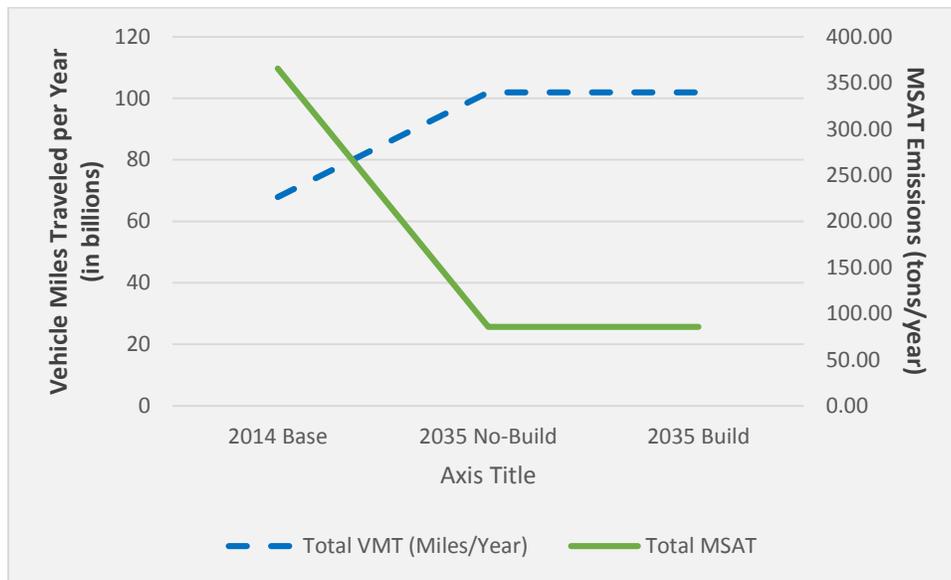
Compound	Year/Scenario			% Difference	
	2014	2035	2035	2014 to 2035	2014 to 2035
	Base	No-Build	Build	No-Build	Build
Benzene	31.12	18.99	18.99	-39%	-39%
Napthalene	5.16	2.28	2.28	-56%	-56%
Butadiene	6.90	4.02	4.02	-42%	-42%
Formaldehyde	41.74	19.90	19.90	-52%	-52%
Acrolein	2.69	0.86	0.86	-68%	-68%
DPM	275.90	38.78	38.78	-86%	-86%
POM	2.14	0.75	0.75	-65%	-65%
Total MSAT	365.67	85.580	85.581	-77%	-77%
Total VMT (Miles/Year)	67,909,362,244	101,891,121,358	101,876,387,107	50%	50%

**Figure 4: Projected Change in MSAT Emissions by Alternative Over Time**



The analysis indicates that a decrease in MSAT emissions can be expected for both the Build and No Build Alternatives in 2035, versus the existing year of 2014. Under the Build Alternative, emissions of total MSAT are predicted to decrease by 50 percent from 2014 to 2035. As shown in **Figure 5**, if emissions are plotted over time, a decreasing level of MSAT emissions can be seen from the base year (2014), although overall VMT continues to rise.

**Figure 5: Comparison of MSAT Emissions vs. VMT by Alternative**



### **Conclusion**

There is a minor increase in MSAT emissions expected between the Build and No-Build Alternative. Under all alternatives, MSAT levels are expected to decrease over time due to nationally mandated cleaner vehicles and fuels.

## **4.0 Congestion Management Process Analysis**

The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG’s CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by NCTCOG in July of 2013. The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

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

Committed congestion reduction strategies and operational improvements within the study boundary as part of this project will consist of bicycle facilities. Individual projects are listed in **Table 7**.

**Table 7: Congestion Management Process Strategies**

Operational Improvements in the Travel Corridor							
Project Code	Street/Name	City	County	Implementing Agency	Project Type	Year of Implementation	Total Project Cost
20120.00	US 377 FROM HENRIETTA CREEK ROAD TO SH 114 (SECTION 5)	ROANOKE	DENTON	TXDOT-DALLAS	ADDITION OF LANES	2015	\$27,248,749
20123.00	US 377 FROM SH 114 TO SOUTH OF FM 1171	ROANOKE	DENTON	TXDOT-DALLAS	ADDITION OF LANES	2019	\$7,170,000
51060.00	SH 114 AT UP RAILROAD UNDERPASS IN ROANOKE DOT NO 795 342V	ROANOKE	DENTON	TXDOT-DALLAS	GRADE SEPARATION	2016	\$9,315,800
9968.00	SH 114 FROM DOVE RD TO CARROLL SCHOOL RD	WESTLAKE	TARRANT	TXDOT-FORT WORTH	ADDITION OF LANES	2001	\$12,167,000
11988.00	SH 114 FROM TARRANT CO LINE (WEST OF FM 1938) TO KIRKWOOD BLVD	WESTLAKE	TARRANT	TXDOT-DALLAS	ADDITION OF LANES	2016	\$8,950,000
11989.20	SH 170 FROM EAST OF ROANOKE ROAD TO DENTON COUNTY LINE	WESTLAKE	TARRANT	TXDOT-DALLAS	GRADE SEPARATION	2016	\$5,275,000
11238.00	SH 114 FROM NORTH OF BUS 114 TO WEST OF TROPHY CLUB DRIVE	WESTLAKE	DENTON	TXDOT-DALLAS	NEW ROADWAY	2010	\$35,849,905
11192.10				NCTCOG	TRAFFIC SIGNAL IMPROVEMENT	2010	\$2,206,891
11192.13	SH 170 WB AT ROANOKE	WESTLAKE	TARRANT	-	-	-	-
11192.13	SH 170 EB AT ROANOKE	WESTLAKE	TARRANT	-	-	-	-
11192.13	SH 170 WB AT SH 114	WESTLAKE	DENTON	-	-	-	-
51292.00	US 377 AT SH 170 IN WESTLAKE	WESTLAKE	TARRANT	TXDOT-FORT WORTH	TRAFFIC SIGNAL IMPROVEMENT	2002	\$146,776
11987.00	SH 114 FROM TROPHY LAKE DR IN TROPHY CLUB TO TARRANT CO LINE (WEST OF FM 1938)	TROPHY CLUB	DENTON	TXDOT-DALLAS	ADDITION OF LANES	2016	\$8,950,000

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

eliminate it. Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the TMA is on file and available for review at NCTCOG.

In July 2013, the RTC also adopted a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies and report findings back to NCTCOG. Therefore, NCTCOG has developed a project level CMP analysis. The analysis requires completion of the Project Implementation Form, and, if warranted, the Roadway Corridor Deficiency Form and Corridor Analysis Fact Sheet. Analysis has already been completed for SH 114, so a Project Implementation Form has been completed. A Project Implementation Form, Roadway Corridor Deficiency Form, and Corridor Analysis Fact Sheet has been completed for SH 170. The results of this analysis are attached in **Appendix F**.

## 5.0 Construction Emissions

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

The potential impacts of particulate matter emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: <http://www.tceq.state.tx.us/implementation/air/terp/>.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

**APPENDIX A**  
**Project-Level Conformity Determination**



December 2, 2015

Transmitted Via E-mail

Mrs. Barbara C. Maley, AICP  
Env/Tranp Plan Coord & Air Quality Specialist  
Barbara.Maley@dot.gov

Re: Request for Project-Level Conformity Determination  
Denton and Tarrant Counties  
CSJs 0353-02-074, 0353-03-093, 3559-01-005 & CSJ 3559-02-008  
SH 114: From Trophy Lake Dr in Trophy Club To Kirkwood Blvd; and  
SH 170: From East of Roanoke Road To West of SH 114 Interchange

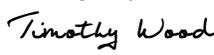
Dear Mrs. Maley:

Attached is the copy of the Transportation Conformity Report Form for your review and concurrence.

A project-level conformity determination is requested from you. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:

  
C9CB724D35CE4BD...

Tim Wood  
Air Specialist  
Environmental Affairs Division

Attachment(s)



# Transportation Conformity Report Form

**Project Facility Name:** State Highway (SH) 114 and SH 170

**MPO Project IDs:** FT1-12.30.3; IN1-10.531.1

**Project CSJ Numbers:** For SH 114 CSJ 0353-02-074 & CSJ 0353-03-093  
For SH 170 CSJ 3559-01-005 & CSJ 3559-02-008

## Project Limits

**From:** For SH 114: From Trophy Lake Dr in Trophy Club  
For SH 170: From East of Roanoke Road

**To:** For SH 114: To Kirkwood Blvd  
For SH 170: To West of SH 114 Interchange.

**Project Sponsor:** TxDOT-Dallas District

**Project Description<sup>1</sup>:** INTRODUCTION:

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas. Because both projects are in close proximity to each other, the environmental documentation for both projects is being prepared as one combined document. Project location maps (goggle Earth pdfs) are attached. The proposed roadway improvements for both SH 114 and SH 170 would occur entirely within existing right-of-way (ROW) and no new ROW or easements (temporary or permanent) would be required. No displacements would occur for either project.

## PROPOSED DESIGN FOR SH 114:

The SH 114 project proposes the reconstruction and widen of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd, in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane in each direction within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes in each direction with a 10-foot outside shoulder and 12-foot inside shoulder (schematics attached). The proposed project limits are:

- For CSJ 0353-02-074/SH 114: From Trophy Lake Drive in Trophy Club to the Tarrant County Line (West of FM 1938).
- For CSJ 0353-03-093: From the Tarrant County Line (West of FM 1938) to Kirkwood Blvd.

## PROPOSED DESIGN FOR SH 170:

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel

<sup>1</sup> Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.



## Transportation Conformity Report Form

lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW (schematic attached). The proposed project limits are:

- For CSJ 3559-01-005/SH 170: From the Tarrant County Line to West of SH 114 Interchange.
- For CSJ 3559-01-008/SH 170: From East of Roanoke road to the Denton County Line.

**Date of anticipated environmental decision/re-evaluation:** April 2016

**Let Year:** 2016

**ETC<sup>2</sup> Year:** 2018

**Conformity Year<sup>3</sup>:** 2018

**Total Project Cost:** For SH 114 - \$19,137,169.00 (Breakdown per CSJ: 0353-02-074/\$9,882,600.00; 0353-03-093/\$9,314,596.00)

For SH 170 - \$25,382,786.00 [Breakdown per CSJ: 3559-01-005/\$19,391,647.00; and 3559-01-008/\$5,991,139.00)].

**Adding Capacity?**  Yes  No

**Counties:** Denton and Tarrant

**Project Classification:**  CE  EA  EIS  Re-evaluation

### Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

1. Changes to the project's design concept, scope, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and limits; funding or ETC year
3. New conformity determinations on the applicable MTP, TIP, or STIP (even if it occurs after the FHWA/FTA project-level conformity determination has been made)

In particular, if there is a planned MTP update/amendment and associated transportation conformity determination expected to be completed on or near the time of project approval, it is recommended that the project sponsor prepare this conformity determination after the plan update/amendment and associated transportation conformity determination is completed, if the update/amendment will affect the project as specified in item 1 above. Consult with ENV air specialist if further assistance is needed.

### Instructions

<sup>2</sup> The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.

<sup>3</sup> If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.



## Transportation Conformity Report Form

Check the appropriate box for each question, using the most current information available, and be aware that the answers will dictate which questions must be answered for each specific project. Start with Step One, and follow the instructions included in each step, if any additional instructions are provided.

The information displayed between carets, <like this> represents a field that should be customized with project specific information. In the electronic file, these fields are highlighted in grey. Content prompts, like **Choose an item**, represent dropdown menus, which also must be customized with project specific information.

**If the form requires the preparer to “STOP” because something is lacking, then it is recommended that the time it would take to make the necessary changes to the MTP, TIP, or project should be re-evaluated against the project’s proposed letting date (i.e., letting date may need to be adjusted).**

**Step 1:** Is this a federal project with a federal lead other than FHWA/FTA?

- Yes – STOP. Transportation conformity does not apply to the project, however, general conformity may apply.**

*Consult the ENV air specialist regarding this project and potential general conformity requirements.*

- No – Continue to Step 2.

**Step 2:** Is this a FHWA/FTA project<sup>4</sup>?

- Yes – Proceed to Step 4.  
 No – Continue to Step 3.

**Step 3:** Is this project considered regionally significant<sup>5</sup> in accordance with [40 CFR 93.101](#) or [30 TAC 114.260\(d\)\(2\)\(iv\)](#)?

- Yes – Continue to Step 4.  
 No – **STOP. In accordance with 40 CFR 93.102(a)(2), a project level transportation conformity determination is not required for non-regionally significant, non-FHWA/FTA projects.**

**Step 4:** Is the project located in a nonattainment or maintenance area<sup>6</sup> for ozone<sup>7</sup>, nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), particulate matter (PM<sub>2.5</sub> or PM<sub>10</sub>)?

- Yes – **Transportation conformity rules apply.** The project is located in the EPA designated ten-county DFW moderate nonattainment<sup>8</sup> area for 2008 eight-hour ozone NAAQS. Continue to Step 5.

<sup>4</sup> Note that this includes projects which may not have federal funding but would otherwise require federal approval.

<sup>5</sup> If a project is on the MPO’s NON-regionally significant project list, it is not regionally significant. Each MPO may have different criteria for designating a project as regionally significant.

<sup>6</sup> If unsure about the nonattainment or maintenance status, it can be checked in multiple locations, including: the [EPA Greenbook](#), the [TCEQ website](#), or the applicable table in the [Air Quality toolkit](#).

<sup>7</sup> Note the 1997 ozone standard was revoked by EPA.

<sup>8</sup> Area classifications can be either maintenance, marginal nonattainment, moderate nonattainment, serious nonattainment, severe nonattainment, or extreme nonattainment



## Transportation Conformity Report Form

No – **STOP. Transportation conformity does not apply to the project.**

**Step 5:** Is the project exempt<sup>9</sup> from conformity in accordance with [40 CFR 93.126<sup>10</sup>](#) or [40 CFR 93.128<sup>11</sup>](#)?

Yes – **STOP. Transportation conformity does not apply to the project.** This project falls under the following exemption: *Choose an item.*

No – Continue to Step 6.

**Step 6:** Is the project exempt from the regional conformity analysis in accordance with [40 CFR 93.127](#)?

Yes – **The project is exempt from regional conformity requirements.** This project falls under the following exemption: *Choose an item.* Proceed to Step 16.

No – Continue to Step 7.

**Step 7:** Does the project fall within the boundaries<sup>12</sup> of an MPO?

Yes – Proceed to Step 9.

No – Continue to Step 8.

**Step 8:** Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved<sup>13</sup> regional conformity analysis for an isolated rural area that meets the requirements of [40 CFR 93.109](#)?

Yes – **The project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.** Proceed to Step 16.

No – **STOP. The project is not consistent with a regional conformity determination for an isolated rural area. TxDOT will not take final action until the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.**

*Do not sign this form. Please ensure that the project is included in and consistent with an approved regional conformity determination then reevaluate the project using this form.*

**Step 9:** Are all of the project phases<sup>14</sup> for the entire project described in the environmental document included in the fiscally constrained portion of the MTP?

<sup>9</sup> Most added capacity projects will not be exempt, whereas most non-added capacity projects will be exempt.

<sup>10</sup> Ultimately, the interpretation of what projects types meet these exemption criteria is under the purview of the federal lead agency. For example, although it could be interpreted to meet some of the exemption project types, a project changing from general purpose to managed lanes is NOT considered to be exempt from conformity.

<sup>11</sup> Grouped CSJ projects, by rule, must be exempt under these criteria.

<sup>12</sup> i.e., within a Metropolitan Planning Area (MPA)

<sup>13</sup> The consultation partners are responsible for approving regional conformity analyses.

<sup>14</sup> A project phase is a separate portion of a project such as: NEPA study, ROW acquisition, final design, construction, and/or partial construction.



## Transportation Conformity Report Form

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Yes – Continue to Step 10.

No – **STOP. The project was not included in the area's regional conformity determination, and, therefore, is not consistent with it.** The MTP needs to be amended to include this project and a new conformity determination needs to be made on the MTP before consistency can be determined for the project, or the project needs to be revised to be consistent with the existing MTP.

*Consult with the district TP&D and MPO on how to proceed.*

**Step 10:** Is at least one phase of the project beyond the NEPA study (corridor study) included in either the appropriate year of the conforming TIP<sup>15</sup> or in Appendix D (if will not be let within the timeframe of the TIP)?

Yes – Continue to Step 11.

No – **STOP. The project is not included in the conforming TIP and is therefore not consistent with it.** At least one phase of the project must be added to the conforming TIP before consistency can be determined.

*Consult with the district TP&D and MPO on how to proceed.*

**Step 11:** Are the current project limits the same<sup>16</sup> or do they fall within the project limits listed in the MTP and STIP?

Yes – Continue to Step 12.

No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

*Consult with the district TP&D and MPO on how to proceed.*

**Step 12:** Is the activity being proposed the same as that in the MTP and STIP project description in both type<sup>17</sup> of facility and number<sup>18</sup> of lanes?

Yes – Continue to Step 13.

No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

*Consult with the district TP&D and MPO on how to proceed.*

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<sup>15</sup> In Texas, a conforming TIP is one that has been included into the STIP, so projects must be in the STIP in order to show that they come from a conforming TIP.

<sup>16</sup> The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1 mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

<sup>17</sup> The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc...

<sup>18</sup> The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.



## Transportation Conformity Report Form

**Step 13:** Does the project's ETC year fall between its identified conformity year<sup>19</sup> in the MTP and the previous conformity year identified in the MTP?

- Yes – Continue to Step 14.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

*Consult with the district TP&D and MPO on how to proceed.*

- N/A – This project is non-regionally significant. Continue to Step 14.

**Step 14:** Is the estimated total project cost or the cost identified in the MTP greater than \$1,500,000?

- Yes – Proceed to Step 15.
- No – Fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP. Proceed to Step 16.

**Step 15:** Does the estimated project cost exceed what is contained in the MTP by more than 50%<sup>20</sup>?

- Yes – **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

*Consult with the district TP&D and MPO on how to proceed.*

- No – **This project is consistent with the currently conforming MTP and TIP.** Continue to Step 16.

**Step 16:** Is the project located in either a CO, PM<sub>2.5</sub>, or PM<sub>10</sub> nonattainment or maintenance area?<sup>21</sup>

- Yes – Continue to Step 17.
- No – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

**Step 17:** Is this a state or local project with NO federal funding and NO federal decision required?

- Yes – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.
- No – **Hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

*Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.*

Continue to Step 18.

**Step 18:** Did the consultation partners determine that this is a project of air quality concern (POAQC)?

<sup>19</sup> For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.

<sup>20</sup> Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

<sup>21</sup> Note that this currently only applies to projects in El Paso.



## Transportation Conformity Report Form

- Yes – **A hot-spot analysis is required and must be approved by the consultation partners.**

*Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable [EPA hot-spot guidance](#).*

Continue to Step 19.

- No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on <insert date>.**

Proceed to Step 21.

**Step 19:** Does the approved hot-spot analysis verify that the project will not cause, contribute to, or worsen a violation of applicable CO, PM<sub>2.5</sub>, or PM<sub>10</sub> NAAQS or that the project will at least improve conditions from that of the no-build alternative?

- Yes – **The project is not anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.** Continue to Step 20.
- No – **STOP. The project, as it is currently presented, does not comply with conformity requirements because it is anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.**

*Identify and get consultation partner agreement upon mitigation measures to offset project impacts to air quality. Reevaluate this project using this form once these mitigation measures have been identified and committed to.*

**Step 20:** Have all the agreed upon mitigation measures as well as any applicable SIP control measures received a written commitment?

- Yes – Continue to Step 21.
- No – **STOP.**

*Do not proceed until there are written commitments to implement all the agreed upon mitigation measures and any applicable SIP control measures. Reevaluate this project using this form once these commitments have been made in writing.*

- N/A because no mitigation is required and there are no applicable SIP control measures which affect this project, Continue to Step 21.

**Step 21:** The transportation conformity evaluation is complete.

*Attach applicable pages of the MTP and TIP, or the STIP, project schematics, typical sections, hot-spot analyses and determinations, and any conformity related public comment and response. Implement the following processing instructions as applicable.*

- This is a regionally significant State-only project with no FHWA/FTA action required (the answer to Steps 3 is yes); therefore:

*Submit this form to the ENV air specialist. If ENV concurs that all project level conformity requirements have been met, ENV shall sign the form below. Coordination with FHWA/FTA is not required.*

*Retain this form in the project file.*



**Transportation Conformity Report Form**

This is a FHWA/FTA non-exempt project (the answer to Steps 2 and 4 is yes, and the answer to Steps 5 and 6 is no); therefore:

*Submit this form to the ENV air specialist. After ENV air specialist review, ENV will coordinate this form with FHWA/FTA for a project level conformity determination. If FHWA/FTA agrees that all project level conformity requirements have been met, they shall sign the project level conformity determination line below. A project level conformity determination is not complete and project clearance cannot be given until FHWA/FTA signs this form.*

*Retain this form and any coordination with FHWA/FTA in the project file.*

**TxDOT ENV Transportation Conformity Validation Complete:**

**Project CSJ Numbers:** For SH 114 CSJ 0353-02-074 & CSJ 0353-03-093  
For SH 170 CSJ 3559-01-005 & CSJ 3559-02-008

Signature DocuSigned by:  
*Timothy Wood*  
C9CB724D35CE48D...

**Name:** Timothy Wood  
**Title:** ENV Air Specialist  
**Date:** 12.02.15

**FHWA/FTA Determination of the Project-level Conformity:**

Signature *Barbara C. Maley*

**Name:** Barbara C. Maley, AICP  
**Title:** Environ./Transp. Plan. Coordinator & Air Quality Specialist  
**Date:** 12/16/2015

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS-FORT WORTH MPO - HIGHWAY PROJECTS  
FY 2015

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
FORT WORTH	DALLAS-FORT WORTH	TARRANT	0902-90-012	VA	C	VARIOUS	\$ 300,000	
LIMITS FROM VARIOUS LOCATIONS IN TARRANT COUNTY		PROJECT SPONSOR TXDOT-FORT WORTH						
LIMITS TO		REVISION DATE 11/2014						
PROJECT IMPLEMENTATION OF ITS TRAFFIC SENSORS AND RELATED ITS EQUIPMENT IN VARIOUS LOCAT		MPO PROJ NUM 11630.2						
DESCR IONS IN TARRANT COUNTY		FUNDING CAT(S) 5						
REMARKS ADD TO TIP/STIP		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	15,038	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	5	\$ 240,000	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 300,000
CONSTR \$	300,000	TOTAL	\$ 240,000	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 300,000
CONST ENG \$	19,580	COST OF APPROVED PHASES						
CONTING \$	3,959	\$ 300,000						
INDIRECT \$	17,616							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	356,193							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	3559-02-008	SH 170	C,E,ENG	WESTLAKE	\$ 5,275,000	
LIMITS FROM EAST OF ROANOKE ROAD		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO DENTON COUNTY LINE		REVISION DATE 11/2014						
PROJECT CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARRISH LANE INTERSECTION - FRONTAGE RO		MPO PROJ NUM 11989.2						
DESCR AD BYPASS		FUNDING CAT(S) 12,3LC,7,SBPE						
REMARKS LOCAL CONTRIBUTION PAID BY TARRANT COUNTY; ADD TO T		PROJECT MOBILITY 2035-2014 AMENDMENT						
P7 IP/STIP		HISTORY						
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	275,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3LC	\$ 0	\$ 0	\$ 0	\$ 0	1,666,500	\$ 1,666,500
CONSTR \$	5,000,000	7	\$ 666,800	\$ 166,700	\$ 0	\$ 0	\$ 0	\$ 833,500
CONST ENG \$	250,275	12	\$ 2,000,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 2,500,000
CONTING \$	159,557	SBPE	\$ 220,000	\$ 55,000	\$ 0	\$ 0	\$ 0	\$ 275,000
INDIRECT \$	306,307	TOTAL	\$ 2,886,800	\$ 721,700	\$ 0	\$ 0	1,666,500	\$ 5,275,000
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	5,991,139							

2015-2018 STIP		11/2014 Revision: Administrative 07/28/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	3559-02-008	SH 170	C	WESTLAKE	\$ 5,000,000	
LIMITS FROM EAST OF ROANOKE ROAD		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO DENTON COUNTY LINE		REVISION DATE 11/2014						
PROJECT CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARRISH LANE INTERSECTION - FRONTAGE RO		MPO PROJ NUM 11989.2						
DESCR AD BYPASS		FUNDING CAT(S)						
REMARKS DELAY CONSTRUCTION TO FY2016; LOCAL CONTRIBUTION PA		PROJECT HISTORY						
P7 ID BY TARRANT COUNTY								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	275,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3LC	\$ 0	\$ 0	\$ 0	\$ 0	1,666,500	\$ 1,666,500
CONSTR \$	5,000,000	7	\$ 666,800	\$ 166,700	\$ 0	\$ 0	\$ 0	\$ 833,500
CONST ENG \$	250,275	12	\$ 2,000,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 2,500,000
CONTING \$	159,557	TOTAL	\$ 2,666,800	\$ 666,700	\$ 0	\$ 0	1,666,500	\$ 5,000,000
INDIRECT \$	306,307							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	5,991,139							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	3559-01-005	SH 170	E,ENG	VARIOUS	\$ 1,100,000	
LIMITS FROM TARRANT COUNTY LINE		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO WEST OF SH 114 INTERCHANGE		REVISION DATE 11/2014						
PROJECT CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARRISH LANE INTERSECTION-FRONTAGE ROAD MPO PROJ NUM 11989.1		FUNDING CAT(S) SBPE						
DESCR BYPASS		REMARKS ADD TO TIP/STIP						
P7		PROJECT MOBILITY 2035-2014 AMENDMENT HISTORY						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,100,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	SBPE	\$ 880,000	\$ 220,000	\$ 0	\$ 0	\$ 0	\$ 1,100,000
CONSTR \$	16,000,000	TOTAL	\$ 880,000	\$ 220,000	\$ 0	\$ 0	\$ 0	\$ 1,100,000
CONST ENG \$	800,881	COST OF APPROVED PHASES						
CONTING \$	510,583	\$ 1,100,000						
INDIRECT \$	980,183							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	19,391,647							

2015-2018 STIP		02/2015 Revision: Approved 03/31/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-47-117	VA	C	VARIOUS	\$ 0	
LIMITS FROM DALLAS COUNTY EMISSIONS ENFORCEMENT PROGRAM		PROJECT SPONSOR DALLAS CO						
LIMITS TO		REVISION DATE 02/2015						
PROJECT DALLAS COUNTY EMISSIONS ENFORCEMENT PROGRAM		MPO PROJ NUM 11957.1						
DESCR		FUNDING CAT(S)						
REMARKS INCREASE FUNDING FOR IMPLEMENTATION IN FY2015; RTC P7 CONFIRMS PROJECT AS AN RTR AIR QUALITY PROJECT; RTR 161-DA1		PROJECT HISTORY						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3RTR161	\$ 0	\$ 0	\$ 577,121	\$ 0	\$ 0	\$ 577,121
CONSTR \$	1,195,526	TOTAL	\$ 0	\$ 0	\$ 577,121	\$ 0	\$ 0	\$ 577,121
CONST ENG \$	0	COST OF APPROVED PHASES						
CONTING \$	0	\$ 0						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	1,195,526							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-47-117	VA	C	VARIOUS	\$ 577,121	
LIMITS FROM DALLAS COUNTY EMISSIONS ENFORCEMENT PROGRAM		PROJECT SPONSOR DALLAS CO						
LIMITS TO		REVISION DATE 11/2014						
PROJECT DALLAS COUNTY EMISSIONS ENFORCEMENT PROGRAM		MPO PROJ NUM 11957.1						
DESCR		FUNDING CAT(S)						
REMARKS RTR161-DA1; MOVE TO FY2015 P7		PROJECT HISTORY						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3RTR161	\$ 0	\$ 0	\$ 577,121	\$ 0	\$ 0	\$ 577,121
CONSTR \$	577,121	TOTAL	\$ 0	\$ 0	\$ 577,121	\$ 0	\$ 0	\$ 577,121
CONST ENG \$	0	COST OF APPROVED PHASES						
CONTING \$	0	\$ 577,121						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	577,121							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	0353-03-093	SH 114	E,ENG,R,ACQ	WESTLAKE	\$ 950,000	
LIMITS FROM TARRANT CO LINE (WEST OF FM 1938)		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO KIRKWOOD BLVD		REVISION DATE 11/2014						
PROJECT WIDEN FREEWAY FROM 4 TO 6 LANES		MPO PROJ NUM 11988						
DESCR		FUNDING CAT(S) S102,SBPE						
REMARKS LOCAL CONTRIBUTION PAID BY TARRANT COUNTY; ADD TO T		PROJECT MOBILITY 2035-2014 AMENDMENT						
P7 IP/STIP		HISTORY						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	450,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000	SBPE	\$ 0	\$ 450,000	\$ 0	\$ 0	\$ 0	\$ 450,000
CONSTR \$	8,000,000	S102	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 500,000
CONST ENG \$	185,427	TOTAL	\$ 0	\$ 950,000	\$ 0	\$ 0	\$ 0	\$ 950,000
CONTING \$	46,125	COST OF APPROVED PHASES						
INDIRECT \$	133,044	\$ 950,000						
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	9,314,596							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DENTON	0353-02-074	SH 114	E,ENG		\$ 450,000	
LIMITS FROM TROPHY LAKE DR IN TROPHY CLUB		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO TARRANT LINE (WEST OF FM 1938)		REVISION DATE 11/2014						
PROJECT WIDEN FREEWAY FROM 4 LANES TO 6 LANES		MPO PROJ NUM 11987						
DESCR		FUNDING CAT(S) SBPE						
REMARKS LOCAL CONTRIBUTION TO BE PAID BY DENTON COUNTY; ADD		PROJECT MOBILITY 2035-2014 AMENDMENT						
P7 TO TIP/STIP		HISTORY						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	450,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000	SBPE	\$ 0	\$ 450,000	\$ 0	\$ 0	\$ 0	\$ 450,000
CONSTR \$	8,000,000	TOTAL	\$ 0	\$ 450,000	\$ 0	\$ 0	\$ 0	\$ 450,000
CONST ENG \$	367,141	COST OF APPROVED PHASES						
CONTING \$	15,368	\$ 450,000						
INDIRECT \$	490,091							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	9,822,600							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0196-03-263	IH 35E	E,ENG	DALLAS	\$ 1,000,000	
LIMITS FROM MANANA DRIVE		PROJECT SPONSOR DALLAS CO						
LIMITS TO NORTH OF ROYAL LANE		REVISION DATE 11/2014						
PROJECT CONSTRUCT NEW 0 TO 2 LANE FRONTAGE ROADS NORTHBOUND FROM MANANA DR TO ROYAL LANE		MPO PROJ NUM 83259						
DESCR AND SOUTHBOUND FROM WALNUT HILL LANE TO MANANA DR AND PEDESTRIAN IMPROVEMENTS A		FUNDING CAT(S) 3LC						
LONG WALNUT HILL LANE								
REMARKS LOCAL CONTRIBUTION PAID BY DALLAS COUNTY; ADD TO TI		PROJECT						
P7 P/STIP		HISTORY						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	1,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 1,000,000
CONSTR \$	12,607,384	TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 1,000,000
CONST ENG \$	617,762	COST OF APPROVED PHASES						
CONTING \$	157,592	\$ 1,000,000						
INDIRECT \$	608,937							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	14,991,675							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	3559-01-005	SH 170	C	VARIOUS	\$ 16,000,000	
LIMITS FROM TARRANT COUNTY LINE		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO WEST OF SH 114 INTERCHANGE		REVISION DATE 11/2014						
PROJECT CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARRISH LANE INTERSECTION-FRONTAGE ROAD		MPO PROJ NUM 11989.1						
DESCR BYPASS		FUNDING CAT(S) 12,3LC,7						
REMARKS LOCAL CONTRIBUTION PAID BY DENTON COUNTY; ADD TO TIP		PROJECT HISTORY						
P7 P/STIP								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,100,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	3LC	\$ 0	\$ 0	\$ 0	\$ 0	5,332,800	\$ 5,332,800
CONSTR \$	16,000,000	7	\$ 2,133,760	\$ 533,440	\$ 0	\$ 0	0	\$ 2,667,200
CONST ENG \$	800,881	12	\$ 6,400,000	\$ 1,600,000	\$ 0	\$ 0	0	\$ 8,000,000
CONTING \$	510,583	TOTAL	\$ 8,533,760	\$ 2,133,440	\$ 0	\$ 0	5,332,800	\$ 16,000,000
INDIRECT \$	980,183							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	19,391,647							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-47-017	VA	C	DALLAS	\$ 464,543	
LIMITS FROM CITYWIDE SIGNAL RETIMING		PROJECT SPONSOR DALLAS						
LIMITS TO AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT		REVISION DATE 11/2014						
PROJECT TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM)		MPO PROJ NUM 11808.1						
DESCR		FUNDING CAT(S) 5						
REMARKS ADD TO TIP/STIP		PROJECT RESUBMISSION OF AUGUST 2014 MODIFICATION TO ADD TO 2015-2						
P7		HISTORY 018 STIP						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	5	\$ 371,542	\$ 93,001	\$ 0	\$ 0	0	\$ 464,543
CONSTR \$	464,543	TOTAL	\$ 371,542	\$ 93,001	\$ 0	\$ 0	0	\$ 464,543
CONST ENG \$	72,562							
CONTING \$	9,616							
INDIRECT \$	22,437							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	569,158							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-47-016	VA	C	DALLAS	\$ 55,017	
LIMITS FROM CITYWIDE SIGNAL RETIMING		PROJECT SPONSOR DALLAS						
LIMITS TO AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT		REVISION DATE 11/2014						
PROJECT TRAFFIC SIGNAL IMPROVEMENT (OFF SYSTEM)		MPO PROJ NUM 11808.1						
DESCR		FUNDING CAT(S) 5						
REMARKS ADD TO TIP/STIP		PROJECT RESUBMISSION OF AUGUST 2014 MODIFICATION TO ADD TO 2015-2						
P7		HISTORY 018 STIP						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	5	\$ 44,106	\$ 0	\$ 0	\$ 10,911	0	\$ 55,017
CONSTR \$	55,017	TOTAL	\$ 44,106	\$ 0	\$ 0	\$ 10,911	0	\$ 55,017
CONST ENG \$	8,594							
CONTING \$	1,139							
INDIRECT \$	2,657							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	67,407							

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS-FORT WORTH MPO - HIGHWAY PROJECTS  
FY 2016

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	TARRANT	0353-03-093	SH 114	C	WESTLAKE	\$ 8,000,000	
LIMITS FROM TARRANT CO LINE (WEST OF FM 1938)		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO KIRKWOOD BLVD		REVISION DATE 11/2014						
PROJECT WIDEN FREEWAY FROM 4 TO 6 LANES		MPO PROJ NUM 11988						
DESCR		FUNDING CAT(S) 12,3LC,7						
REMARKS LOCAL CONTRIBUTION PAID BY TARRANT COUNTY; ADD TO T			PROJECT MOBILITY 2035-2014 AMENDMENT					
P7 IP/STIP			HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	450,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000	3LC	\$ 0	\$ 0	\$ 0	\$ 0	2,666,400	\$ 2,666,400
CONSTR \$	8,000,000	7	\$ 1,066,880	\$ 266,720	\$ 0	\$ 0	\$ 0	\$ 1,333,600
CONST ENG \$	185,427	12	\$ 3,200,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 4,000,000
CONTING \$	46,125	TOTAL	\$ 4,266,880	\$ 1,066,720	\$ 0	\$ 0	\$ 2,666,400	\$ 8,000,000
INDIRECT \$	133,044							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	9,314,596							

2015-2018 STIP		11/2014 Revision: Approved 01/30/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DENTON	0353-02-074	SH 114	C,R,ACQ		\$ 8,500,000	
LIMITS FROM TROPHY LAKE DR IN TROPHY CLUB		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO TARRANT LINE (WEST OF FM 1938)		REVISION DATE 11/2014						
PROJECT WIDEN FREEWAY FROM 4 LANES TO 6 LANES		MPO PROJ NUM 11987						
DESCR		FUNDING CAT(S) 12,3LC,7,S102						
REMARKS LOCAL CONTRIBUTION TO BE PAID BY DENTON COUNTY; ADD			PROJECT MOBILITY 2035-2014 AMENDMENT					
P7 TO TIP/STIP			HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	450,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000	3LC	\$ 0	\$ 0	\$ 0	\$ 0	2,666,400	\$ 2,666,400
CONSTR \$	8,000,000	7	\$ 1,066,880	\$ 266,720	\$ 0	\$ 0	\$ 0	\$ 1,333,600
CONST ENG \$	367,141	12	\$ 3,200,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 4,000,000
CONTING \$	15,368	S102	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 500,000
INDIRECT \$	490,091	TOTAL	\$ 4,266,880	\$ 1,566,720	\$ 0	\$ 0	\$ 2,666,400	\$ 8,500,000
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	9,822,600							

2015-2018 STIP		05/2015 Revision: Approved 06/24/2015						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
DALLAS	DALLAS-FORT WORTH	DALLAS	0092-14-080	IH 345	C	DALLAS	\$ 141,000,000	
LIMITS FROM IH 30 NORTHBOUND AND SOUTHBOUND		PROJECT SPONSOR TXDOT-DALLAS						
LIMITS TO SP 366 OVER IH 30, US 75, AND DART RR		REVISION DATE 05/2015						
PROJECT REHABILITATE JULIUS SCHEPPS OVERHEAD BRIDGE; REPAIR AND REPLACE STEEL ELEMENTS S		MPO PROJ NUM 20266						
DESCR UBJECT TO FATIGUE LOADING		FUNDING CAT(S) 12						
REMARKS MOVE CAT 6 FUNDS TO GROUPED CSJ 0092-14-086			PROJECT					
P7			HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	9,065,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	250,000	12	\$ 112,800,000	\$ 28,200,000	\$ 0	\$ 0	\$ 0	\$ 141,000,000
CONSTR \$	141,000,000	TOTAL	\$ 112,800,000	\$ 28,200,000	\$ 0	\$ 0	\$ 0	\$ 141,000,000
CONST ENG \$	14,564,680							
CONTING \$	8,811,920							
INDIRECT \$	11,043,760							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	228,735,360							

## Roadway Corridor Fact Sheet 26 SH 114 – Denton County

### Project Description

Improvements to SH 114 will provide additional capacity in two sections of the corridor in southern Denton County. Between FM 156 and IH 35W, the existing two-lane arterial will be reconstructed as a six-lane freeway. In 2013 construction of an additional general purpose lane was completed between Business SH 114 and Trophy Club Drive. Due to a bottleneck in the area, an additional general purpose lane will be extended from Trophy Club Drive to Kirkwood Boulevard.

### Corridor Information

ROUTE	LIMITS	COST
SH 114	FM 156 to IH 35W	\$47,398,000
SH 114	West of Business SH 114 to Trophy Lake Drive	Complete
SH 114	Trophy Lake Drive to Kirkwood Blvd	\$15,987,000

### Demographic Information Within One Mile of Corridor

POPULATION PROFILE		MAJOR EMPLOYERS	
Population	19,275	Fidelity Investments	4,500
Number of Households	7,011	Sabre Corporate Headquarters	3,000
Population Below Poverty	2%	Northwest ISD	600
Population over 65	7%	Wells Fargo Bank	450
African American	4%	Wal-Mart Supercenter	400
Hispanic	11%	Verizon	370
Asian/Pacific Islander	3%	Northwest High School	220
American Indian/Native Alaskan	1%	Sonitrol Management Corp	190
Total Minority	20%		

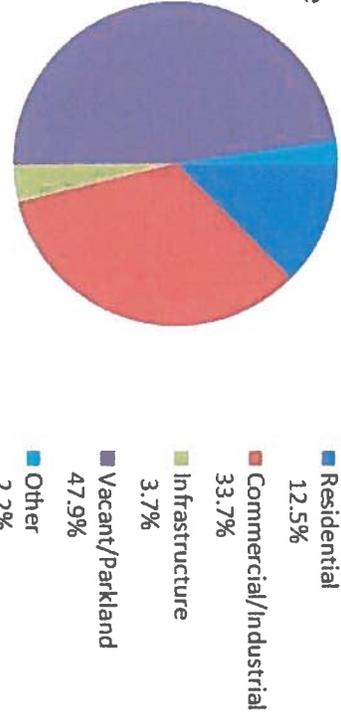
Source: Census 2010, 2007-2011 5-year ACS Estimates

Source: NCTCOG Employment Database, 2014

### Legislative Districts Within One Mile of Corridor

UNITED STATES HOUSE OF REPRESENTATIVES	TEXAS SENATE	TEXAS HOUSE OF REPRESENTATIVES
Kenny Marchant-24	Kelly Hancock-9	Tan Parker-63
Michael Burgess-26	Jane Nelson-12	Giovanni Capriglione-98

### Land Use

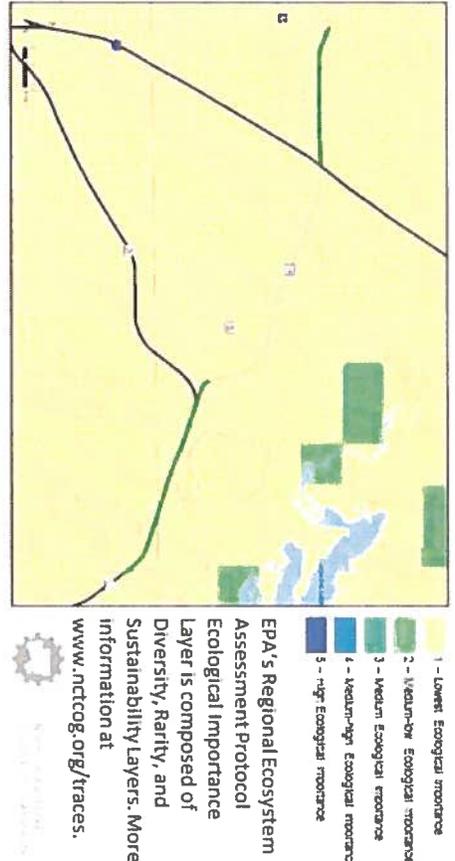


### NCTCOG Regional Ecosystem Framework Score\* (Range: 14 - 37)

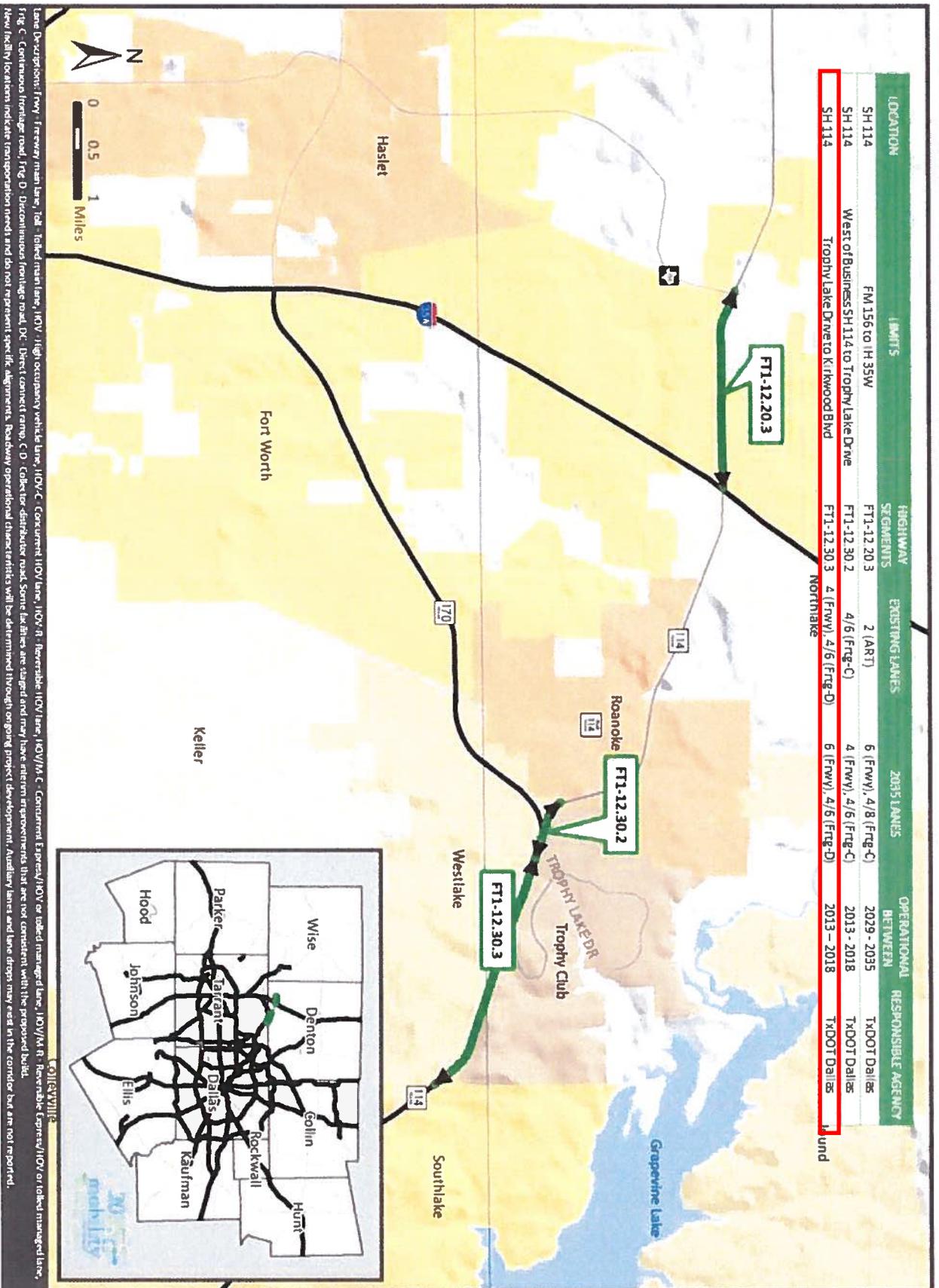
SUBWATERSHED NAME	REF COMPOSITE SCORE
Headwaters Elizabeth Creek	20
Marshall Branch-Grapevine Lake	23

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

### Ecological Importance in Corridor



# SH 114 – Denton County



# Mobility 2035 - 2014 Amendment

## Freeway/Tollway Corridor Recommendations

### Fact Sheets Summary

Fact Sheet ID	Project Corridor	Location	Limits	MTP ID	Lane Summary <sup>1</sup>		Year Operational Between	Responsible Agency	YOE Total Project Cost
					2013	2035			
18	IH 35E Ellis	IH 35E - Ellis County	US 77 (north of Waxahachie) to Bigham Road (US 77 South)	FTL- 7.100.5	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	2013 - 2018	TxDOT Dallas	\$116,986,000
18	IH 35E Ellis	IH 35E - Ellis County	Bigham Road (US 77 South) to south of FM 566 (Hill County line)	FTL- 7.100.6 FTL- 7.100.7	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	2013 - 2018	TxDOT Dallas	\$52,100,000
19	Loop 9	Loop 9	US 67 to IH 35 E	FTL- 6.20.1	0	Staged Future Tollroad <sup>4</sup>		TxDOT Dallas (CDA)	
19	Loop 9	Loop 9	IH 35 E to IH 45	FTL- 6.30.1	0	Staged Future Tollroad <sup>4</sup>	2029 - 2035 <sup>2</sup>	TxDOT Dallas (CDA)	\$358,000,000
19	Loop 9	Loop 9	IH 45 to IH 20	FTL- 6.40.1 FTL- 6.50.1	0	Staged Future Tollroad <sup>4</sup>		TxDOT Dallas (CDA)	
20	PGBT-WE/ SH 161	President George Bush Turnpike	IH 635 to Belt Line Road (Segment V)	FTL- 123.10.1	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 4/8 (Frtg-C)	2029 - 2035	NTTA	\$58,682,000
20	PGBT-WE/ SH 161	SH 161	President George Bush Turnpike/Belt Line Road to SH 183	FTL- 15.10.1	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 4 (Toll), 4/6 (Frtg-C)	2013 - 2018	TxDOT Dallas	\$46,043,000
20	PGBT-WE/ SH 161	President George Bush Turnpike - Western Extension (SH 161)	SH 183 to IH 30	FTL- 15.20.1	6 (Toll), 6 (Frtg-D)	8 (Toll), 6 (Frtg-D)	2029 - 2035	NTTA	\$544,900,000
20	PGBT-WE/ SH 161	President George Bush Turnpike - Western Extension (SH 161)	IH 30 to IH 20	FTL- 15.30.1	4 (Toll), 6 (Frtg-D)	8 (Toll), 6 (Frtg-C)	2029 - 2035 <sup>2</sup>	NTTA	\$38,000,000
21	PGBT Widening	President George Bush Turnpike	IH 35E to Dallas North Tollway (Segment III)	FTL- 120.10.1 FTL- 120.15.1	6 (Toll), 4/10 (Frtg-D)	8 (Toll), 4/10 (Frtg-D)	2019 - 2028	NTTA	\$78,344,000
21	PGBT Widening	President George Bush Turnpike	Dallas North Tollway to US 75 (Segment II)	FTL- 120.20.1	6 (Toll), 4/8 (Frtg-D)	8 (Toll), 4/8 (Frtg-D)	2013 - 2018	NTTA	cost included above
21	PGBT Widening	President George Bush Turnpike	US 75 to SH 78 (Segment I)	FTL- 121.10.1	6 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/8 (Frtg-D)	2019 - 2028	NTTA	cost included above
22	PGBT Eastern Extension	President George Bush Turnpike - Eastern Extension	SH 78 to IH 30	FTL- 121.10.3	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	2013 - 2018	NTTA	Complete
23	East Branch	East Branch (SH 190)	IH 30/President George Bush Turnpike to IH 20/Loop 9	FTL- 39.10.1	0	6 (Toll), 4 (Frtg-D)	2019 - 2028	TxDOT Dallas	\$875,716,000
24	Sam Rayburn Tollway	Sam Rayburn Tollway (SH 121)	US 75 to Hillcrest Road	FTL- 11.30.1	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 4/8 (Frtg-C)	2019 - 2028	NTTA	\$110,000,000
24	Sam Rayburn Tollway	Sam Rayburn Tollway (SH 121)	Hillcrest Road to SH 289	FTL- 11.30.2	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)	2019 - 2028	NTTA	cost included above
24	Sam Rayburn Tollway	Sam Rayburn Tollway (SH 121)	SH 289 to Dallas North Tollway	FTL- 11.30.3	6 (Toll), 4/8 (Frtg-C)	8 (Toll), 4/8 (Frtg-C)	2019 - 2028	NTTA	cost included above
25	Sam Rayburn Tollway	Sam Rayburn Tollway (SH 121)	Dallas North Tollway to Business SH 121 (West)	FTL- 11.40.1	6 (Toll), 2/8 (Frtg-D)	8 (Toll), 2/8 (Frtg-D)	2019 - 2028	NTTA	cost included above
26	SH 114 Denton	SH 114	FM 156 to IH 35W	FTL- 12.20.3	2 (Art)	6 (Frwy), 4/8 (Frtg-C)	2029 - 2035 <sup>2</sup>	TxDOT Dallas	\$47,398,000
26	SH 114 Denton	SH 114	West of Business SH 114 to Troobh Lake Drive	FTL- 12.30.2	4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	2013 - 2018	TxDOT Dallas	Complete
26	SH 114 Denton	SH 114	Trophy Lake Drive to Kirkwood Blvd.	FTL- 12.30.3	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	2013 - 2018	TxDOT Dallas	\$15,987,000
27	SH 161/SH 360 Toll Connector	SH 161/SH 360 Toll Connector	SH 360/Sublett Road to President George Bush Turnpike - Western Extension (SH 161)	FTL- 41.10.1	0	4 CD (Toll)	2029 - 2035	NTTA	\$126,787,000
28	SH 170	SH 170	US 81/US 287 to IH 35W	FTL- 10.10.2	0	4 (Art)	2029 - 2035	FTW/Tarrant County	
28	SH 170	SH 170	IH 35W to SH 114	FTL- 10.20.1	4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	2019 - 2028 <sup>2</sup>	NTTA	\$299,900,000

# Mobility 2035 - 2014 Amendment

Revised June 5, 2015

## Freeway/Tollway Interchanges Recommendations

### TxDOT Fort Worth District

MTP ID	Facility	Connection	Staging	Description	Year Operational Between	Study Reference
INI- 31.38.1	Chisholm Trail Parkway (SH 121)	US 67		New Interchange	2013 - 2018	
INI- 30.584.1	IH 20	Center Point Drive		Reconstruct	2019 - 2028	
INI- 30.579.1	IH 20	FM 1187/FM 3325		Reconstruct	2013 - 2018	
INI- 30.585.1	IH 20	Lakeshore Drive		Reconstruct	2013 - 2018	
INI- 1.30.1	IH 20	US 287		Reconstruct	2019 - 2028	
INI- 30.568.2	IH 20	Walsh Ranch (Minor 1)		New Interchange	2019 - 2028	
INI- 30.161.1	IH 20	Walsh Ranch (Minor 2)		New Interchange	2019 - 2028	
INI- 30.568.1	IH 20	Walsh Ranch Pkwy.		New Interchange	2019 - 2028	
INI- 30.141.1	IH 20	Weatherford Loop (E)		New Interchange	2019 - 2028	
INI- 30.143.1	IH 20	Weatherford Loop (W)	Complete	New Interchange	2014	
INI- 28.580.1	IH 30	Academy Blvd.		Reconstruct	2013 - 2018	
INI- 28.565.1	IH 30	Baird Farm Road	Under Construction	New Interchange	2013 - 2018	
INI- 9.28.1	IH 30	SH 360		New Interchange	2019 - 2028	SH 360 CIS
INI- 1.28.1	IH 30	US 287 (NTE)		Reconstruct	2013 - 2018	
INI- 28.515.1	IH 30	Walsh Ranch (Minor 1)		New Interchange	2019 - 2028	
INI- 28.569.1	IH 30	Walsh Ranch Pkwy.		New Interchange	2013 - 2018	
INI- 5.150.1	IH 35W	IH 820 NE		Reconstruct	2013 - 2018	
INI- 5.11.1	IH 35W	SH 121 (NTE)		Reconstruct	2013 - 2018	
INI- 11.151.1	IH 820	SH 121/Trinity Blvd.		Reconstruct	2019 - 2028	
INI- 1.151.1	IH 820	US 287		Reconstruct	2019 - 2028	
INI- 1.10.1	SH 170	US 81/US 287		New Interchange	2019 - 2028	
INI- 10.531.1	SH 170	Parish		New Interchange	2013 - 2018	
INI- 14.571.1	SH 199	Hanger Cut-Off Road		Grade Separation	2013 - 2018	
INI- 14.572.1	SH 199	Nine Mile Azle Road		Grade Separation	2013 - 2018	
INI- 9.539.1	SH 360	Division Street	Complete	Reconstruct	2014	
INI- 30.31.1	Chisholm Trail Pkwy. (SH 121)	IH 20/SH 183		New Interchange	2013 - 2018	
INI- 22.31.1	Chisholm Trail Pkwy. (SH 121)	IH 30		New Interchange	2013 - 2018	
INI- 48.141.1	US 180	Weatherford Loop		Phased New Interchange	2013 - 2018	
INI- 1.581.1	US 287	BU 81D (South Decatur)		New Interchange	2013 - 2018	
INI- 1.581.2	US 287	CR 4227/CR 4228		New Interchange	2019 - 2028	
INI- 1.582.1	US 287	FM 1810 (Decatur)		New Interchange	2013 - 2018	
INI- 1.536.1	US 287	North Tarrant Pkwy/Harmon Road		Reconstruct	2013 - 2018	
INI- 1.587.1	US 287	Ramhorn Hill		New Interchange	2019 - 2028	
INI- 1.9.1	US 287	SH 360		New Interchange & Frontage Improvements	2013 - 2018	
INI- 37.46.1	US 377	Cresson Bypass	No connection to SH 171	New Interchange	2013 - 2018	

\* "Year Operation Between" indicates the year range the final build will be open to traffic. Some facilities are staged and may have interim improvements that are not consistent with the proposed build. See individual Corridor Fact Sheets for more detail.

Indicates a change to Mobility 2035 - 2013 Update staging or recommendations

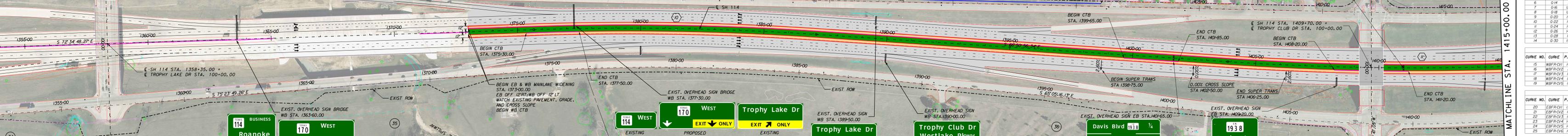
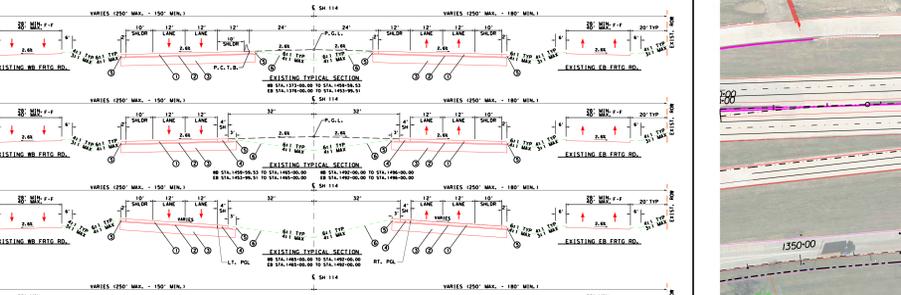
Mobility 2035 - 2014 Amendment  
Conformity Freeway/Tollway Network Listing

MTP ID	Facility	From	To	Network Year	Freeway/Tollway Lane Inventory										Toll *	Continuous FRTG Rds		
					Southbound or Eastbound					Northbound or Westbound								
					FRTG		CD	Main	HOV/C	HOV/R	HOV/C	Main	CD	FRTG				
					Min	Max								Min			Max	
12.30.2	SH 114	SH 170/BU 114	Trophy Lake Dr/SH170	2014	2	3		2				2			2	3	No	Yes
				2018	2	3		2				2			2	3	No	Yes
				2028	2	3		2				2			2	3	No	Yes
				2035	2	3		2				2			2	3	No	Yes
12.30.3	SH 114	Trophy Lake Dr/SH 170	Kirkwood Ave	2014	2	3		2				2			2	3	No	No
				2018	2	3		3				3			2	3	No	No
				2028	2	3		3				3			2	3	No	No
				2035	2	3		3				3			2	3	No	No
12.30.4	SH 114	Kirkwood Ave	Kimball Ave	2014	2	4		3				3			2	4	No	No
				2018	2	4		3				3			2	4	No	No
				2028	2	4		3				3			2	4	No	No
				2035	2	4		3				3			2	4	No	No
12.30.5	SH 114	Kimball Ave	SH 121 (W)	2014	2	4		4				4			3	5	No	Yes
				2018	2	4		4				4			3	5	No	Yes
				2028	2	4		4				4			3	5	No	Yes
				2035	2	4		4				4			3	5	No	Yes
12.40.1	SH 114	SH 121 (W)	SH 121 (E)	2014	3	5		6	2			2	7		3	4	No	Yes
				2018	3	5		6	3			3	7		3	4	No	Yes
				2028	3	5		6	3			3	7		3	4	No	Yes
				2035	3	5		6	3			3	7		3	4	No	Yes
12.50.1	SH 114	SH 121 (E)	SH 161	2014	2	2		4				3			2	2	No	No
				2018	2	2		4				1	3		2	2	No	No
				2028	2	2		4				1	3		2	2	No	No
				2035	2	4		4	2			2	4		2	4	No	No
12.50.2	SH 114	SH 161	Northwest Hwy (Spur 348)	2014	2	3		3				3			2	4	No	Yes
				2018	2	3		3	1			1	3		2	4	No	Yes
				2028	2	3		3	1			1	3		2	4	No	Yes
				2035	2	4		4	2			2	4		2	4	No	Yes
12.50.3	SH 114	Northwest Hwy (Spur 348)	Rochelle Blvd	2014	2	3		2				2			2	3	No	Yes
				2018	2	3		2	1			1	2		2	3	No	Yes
				2028	2	3		2	1			1	2		2	3	No	Yes
				2035	2	3		4	2			2	4		2	4	No	Yes
12.50.4	SH 114	Rochelle Blvd	Loop 12	2014	2	4		4				4			2	4	No	Yes
				2018	2	4		4	1			1	4		2	4	No	Yes
				2028	2	4		4	1			1	4		2	4	No	Yes
				2035	2	4		4	2			2	4		2	4	No	Yes
12.50.5	SH 114	Loop 12	SH 183	2014	2	3		2				2			2	3	No	Yes
				2018	2	3		2	1			1	2		2	3	No	Yes
				2028	2	3		2	1			1	2		2	3	No	Yes
				2035	3	4		3	2			2	3		3	4	No	Yes
13.10.1	International Pkwy	SH 114/SH 121 (N of DFW Airpx SH 183 (S of DFW Airport)		2014	2	3		3				3			2	3	Yes	No
				2018	2	3		3				3			2	3	Yes	No
				2028	2	3		3				3			2	3	Yes	No
				2035	2	3		3				3			2	3	Yes	No
14.20.3	SH 199	FM 730 (N) (Parker County line) Stewart St		2014	2	2		2				2			2	2	No	Yes
				2018	2	2		2				2			2	2	No	Yes
				2028	2	2		2				2			2	2	No	Yes
				2035	2	2		2				2			2	2	No	Yes
14.20.4	SH 199	Stewart St	Denver Trail	2014	2	2		2				2			2	2	No	Yes
				2018	2	2		2				2			2	2	No	Yes
				2028	2	2		2				2			2	2	No	Yes
				2035	2	2		2				2			2	2	No	Yes

\* Indicates tolls on general purpose lanes.

Note: Auxiliary lanes and lane drops may exist on general purpose lanes but are not included in this report.

**DALLAS DISTRICT  
DESIGN SCHEMATIC**  
**JAMES K. SELMAN, P.E., DISTRICT ENGINEER**  
**DENTON & TARRANT COUNTIES**  
**STATE HIGHWAY 114**  
**PROJECT LIMIT: TROPHY LAKE DRIVE**  
**TO: KIRKWOOD BLVD**  
**CONTROL: 0353-02-074 (DENTON)**  
**0353-03-093 (TARRANT)**  
**SH 114 FUNCTIONAL CLASS: URBAN FREEWAY**  
**DESIGN SPEED: 70 mph**  
**PROJECT LENGTH = 2.360 MI.**



### CURVE DATA TABLE

CENTERLINE SH 114 CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
1	C-4	10874.37	70584.50	234060.54	5482.54	2208.3	07100.00	163.924	235.806	87107.51	234.0386	107710.46	100736.28	S 89°56'36.36" E	N 84°14'31.37" E
2	G-6	10452.06	705893.73	234476.21	7070.04	2298.36	07100.00	165.684	282.789	87107.51	234.0386	100736.28	100736.28	N 84°14'31.37" E	S 84°18'06.60" E
3	G-8	1335-05.67	705846.64	19049.39	3869.786	17300.00	141.671	1271.033	73709.98	1265.6383	12694.20	14135.67	S 88°41'00.00" E	S 69°30'59.79" E	
4	D-13	1825-4.78	705862.89	234994.23	23703.45	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
5	G-12	1825-4.78	705862.89	234994.23	23703.45	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
6	G-14	1262-32.11	7057042.93	235400.45	6556.28	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
7	G-16	1234-21.75	7056633.89	2355883.37	2355883.37	1240.00	07100.00	1240.00	1240.00	1240.00	1240.00	1240.00	1240.00	S 69°30'59.79" E	S 69°30'59.79" E
8	G-18	1294-60.63	7056999.98	236024.49	6620.55	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
9	G-20	1335-05.70	7056835.38	2362070.88	5870.57	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
10	G-22	1335-05.70	7056835.38	2362070.88	5870.57	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
11	G-24	1400-83.53	7047005.59	140083.53	675.58	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
12	G-26	1429-02.42	7047000.61	237455.67	27149.07	2298.36	07100.00	1439.444	874.785	127430.00	1267.532	1429-02.42	1431-76	S 72°10'48.00" E	S 69°30'59.79" E
13	G-28	1429-02.42	7047000.61	237455.67	27149.07	2298.36	07100.00	1439.444	874.785	127430.00	1267.532	1429-02.42	1431-76	S 72°10'48.00" E	S 69°30'59.79" E
14	G-30	1534-54.08	7070937.51	237979.21	1706.51	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E

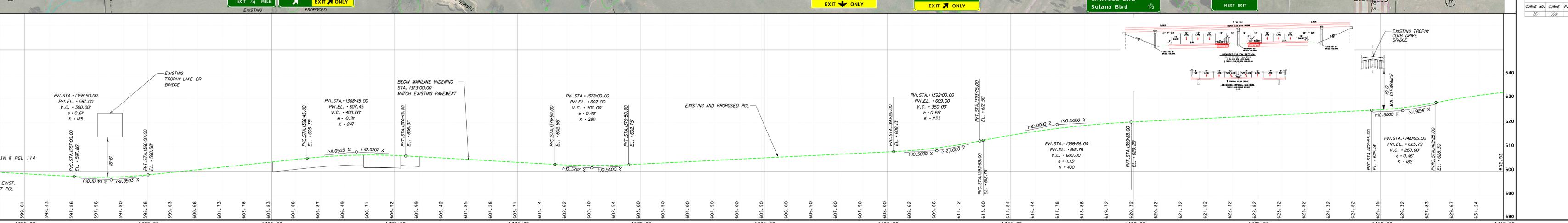
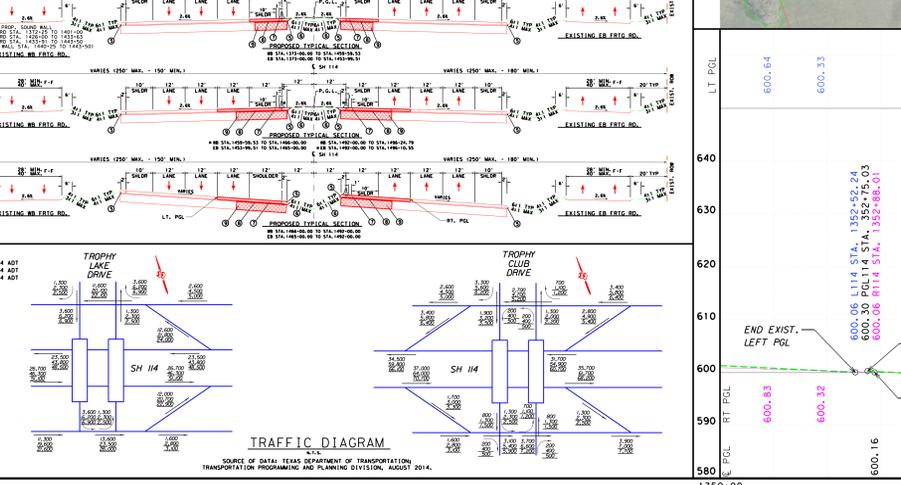
WESTBOUND FRTG RD CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
15	WBFR-CV1	1444-23.33	704745.46	237008.88	8.88	1000.00	100.00	10.085	220.159	220.1294	1453-53.39	1453-53.39	S 69°25'00.90" E	S 77°30'03.35" E	
16	WBFR-CV2	1477-15.91	704767.74	237055.52	20758.54	2864.700	7000.00	101.848	1032.4478	S 67°17'36"	1006.8698	1477-15.91	1482-24.48	S 77°05'00.00" E	S 50°58'00.50" E
17	WBFR-CV3	1489-07.41	704802.09	237166.07	13073.46	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
18	WBFR-CV4	1499-07.65	704825.99	237324.50	1432.75	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
19	WBFR-CV5	1499-06.21	704823.99	237324.50	1432.75	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E

EASTBOUND FRTG RD CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
20	EBFR-CV1	1335-79.77	704745.46	237008.88	8.88	1000.00	100.00	10.085	220.159	220.1294	1453-53.39	1453-53.39	S 69°25'00.90" E	S 77°30'03.35" E	
21	EBFR-CV2	1379-92.61	704823.99	237166.07	178.13	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
22	EBFR-CV3	1429-02.42	7047005.59	140083.53	675.58	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
23	EBFR-CV4	1429-02.42	7047005.59	140083.53	675.58	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
24	EBFR-CV5	1447-37.28	704823.99	237324.50	1432.75	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E
25	EBFR-CV6	1459-07.65	704802.09	237166.07	13073.46	1450.00	07100.00	1450.00	1450.00	1450.00	1450.00	1450.00	1450.00	S 69°30'59.79" E	S 69°30'59.79" E

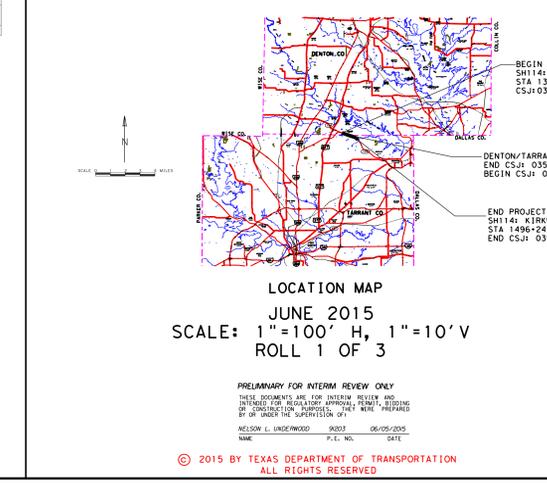
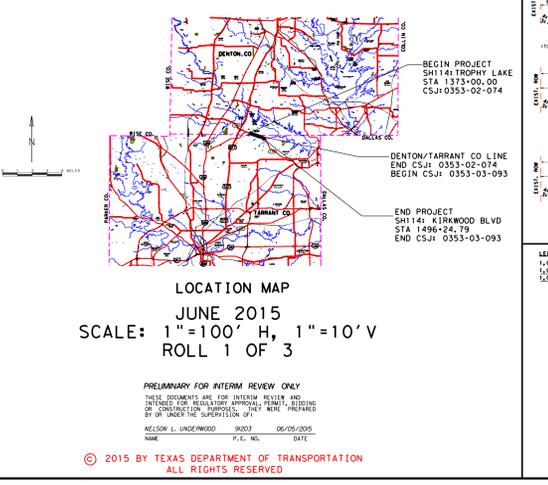
  

CENTERLINE TROPHY LAKE DR CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
26	C60	9514.50	7049864.34	236336.57	12231.39	1432.390	1000.00	155.4517	309.703	2736.9108	1009.02	9359.04	9667.15	S 29°48'29.78" W	S 17°26'12.39" E



### PROPERTY OWNERS

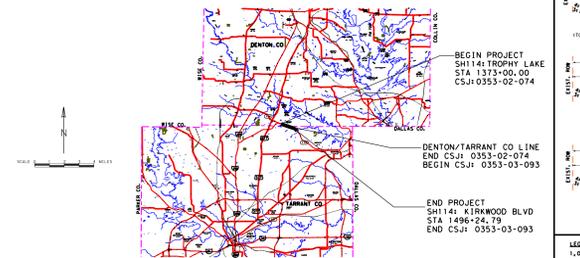
Parcel No.	Owner Name	Owner Address	Shus Address
1	Deschamps, Joseph & Corinne D Oyle	7 Crooked Creek Ct., Roanoke, TX 76262	7 Crooked Creek Ct., Roanoke, TX 76262
2	Montes, Maria	6 Crooked Creek Ct., Trophy Club, TX 76262	6 Crooked Creek Ct., Trophy Club, TX 76262
3	Barnes, Charles & Wilma	5 Crooked Creek Ct., Trophy Club, TX 76262	5 Crooked Creek Ct., Trophy Club, TX 76262
4	Merritt, Ralph and Jackie	4 Crooked Creek Ct., Trophy Club, TX 76262	4 Crooked Creek Ct., Trophy Club, TX 76262
5	Brouillette, Elizabeth J	3 Crooked Creek Ct., Roanoke, TX 76262	3 Crooked Creek Ct., Roanoke, TX 76262
6	Von Hagen, Michele Rolner	6 Roasting Creek Ct., Trophy Club, TX 76262	6 Roasting Creek Ct., Trophy Club, TX 76262
7	Barnes, Jason Neil	5 Roasting Creek Ct., Trophy Club, TX 76262	5 Roasting Creek Ct., Trophy Club, TX 76262
8	Carroll, Samantha M & Austin J	4 Roasting Creek Ct., Trophy Club, TX 76262	4 Roasting Creek Ct., Trophy Club, TX 76262
9	Peterson, Lynn A	3 Roasting Creek Ct., Trophy Club, TX 76262	3 Roasting Creek Ct., Trophy Club, TX 76262
10	Kneafsey, Erik	2 Roasting Creek Ct., Trophy Club, TX 76262	2 Roasting Creek Ct., Trophy Club, TX 76262
11	Washington, Joe and Bettye	1 Roasting Creek Ct., Roanoke, TX 76262	1 Roasting Creek Ct., Trophy Club, TX 76262
12	Laughlin, Edward M & Cheryl A	2 Roasting Creek Ct., Trophy Club, TX 76262	2 Roasting Creek Ct., Trophy Club, TX 76262
13	Griffith, Diane Trustee of Griffith Family Trust	2002 S. Southmead Blvd., S.W. Southmead, TX 76262	4 Spring Creek Ct., Trophy Club, TX 76262
14	Roasting Creek Ct., Trophy Club, TX 76262	1 Spring Creek Ct., Trophy Club, TX 76262	1 Spring Creek Ct., Trophy Club, TX 76262
15	Ford, Isaac & Pearl D.	P.O. Box 381, Roanoke, TX 76262	2 Spring Creek Ct., Trophy Club, TX 76262
16	Old Residential L.P.	150 Carlisle St., Ste 375, San Francisco, CA 94111	5 Brook Creek Ct., Roanoke, TX 76262
17	Grappo, Francesco	4 Brook Creek Ct., Trophy Club, TX 76262	4 Brook Creek Ct., Trophy Club, TX 76262
18	Clancy, Jennifer Sue	3 Brook Creek Ct., Roanoke, TX 76262	3 Brook Creek Ct., Roanoke, TX 76262
19	Shelton, Robert & Lari	2 Brook Creek Ct., Trophy Club, TX 76262	2 Brook Creek Ct., Trophy Club, TX 76262
20	Narrow, Shon & Aprilia	5 Narrow Creek Ct., Trophy Club, TX 76262	5 Narrow Creek Ct., Trophy Club, TX 76262
21	Curry, Melissa & Zorliah	4 Narrow Creek Ct., Trophy Club, TX 76262	4 Narrow Creek Ct., Trophy Club, TX 76262
22	Grappo, Francesco	3 Narrow Creek Ct., Roanoke, TX 76262	3 Narrow Creek Ct., Roanoke, TX 76262
23	Lynch, Jason and Erika	7 Winding Creek Ct., Trophy Club, TX 76262	7 Winding Creek Ct., Trophy Club, TX 76262
24	Moderhart, Ryan & Jayla	6 Winding Creek Ct., Roanoke, TX 76262	6 Winding Creek Ct., Roanoke, TX 76262
25	Winding Creek Ct., Trophy Club, TX 76262	5 Winding Creek Ct., Trophy Club, TX 76262	5 Winding Creek Ct., Trophy Club, TX 76262
26	Roguska, Donald J	4 Winding Creek Ct., Trophy Club, TX 76262	4 Winding Creek Ct., Trophy Club, TX 76262
27	Marlin, Robert & Laura J	3601 9th St., San Antonio, TX 78230	9 Straight Creek Ct., Trophy Club, TX 76262
28	Creth Bessie Trust	1702 Capital Ave., Westminster, CO 80681	8 Straight Creek Ct., Trophy Club, TX 76262
29	Flaustan, Paul A & Stephanie C	7 Straight Creek Ct., Trophy Club, TX 76262	7 Straight Creek Ct., Trophy Club, TX 76262
30	4863 Greenbroke Blvd & Palm Beach Holdings	3309 Fairmont Dr., Nashville, TN 37203	200-2003 SH 114, Trophy Club, TX 76262
31	Shelton, Robert & Lari	202 South St. 200, Dallas, TX 75201	202 Sh. H. Trophy Club, TX 76262
32	150 Properties LP	6201 Redwood Dr., Dallas, TX 75254	Trophy Club Dr & SH 114, Trophy Club, TX 76262
33	150 Properties LP	12222 West Dr., Ste 120, Dallas, TX 75250	SH 114, Trophy Club, TX 76262
34	Windsor Asset Assoc LP	PO Box 833, Columbia, MO 65204	SH 114, TX
35	150 Properties LP	3090 Olive St Ste 200 Dallas, TX 75219	SH 114, TX
36	150 Properties LP	1500 Olive St Ste 200 Dallas, TX 75219	SH 114, TX
37	Fair Lane L.P.P.s	182 Devonshire St Apt F-6, Boston, MA 02109	SH 114, TX







DALLAS DISTRICT  
DESIGN SCHEMATIC  
JAMES K. SELMAN, P.E., DISTRICT ENGINEER  
DENTON & TARRANT COUNTIES  
STATE HIGHWAY 114  
PROJECT LIMIT: TROPHY LAKE DRIVE  
TO: KIRKWOOD BLVD  
CONTROL: 0353-02-074 (DENTON)  
0353-03-093 (TARRANT)  
SH 114 FUNCTIONAL CLASS: URBAN FREEWAY  
DESIGN SPEED: 70 mph  
PROJECT LENGTH = 2.360 MI.



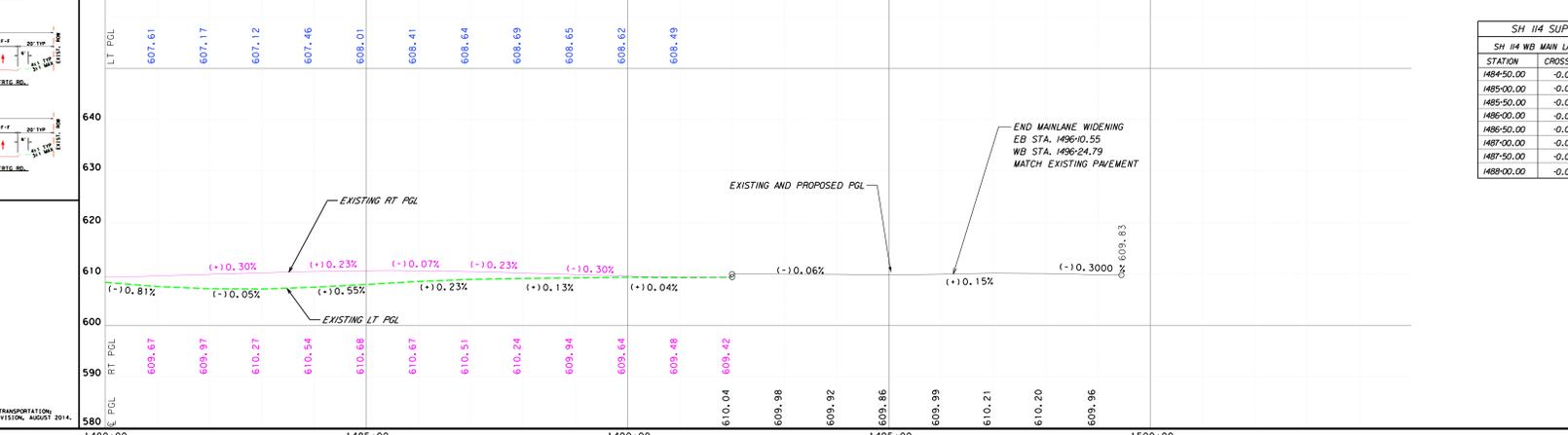
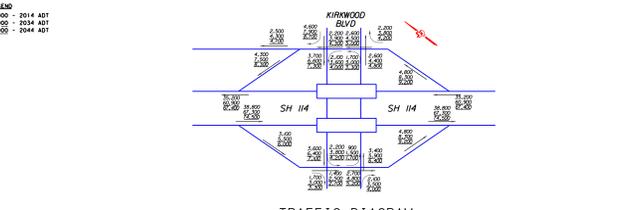
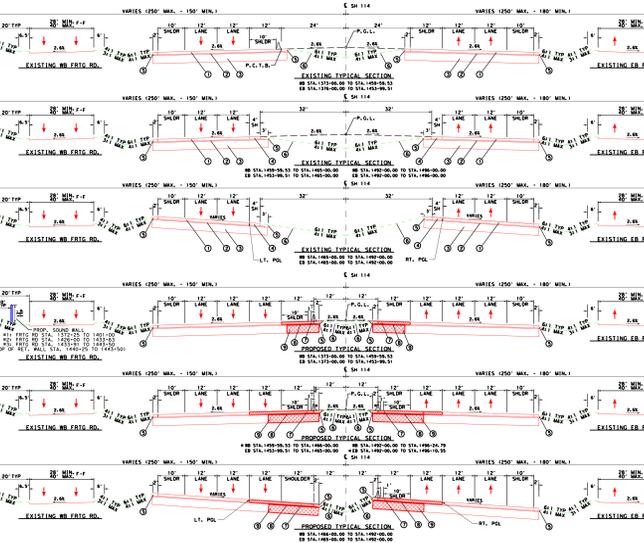
LOCATION MAP  
JUNE 2015  
SCALE: 1"=100' H, 1"=10' V  
ROLL 3 OF 3

PRELIMINARY FOR INTERIM REVIEW ONLY  
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND  
DO NOT CONSTITUTE A CONTRACT. ANY ERRORS  
OR OMISSIONS ARE THE RESPONSIBILITY OF THE  
DESIGNER. THE USER SHALL BE RESPONSIBLE FOR  
VERIFYING THE ACCURACY OF THE INFORMATION  
CONTAINED HEREIN.

NAME: MESSON, L. UNDERWOOD  
JOB NO: 3003  
DATE: 06/09/2015  
P.L. NO.

ROADWAY LEGEND

PROPERTY OWNER LABEL
EXISTING ROAD
EXISTING TRAFFIC
EXISTING PROPERTY LINE
EXISTING LOT LINE
EXISTING UTILITY
EXISTING EASEMENTS
EXISTING PAVEMENT
EXISTING SIDEWALK
PROPOSED SIDEWALK
PROPOSED MEDIAN
PROPOSED TRAFFIC BARRIER (CTB)
PROPOSED SOUND WALL



SH 114 SUPER-ELEVATION TABLE (CONT.)

STATION	CROSS SLOPE	STATION	CROSS SLOPE
1484-50.00	-0.0509	1488-50.00	-0.0087
1485-00.00	-0.0498	1489-00.00	-0.0002
1485-50.00	-0.0475	1489-50.00	0.0071
1486-00.00	-0.0440	1490-00.00	0.0131
1486-50.00	-0.0394	1490-50.00	0.0282
1487-00.00	-0.0335	1491-00.00	0.0229
1487-50.00	-0.0264	1491-50.00	0.0245
1488-00.00	-0.0181	1492-00.00	0.0260

CURVE DATA TABLE

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
1	G-4	108974.37	109554.92	234093.54		66.00	170500.00	1.00	163.5024	235.8861	87.0737.59° E	234.0308	1077+00.48	88959.36.99° E	88474.37.37° E
2	G-6	114-52.06	705893.13	234476.21		70.00	170500.00	1.00	165.6874	282.7899	87.0464.57° E	282.5985	1007+36.28	88474.37.37° E	88474.37.37° E
3	G-8	1135-05.87	705884.64	2346793.08		70.00	170500.00	1.00	164.671	471.073	79.0939.59° E	1265.6083	1268+4.20	144-35.67° E	693059.20° E
4	G-10	1189-54.18	705876.28	2349942.83		70.00	170500.00	1.00	163.9949	679.3029	87.0464.57° E	679.3029	1174+04.00	693059.20° E	693059.20° E
5	G-12	1189-42.12	705862.15	235025.26		70.00	170500.00	1.00	163.9949	922.2509	87.0464.57° E	922.2509	1174+04.00	693059.20° E	693059.20° E
6	G-14	1262-32.11	7057042.93	2354004.45		70.00	170500.00	1.00	163.9949	1386.4599	87.0464.57° E	1386.4599	1269+24.50	693059.20° E	693059.20° E
7	G-16	1234-47.75	7056235.89	2355885.37		70.00	170500.00	1.00	163.9949	1245.6037	87.0464.57° E	1245.6037	1239+84.91	693059.20° E	693059.20° E
8	G-18	1294-60.63	7055999.98	236024.49		70.00	170500.00	1.00	162.2015	1337.1615	87.0464.57° E	1337.1615	1299+05.15	80734.26.26° E	14730.63° E
9	G-20	1310-05.70	7055085.38	2362070.88		70.00	170500.00	1.00	162.2015	1279.5312	87.0464.57° E	1279.5312	1348+57.14	14730.63° E	72344.48.29° E
10	G-22	1350-59.98	704709.97	2367019.37		70.00	170500.00	1.00	162.2015	146.2813	87.0464.57° E	146.2813	1387+66.39	122344.48.29° E	666506.54° E
11	G-24	1408-53.53	7047552.32	2369899.29		70.00	170500.00	1.00	162.2015	697.4895	87.0464.57° E	697.4895	1407+70.00	666506.54° E	73485.02° E
12	G-26	1427-02.42	704700.66	2374455.67		70.00	170500.00	1.00	162.2015	876.7332	87.0464.57° E	876.7332	1425+62.37	73485.02° E	73485.02° E
13	G-28	1478-36.98	704641.52	2378152.08		70.00	170500.00	1.00	162.2015	1284.7891	87.0464.57° E	1284.7891	1486+48.14	73485.02° E	1486+48.14
14	G-30	1534-54.08	7070937.51	2379781.21		70.00	170500.00	1.00	162.2015	544.5095	87.0464.57° E	544.5095	1540+30.48	370518.70° E	193826.85° E

WESTBOUND FRTRG RD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
15	WBFR-CV1	1444-23.33	7047145.46	2370085.88		212°04.89'	5729.5780	10000.00	10.0815	220.1359	5729.5780	220.0224	14313.25	692500.97° E	773703.80° E
16	WBFR-CV2	1471-31.91	704676.74	2370555.52		207°58.24'	2864.7890	17000.00	50.1848	1032.4478	5017.37.68° E	1032.4478	1471+31.91	501809.56° E	501809.56° E
17	WBFR-CV3	1489-49.41	704640.31	2371682.09		175°46.40'	3893.7861	17000.00	46.4106	925.3053	3893.7861	1754.04.61° E	1489+49.41	501809.56° E	370523.08° E
18	WBFR-CV4	1495-07.65	704475.99	2373321.50		83°29.29'	4332.3945	40000.00	107.0797	2133.9608	4332.3945	8329.29.29° E	1495+07.65	370523.08° E	453852.28° E
19	WBFR-CV5	1498-06.21	704423.99	2373530.94		83°29.29'	954.9291	40000.00	71.4506	142.6355	4722°07.65'	142.5029	1498+06.21	453852.28° E	370523.08° E

EASTBOUND FRTRG RD CURVE DATA

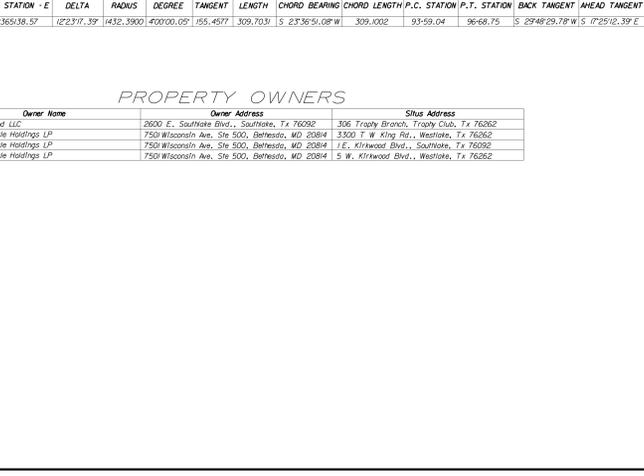
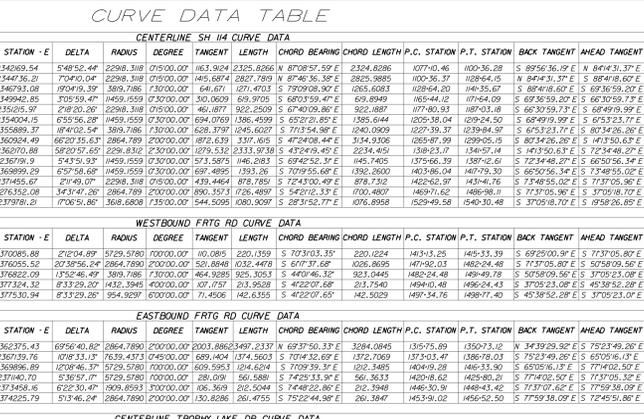
CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
20	EBFR-CV1	1335-79.77	704989.21	2362375.43		69°57.40.33'	2864.7890	20000.00	2003.8862	2337.2337	6957.40.33° E	3284.0845	1335+79.77	343929.32° E	752349.26° E
21	EBFR-CV2	1379-92.61	7048577.93	2367139.76		17°31.33.13'	7639.4373	174500.00	689.1404	1374.5603	1731.2.089° E	1374.5603	1379+92.61	752349.26° E	650295.19° E
22	EBFR-CV3	1402-29.88	7047299.40	2368896.89		120°46.36.37'	5729.5780	10000.00	162.5185	1204.6014	5729.5780° E	1204.6014	1402+29.88	752349.26° E	777402.50° E
23	EBFR-CV4	1422-99.64	7047005.59	2371460.70		57°50.57.07'	5729.5780	10000.00	286.0191	561.5881	5750.57.07° E	561.5881	1422+99.64	752349.26° E	777402.50° E
24	EBFR-CV5	1447-37.28	7046256.14	2373458.46		67°22.30.41'	9501.8593	17000.00	106.3619	212.5044	7448.02.80° E	212.5044	1447+37.28	777402.50° E	777402.50° E
25	EBFR-CV6	1455-00.85	7046004.89	2374262.79		57°50.57.07'	2864.7890	20000.00	2003.8862	2337.2337	5750.57.07° E	3284.0845	1455+00.85	777402.50° E	724919.80° E

CENTERLINE TROPHY LAKE DR CURVE DATA

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
26	C-30	9514.50	7049864.34	2365336.57		122°31.39'	1432.3900	10000.00	155.4517	309.7033	S 23°36'51.08" W	309.7033	9359.04	5668.75	S 29°48'29.78" W

PROPERTY OWNERS

Parcel No.	Owner Name	Owner Address	Site Address
68	14 At Kirkwood LLC	2600 E. Southlake Blvd., Southlake, TX 76082	306 Trophy Branch, Trophy Club, TX 76262
69	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	3300 T. W. King Rd., Westlake, TX 76262
70	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	1 E. Kirkwood Blvd., Southlake, TX 76082
71	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	5 W. Kirkwood Blvd., Westlake, TX 76262

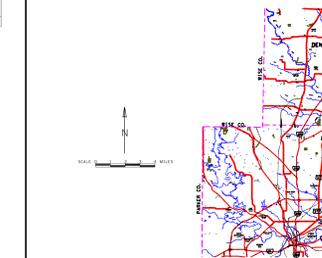


SH 114 SUPER-ELEVATION TABLE (CONT.)

STATION	CROSS SLOPE	STATION	CROSS SLOPE
1484-50.00	-0.0509	1488-50.00	-0.0087
1485-00.00	-0.0498	1489-00.00	-0.0002
1485-50.00	-0.0475	1489-50.00	0.0071
1486-00.00	-0.0440	1490-00.00	0.0131
1486-50.00	-0.0394	1490-50.00	0.0282
1487-00.00	-0.0335	1491-00.00	0.0229
1487-50.00	-0.0264	1491-50.00	0.0245
1488-00.00	-0.0181	1492-00.00	0.0260



DALLAS DISTRICT  
DESIGN SCHEMATIC  
JAMES K. SELMAN, P.E., DISTRICT ENGINEER  
DENTON & TARRANT COUNTIES  
STATE HIGHWAY 114  
PROJECT LIMIT: TROPHY LAKE DRIVE  
TO: KIRKWOOD BLVD  
CONTROL: 0353-02-074 (DENTON)  
0353-03-093 (TARRANT)  
SH 114 FUNCTIONAL CLASS: URBAN FREEWAY  
DESIGN SPEED: 70 mph  
PROJECT LENGTH = 2.360 MI.



LOCATION MAP  
JUNE 2015  
SCALE: 1"=100' H, 1"=10' V  
ROLL 3 OF 3

PRELIMINARY FOR INTERIM REVIEW ONLY  
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND  
DO NOT CONSTITUTE A CONTRACT. ANY ERRORS  
OR OMISSIONS ARE THE RESPONSIBILITY OF THE  
DESIGNER. THE USER SHALL BE RESPONSIBLE FOR  
VERIFYING THE ACCURACY OF THE INFORMATION  
CONTAINED HEREIN.

NAME: MESSON, L. UNDERWOOD  
JOB NO: 3003  
DATE: 06/09/2015  
P.L. NO.



DALLAS AND FORT WORTH DISTRICTS  
 JAMES "KELLY" SELMAN, P.E., DALLAS DISTRICT ENGINEER  
 BRIAN R. BARTH, P.E., FORT WORTH INTERIM DISTRICT ENGINEER

DESIGN SCHEMATIC

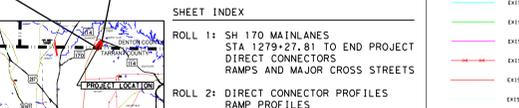
SH 170

FROM: ROANOKE ROAD  
 TO: SH 114

CSJ: 3559-02-008 (TARRANT COUNTY)  
 CSJ: 3559-01-005 (DENTON COUNTY)  
 PROJECT LENGTH: 1.0687 MILES

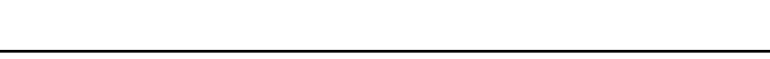
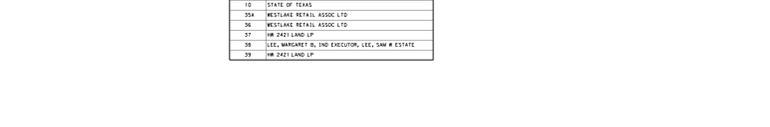
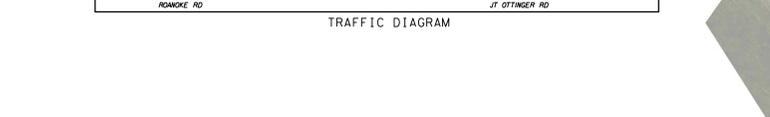
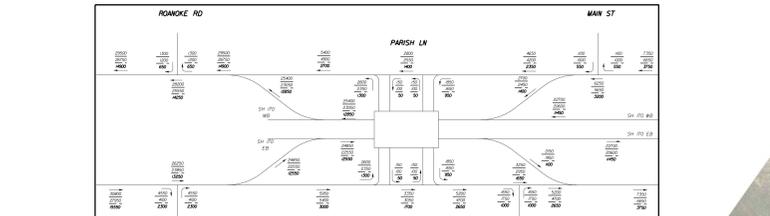
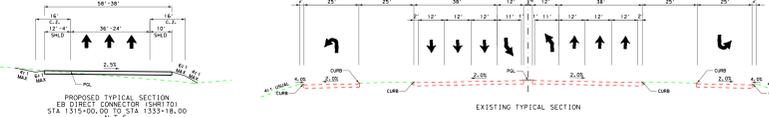
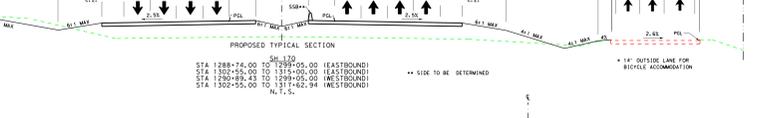
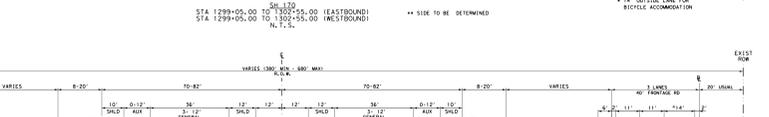
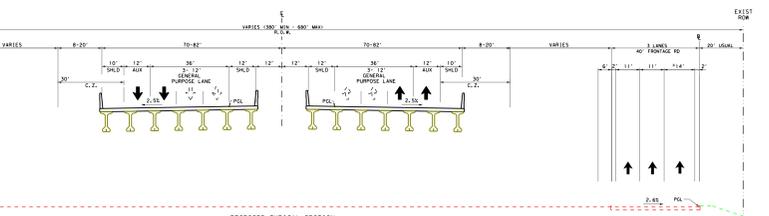
ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLINES	70 MPH	URBAN FREEWAY
DIRECT CONNECTORS	50 MPH	URBAN FREEWAY
RAMPS	50 MPH	URBAN FREEWAY
FRONTAGE ROADS	45 MPH	URBAN COLLECTOR
PARISH LN	45 MPH	URBAN ARTERIAL
U-TURNS	15 MPH	URBAN COLLECTOR

DENTON AND TARRANT COUNTIES  
 JULY 2015  
 ROLL 1 OF 2



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 NELSON L. UNDERWOOD 9025 7/20/2015  
 NAME P.E. NO. DATE

- Legend:
- PROPOSED SH 170 MAINLINES
  - PROPOSED SHOULDER MAINLINES
  - PROPOSED RAMPS
  - PROPOSED FRONTAGE ROADS/CITY STREETS
  - PROPOSED DIRECT CONNECTORS
  - PROPOSED BRIDGE
  - EXISTING BRIDGE
  - EXISTING PAVEMENT
  - IMPROVEMENTS BY OTHERS
  - IMPROVEMENTS BY OTHERS UNDER CONSTRUCTION
  - EXISTING BRIDGE BEAT LOCATION
  - EXISTING PAVEMENT REMOVAL
  - EXISTING A.S.M.
  - EXISTING DRAINAGE EASEMENT
  - EXISTING CONTROL OF ACCESS (ACCESS DENIAL LINE)
  - PROPOSED CONTROL OF ACCESS (ACCESS DENIAL LINE)
  - PROPOSED LINE GEOMETRY
  - SIDEWALK
  - ISLAND
  - EXISTING PROPERTY LINE
  - CITY LIMITS
  - EXISTING CREEK CENTER LINE
  - EXISTING WATER LINE
  - EXISTING SANITARY SEWER
  - EXISTING GAS LINE
  - EXISTING OR ELECTRIC LINE
  - EXISTING BURIED ELECTRIC LINE
  - EXISTING COMMUNICATION LINE
  - EXISTING STORM SEWER
  - PROPOSED STORM SEWER
  - PROPOSED PAVEMENT EDGE
  - PROPOSED RETAINING WALL
  - PROPOSED TOLL GATEWAY
  - PROPOSED/EXISTING BASELINE NAME
  - ALCALI-1
  - PROPERTY OWNER PARCEL NUMBER
  - ADA RAMP
  - SIGNALIZED INTERSECTION

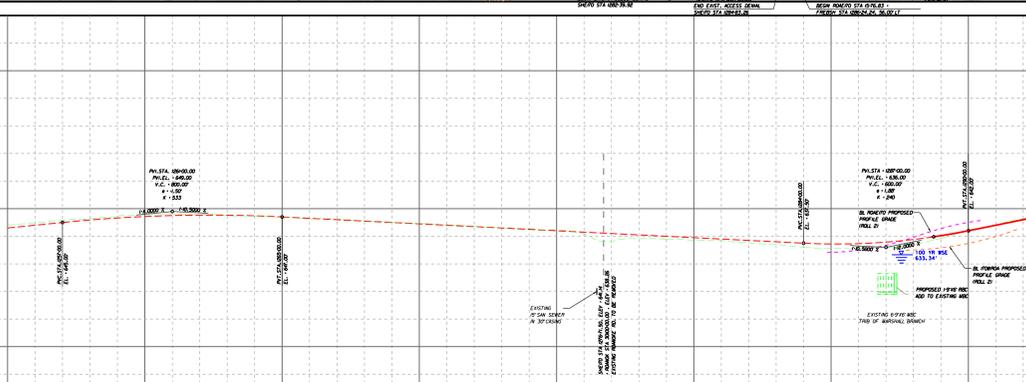


PROPERTY OWNERSHIP

PARCEL	TARRANT COUNTY	OWNER
58	170 Ranch II Associates LP	
59	170 Ranch II Associates LP	
60	170 Ranch II Associates LP	
61	170 Ranch II Associates LP	

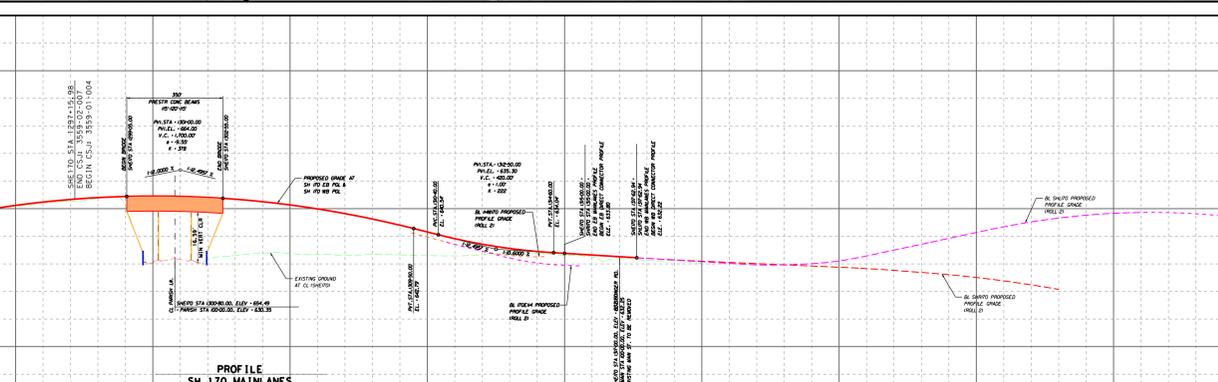
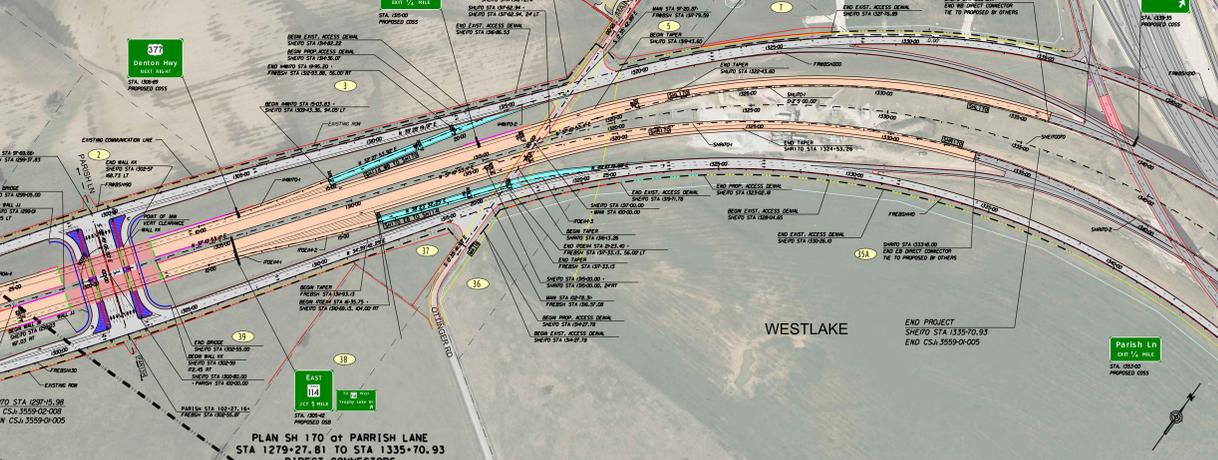
PROPERTY OWNERSHIP

PARCEL	DENTON COUNTY	OWNER
2	170 RETAIL ASSOCIATES LTD	
3	170 RETAIL ASSOCIATES LTD	
4	170 RETAIL ASSOCIATES LTD	
5	170 RETAIL ASSOCIATES LTD	
6	170 RETAIL ASSOCIATES LTD	
7	170 RETAIL ASSOCIATES LTD	
8	170 RETAIL ASSOCIATES LTD	
9	170 RETAIL ASSOCIATES LTD	
10	STATE OF TEXAS	
35A	MESLAGE RETAIL ASSOC LTD	
36	MESLAGE RETAIL ASSOC LTD	
37	HW 2421 LAND LP	
38	LESLI WAREHAM B. TRD EXECUTOR, LESL, SHW & ESTATE	
39	HW 2421 LAND LP	



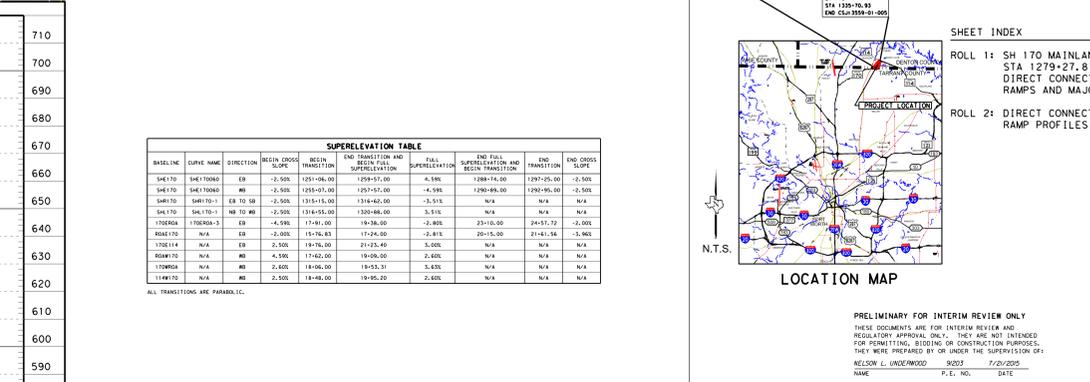
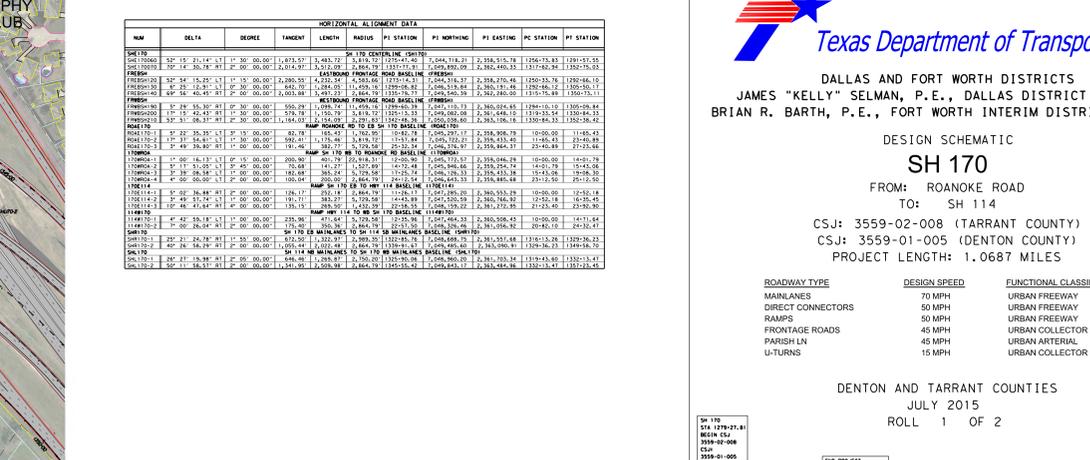
SUPERELEVATION TABLE

BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS	BEGIN	END	BEGIN TRANSITION	END TRANSITION	END CROSS
54E170	54E170R00	EB	-2.50%	1255+00.00	1259+57.00	4.5%	1268+74.00	1267+25.00
54E170	54E170R00	WB	-2.50%	1255+00.00	1259+57.00	-4.5%	1268+74.00	1267+25.00
54E170	54E170-1	EB TO WB	-2.50%	1314+50.00	1314+50.00	N/A	N/A	N/A
54E170	54E170-1	WB TO EB	-2.50%	1314+50.00	1300+68.00	5.5%	N/A	N/A
170E08A	170E08A-5	EB	-4.5%	1749.00	18+36.00	-2.80%	23+10.00	24+57.72
170E08B	N/A	EB	-3.00%	1976.88	17+40.00	-2.81%	20+10.00	21+44.56
170E11A	N/A	EB	2.50%	1876.00	21+25.40	5.00%	N/A	N/A
170E11B	N/A	WB	-4.5%	1742.00	18+36.00	2.60%	N/A	N/A
170E11C	N/A	WB	2.40%	18+06.00	18+52.37	5.00%	N/A	N/A
170E11D	N/A	WB	2.50%	18+06.00	18+52.37	2.60%	N/A	N/A



HORIZONTAL ALIGNMENT DATA

NAME	DELTA	BEFORE	TARGET	AFTER	RADIUS	P1 STATION	P2 STATION	PC STATION	PT STATION
54E170R00	57° 13' 11.44" L	1° 00' 00.00"	1,823.57	5,483.32	8,874.37	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	120° 14' 20.70" R	1° 00' 00.00"	2,674.89	7,312.22	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	52° 54' 15.25" L	1° 00' 00.00"	2,265.53	4,235.43	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	112° 32' 18.21" L	1° 00' 00.00"	432.00	7,234.11	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	84° 54' 40.45" R	1° 00' 00.00"	2,003.88	3,467.27	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00



HORIZONTAL ALIGNMENT DATA

NAME	DELTA	BEFORE	TARGET	AFTER	RADIUS	P1 STATION	P2 STATION	PC STATION	PT STATION
54E170R00	57° 13' 11.44" L	1° 00' 00.00"	1,823.57	5,483.32	8,874.37	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	120° 14' 20.70" R	1° 00' 00.00"	2,674.89	7,312.22	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	52° 54' 15.25" L	1° 00' 00.00"	2,265.53	4,235.43	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	112° 32' 18.21" L	1° 00' 00.00"	432.00	7,234.11	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	84° 54' 40.45" R	1° 00' 00.00"	2,003.88	3,467.27	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00



DALLAS AND FORT WORTH DISTRICTS  
 JAMES "KELLY" SELMAN, P.E., DALLAS DISTRICT ENGINEER  
 BRIAN R. BARTH, P.E., FORT WORTH INTERIM DISTRICT ENGINEER

DESIGN SCHEMATIC

SH 170

FROM: ROANOKE ROAD  
 TO: SH 114

CSJ: 3559-02-008 (TARRANT COUNTY)  
 CSJ: 3559-01-005 (DENTON COUNTY)  
 PROJECT LENGTH: 1.0687 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLINES	70 MPH	URBAN FREEWAY
DIRECT CONNECTORS	50 MPH	URBAN FREEWAY
RAMPS	50 MPH	URBAN FREEWAY
FRONTAGE ROADS	45 MPH	URBAN COLLECTOR
PARISH LN	45 MPH	URBAN ARTERIAL
U-TURNS	15 MPH	URBAN COLLECTOR

DENTON AND TARRANT COUNTIES  
 JULY 2015  
 ROLL 1 OF 2



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 NELSON L. UNDERWOOD 9025 7/20/2015  
 NAME P.E. NO. DATE

HORIZONTAL ALIGNMENT DATA

NAME	DELTA	BEFORE	TARGET	AFTER	RADIUS	P1 STATION	P2 STATION	PC STATION	PT STATION
54E170R00	57° 13' 11.44" L	1° 00' 00.00"	1,823.57	5,483.32	8,874.37	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	120° 14' 20.70" R	1° 00' 00.00"	2,674.89	7,312.22	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	52° 54' 15.25" L	1° 00' 00.00"	2,265.53	4,235.43	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00
54E170R00	112° 32' 18.21" L	1° 00' 00.00"	432.00	7,234.11	12,024.00	1317+00.00	1317+00.00	1317+00.00	1330+75.00
54E170R00	84° 54' 40.45" R	1° 00' 00.00"	2,003.88	3,467.27	12,024.00	1274+40.00	1274+40.00	1274+40.00	1297+25.00

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**APPENDIX B**  
**TPP Traffic Data**



# MEMO

August 22, 2014

**To:** H. Stan Hall, P.E.

**From:** William E. Knowles, P.E.

**Subject:** Traffic Data  
CSJs: 0353-02-074 & 0353-03-093  
SH 114:  
From Trophy Lake Drive  
To Kirkwood Blvd  
Denton & Tarrant Counties

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Attached are schematics depicting anticipated average daily traffic volumes and turning movements for the years 2014, 2034 and 2044 for the specified limits of the route. Also attached are tabulations showing traffic analysis for highway design for the 2014 to 2034 twenty year, and for the 2014 to 2044 thirty year design periods. Also included is a tabulation showing data for use in air and noise analysis.

Please refer to your original memorandum dated April 2, 2014

If you have any questions or need additional information please contact George Petrek at (512) 486-5140.

## Attachments

**CC:** Godfrey Sendawula, DAL  
Design Division

### OUR GOALS

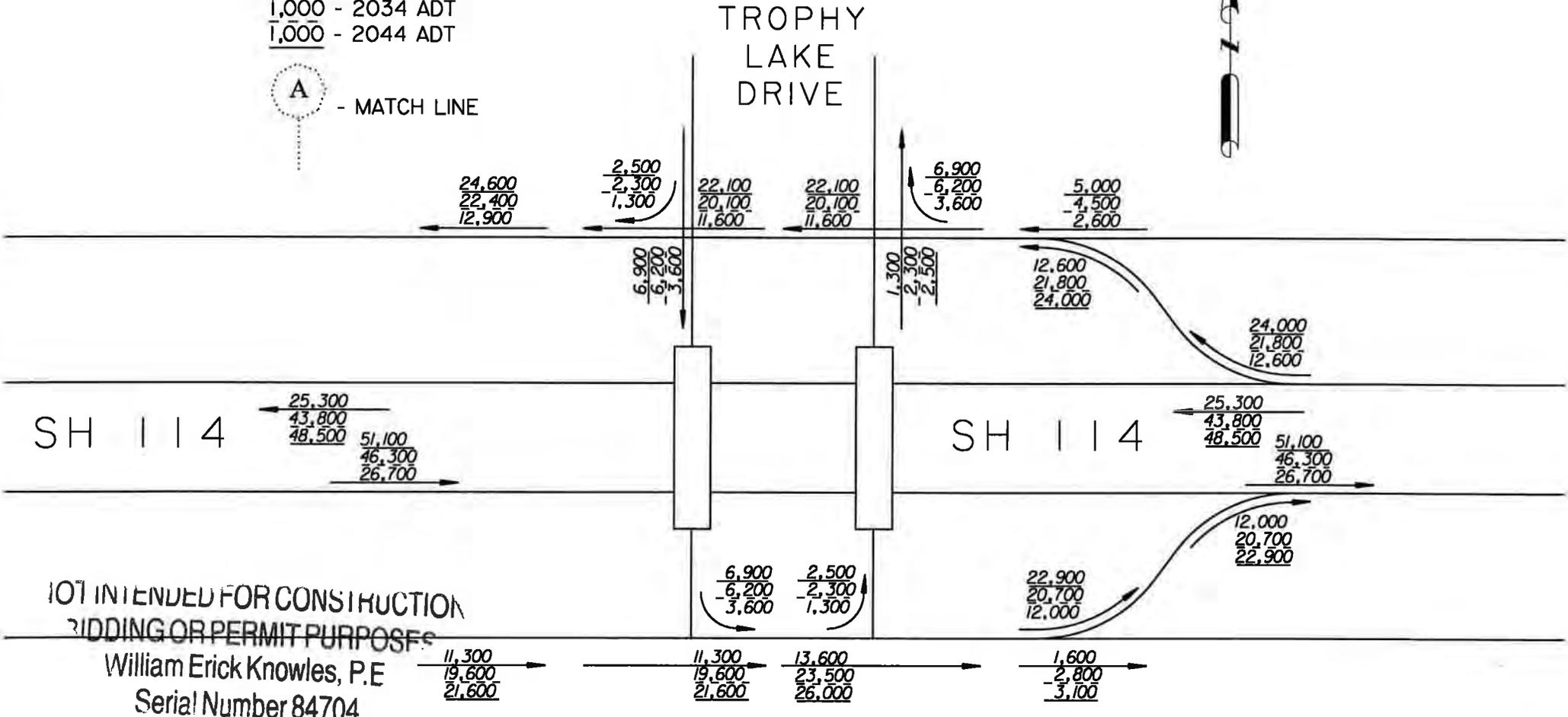
MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

*An Equal Opportunity Employer*

**LEGEND**

1,000 - 2014 ADT  
 1,000 - 2034 ADT  
 1,000 - 2044 ADT

**A** - MATCH LINE



**PROPOSED CONFIGURATION**

**DETAILED SCHEMATICS**

2014, 2034 AND 2044 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE SPECIFIED INTERSECTIONS ALONG SH 114 FROM TROPHY LAKE DRIVE TO KIRKWOOD BLVD.

DENTON & TARRANT COUNTIES

AUGUST 19, 2014

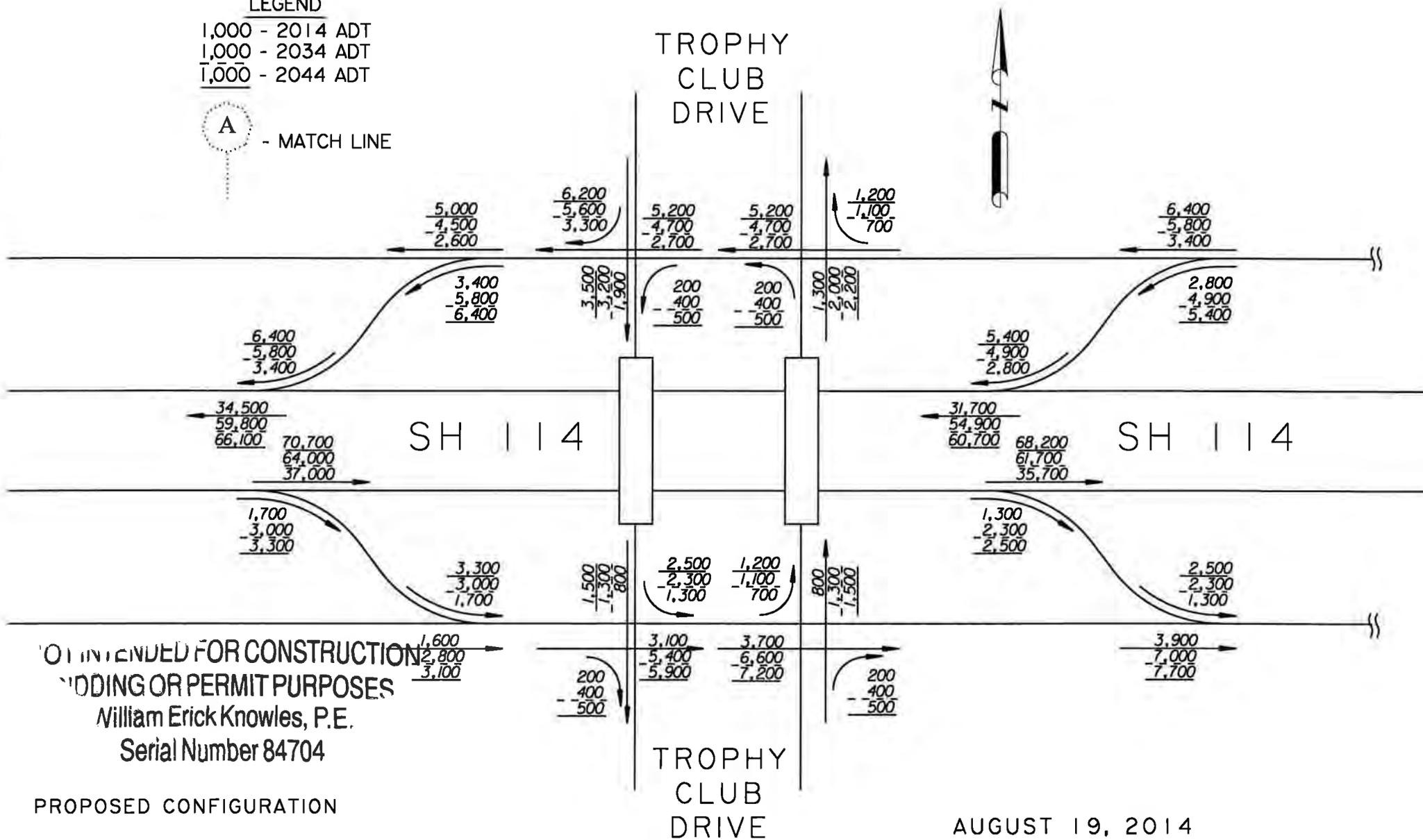
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION.

SHEET 1 OF 4

LEGEND

1,000 - 2014 ADT  
 1,000 - 2034 ADT  
 1,000 - 2044 ADT

A - MATCH LINE



NOT INTENDED FOR CONSTRUCTION  
 SCHEDULING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

PROPOSED CONFIGURATION

DETAILED SCHEMATICS  
 2014, 2034 AND 2044 ANTICIPATED AVERAGE DAILY  
 TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE  
 SPECIFIED INTERSECTIONS ALONG SH 114 FROM TROPHY  
 LAKE DRIVE TO KIRKWOOD BLVD.

DENTON & TARRANT COUNTIES

AUGUST 19, 2014

TRANSPORTATION PLANNING  
 AND PROGRAMMING DIVISION.

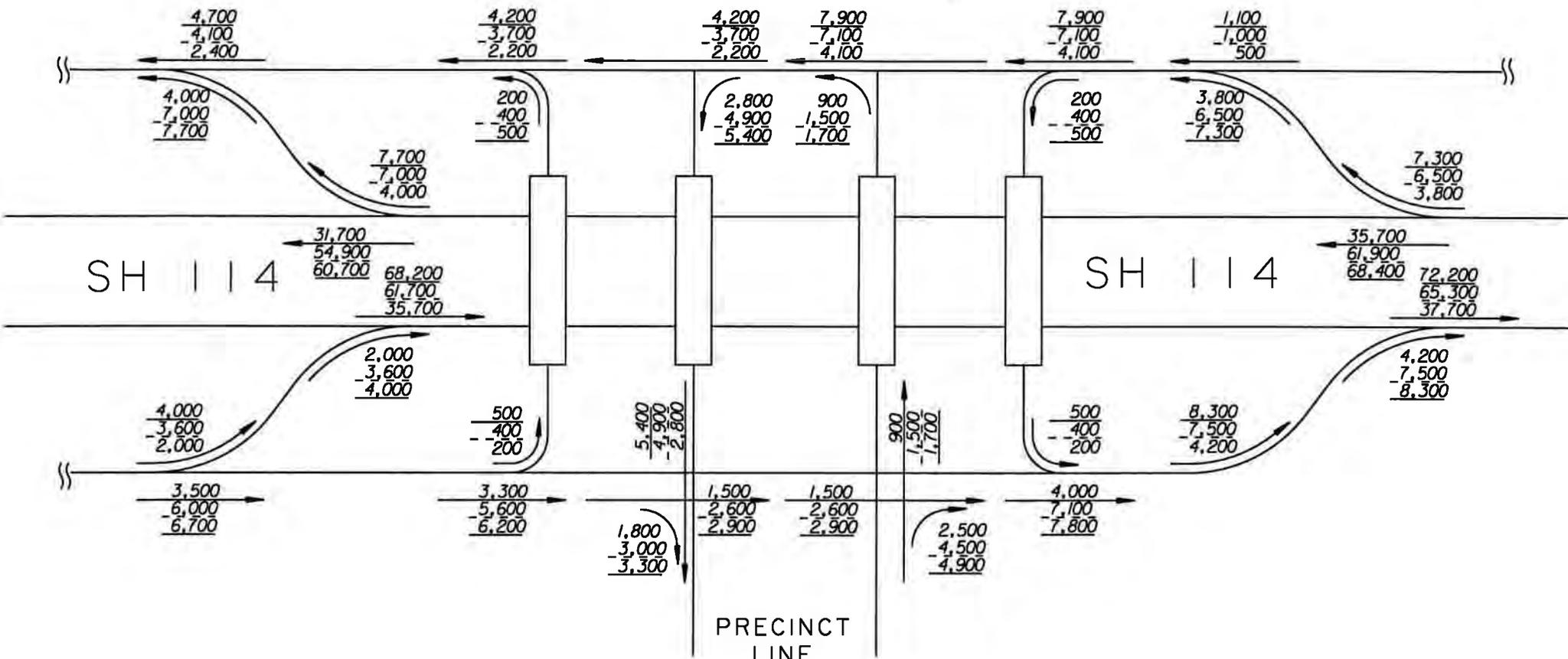
SHEET 2 OF 4

LEGEND

1,000 - 2014 ADT  
 1,000 - 2034 ADT  
 1,000 - 2044 ADT

A - MATCH LINE

NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704



PROPOSED CONFIGURATION

DETAILED SCHEMATICS  
 2014, 2034 AND 2044 ANTICIPATED AVERAGE DAILY  
 TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE  
 SPECIFIED INTERSECTIONS ALONG SH 114 FROM TROPHY  
 LAKE DRIVE TO KIRKWOOD BLVD.

DENTON & TARRANT COUNTIES

PRECINCT  
 LINE  
 ROAD  
 (FM 1938)

AUGUST 19, 2014

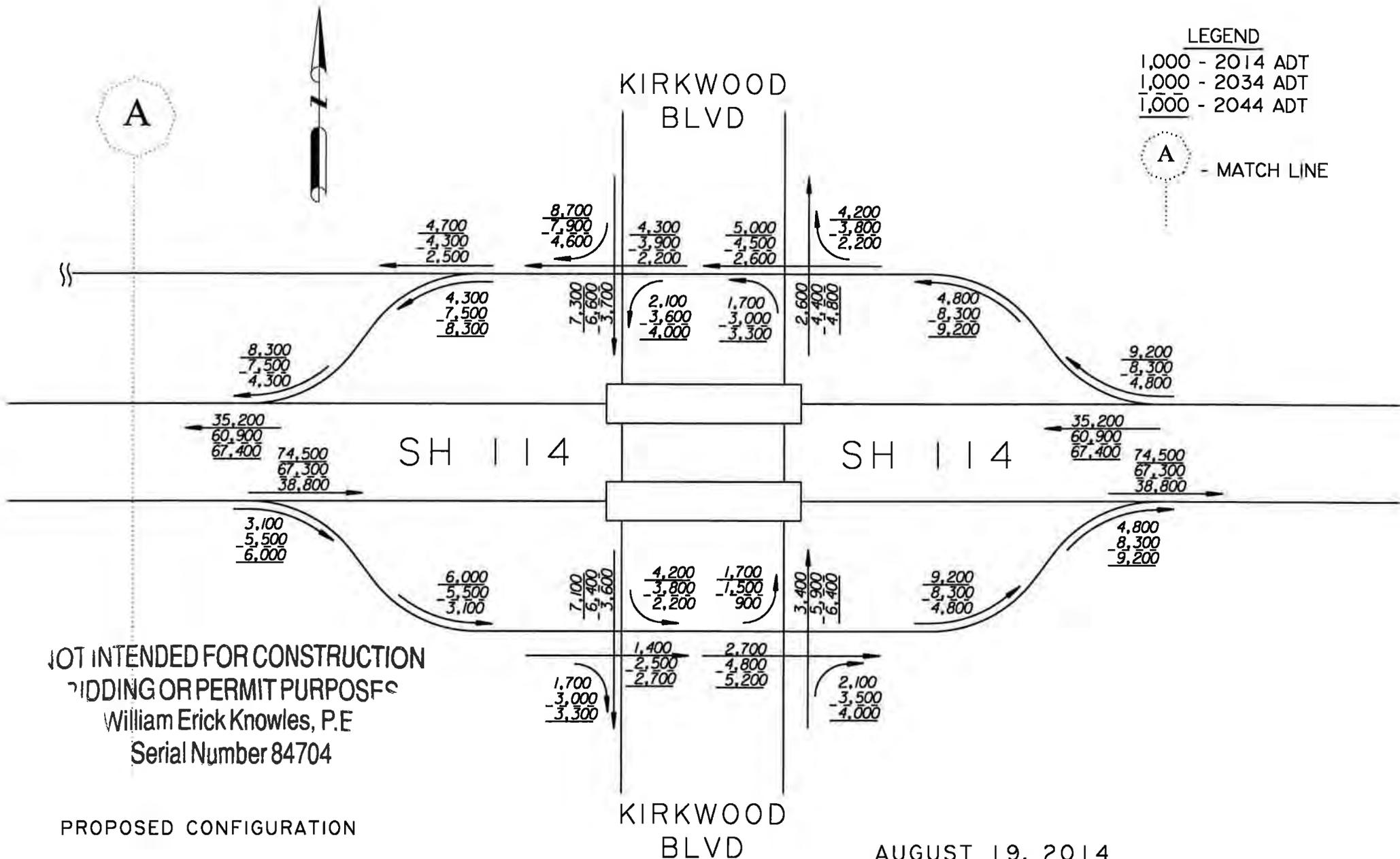
TRANSPORTATION PLANNING  
 AND PROGRAMMING DIVISION.

SHEET 3 OF 4

LEGEND

1,000 - 2014 ADT  
 1,000 - 2034 ADT  
 1,000 - 2044 ADT

A - MATCH LINE



NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

PROPOSED CONFIGURATION

DETAILED SCHEMATICS  
 2014, 2034 AND 2044 ANTICIPATED AVERAGE DAILY  
 TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE  
 SPECIFIED INTERSECTIONS ALONG SH 114 FROM TROPHY  
 LAKE DRIVE TO KIRKWOOD BLVD.

DENTON & TARRANT COUNTIES

AUGUST 19, 2014

TRANSPORTATION PLANNING  
 AND PROGRAMMING DIVISION.

SHEET 4 OF 4

**TRAFFIC ANALYSIS FOR HIGHWAY DESIGN**

Dallas District

August 19, 2014

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2014 to 2034)													
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB											
	2014	2034	Dir Dist %	K Factor	Percent Trucks																		
					ADT	DHV																	
<p align="center"><b>SH 114 at Match Line A</b></p> <p>From Trophy Lake Drive To Kirkwood Blvd</p> <p>Denton &amp; Tarrant Counties</p>												83,900	145,500	61 - 39	9.4	7.4	4.9	12,900	30	26,804,000	3	36,400,000	8"
<b>Data for Use in Air &amp; Noise Analysis</b>						<p><b>NOT INTENDED FOR CONSTRUCTION BIDDING OR PERMIT PURPOSES</b></p> <p><b>William Erick Knowles, P.E.</b></p> <p><b>Serial Number 84704</b></p>																	
<b>Vehicle Class</b>		<b>Base Year</b>																					
		<b>% of ADT</b>	<b>% of DHV</b>																				
Light Duty		92.6	95.1																				
Medium Duty		2.6	1.7																				
Heavy Duty		4.8	3.2																				
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2014 to 2044)													
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB											
	2014	2044	Dir Dist %	K Factor	Percent Trucks																		
					ADT	DHV																	
<p align="center"><b>SH 114 at Match Line A</b></p> <p>From Trophy Lake Drive To Kirkwood Blvd</p> <p>Denton &amp; Tarrant Counties</p>												83,900	160,900	61 - 39	9.4	7.4	4.9	12,900	30	42,904,000	3	58,265,000	8"



# MEMO

July 2, 2015

**To:** H. Stan Hall, P.E., Advanced Project Development Director

**Through:** William E. Knowles, P.E.  
Traffic Analysis Section Director, TPP

**From:** James Burnett  
Transportation Analyst, TPP

**Subject:** Traffic Data  
CSJ: 3559-01-005  
SH 170:  
From Roanoke Rd.  
To SH 114  
Tarrant and Denton Counties

---

Attached is a diagram depicting 2015, 2035 and 2045 average daily traffic volumes and turning movements on SH 170 from Roanoke Rd. to SH 114. Also attached are tabulations showing traffic analysis for highway design for the 2015 to 2035 twenty year period and 2015 to 2045 thirty year period for the described limits of the route. Also included is a tabulation showing data for use in air and noise analysis.

Please refer to your original request dated May 15, 2015.

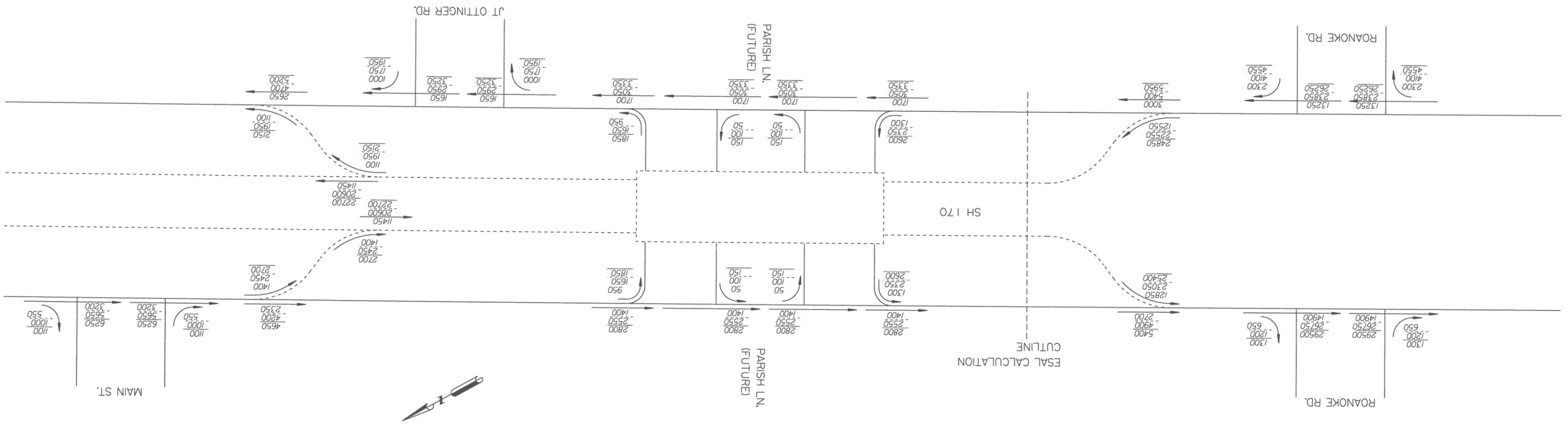
If you have any questions or need additional information, please contact James Burnett at (512) 486-5165.

Attachments

**CC:** Godfrey Sendawula, Transportation Specialist, Dallas District  
Design Division

LEGEND  
 1000 - 2015 ADT  
 1000 - 2035 ADT  
 1000 - 2045 ADT  
 ----- PROPOSED ADDITION  
 ----- EXISTING CONDITION

2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG SH 170 FROM ROANOKE RD. TO SH 114 TARRANT AND DENTON COUNTIES



NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

## TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Fort Worth & Dallas Districts

June 25, 2015

									Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2015 to 2035)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB
	2015	2035			ADT	DHV						
<u>SH 170</u>												
From Roanoke Rd. To SH 114	31,100	55,900	57 - 43	10.5	14.3	9.4	12,600	50	23,895,000	3	34,463,000	8"
Tarrant & Denton Counties							12,600	50	23,895,000	3	35,379,000	10"
							12,600	50	23,895,000	3	35,664,000	12"
Data for Use in Air & Noise Analysis												
Vehicle Class	Base Year											
	% of ADT		% of DHV									
Light Duty	85.7		90.6									
Medium Duty	2.2		1.5									
Heavy Duty	12.1		7.9									
									Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2015 to 2045)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB
	2015	2045			ADT	DHV						
<u>SH 170</u>												
From Roanoke Rd. To SH 114	31,100	61,600	57 - 43	10.5	14.3	9.4	12,700	50	38,192,000	3	55,082,000	8"
Tarrant & Denton Counties							12,700	50	38,192,000	3	56,545,000	10"
							12,700	50	38,192,000	3	57,002,000	12"

NOT INTENDED FOR CONSTRUCTION,  
 BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

**Project**

State Highway 114 (0353-02-074 & 0353-03-093)  
State Highway 170 (3559-01-005 & 3559-02-008)  
Denton and Tarrant Counties

**Subject**

Traffic Data Extrapolation Methodology for Carbon Monoxide Analysis

**Date**

February 17, 2016

---

**TECHNICAL MEMORANDUM*****Project Description***

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange. The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to Kirkwood Blvd, in Denton County. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane in each direction within the existing ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties. The proposed interchange at Parrish Lane will consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction.

***Purpose***

The technical memorandum has been prepared to provide a brief description of the traffic data extrapolation methods for the Carbon Monoxide (CO) Analysis for the SH 114 and SH 170 projects. Since the project would add capacity and the design year traffic volume is above 140,000 vehicles per day (vpd) for each alternative, a traffic air quality analysis (TAQA) is required to assess whether the project would



adversely affect local air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO NAAQS. The traffic data for SH 114 and SH 170 was obtained from the TxDOT Transportation Planning and Programming (TP&P) Division on August 22, 2014 and July 2, 2015, respectively and can be found as an appendix to this technical memorandum.

**Methodology**

A CO Analysis requires traffic data for the estimated completion (ETC) year, which is described as the date the entire project will be open to traffic, and the design year, which is the year of the current Metropolitan Transportation Plan (MTP). These years are 2018 and 2035, respectively. Because the traffic data received are not in line with these years, the data must be extrapolated to these years.

For SH 114, a compound annual growth rate (CAGR) was calculated for the 2014-2034 horizon. This growth rate was multiplied by the previous year AADT to get the annual increase, which was then added to the previous year AADT to get the following year AADT. This formula was applied up to year 2035.

**Table 1: Compound Annual Growth Rates Applied to SH 114**

Facility	Supplied Base Year	Supplied Traffic Year	CAGR (2014 to 2018)	CAGR (2014 to 2035)
SH 114	2014	2034	0.02791	0.02791

For SH 170, the design year traffic was supplied, but the ETC year traffic needed to be extrapolated. A CAGR was calculated for the 2015-2035 horizon. This growth rate was multiplied by the previous year AADT to get the annual increase, which was then added to the previous year AADT to get the following year AADT.

**Table 2: Compound Annual Growth Rates Applied to SH 170**

Facility	Supplied Base Year	Supplied Traffic Year	CAGR (2015 to 2018)
SH 170	2015	2035	0.02975

**Verification**

To verify that the calculations were performed correctly, an alternate method of calculation was used, which is detailed below.

$$\text{Baseline AADT} * \text{CAGR}^{\text{(number of years away from the base year)}}$$

**APPENDIX C**  
**Receptor Locations**

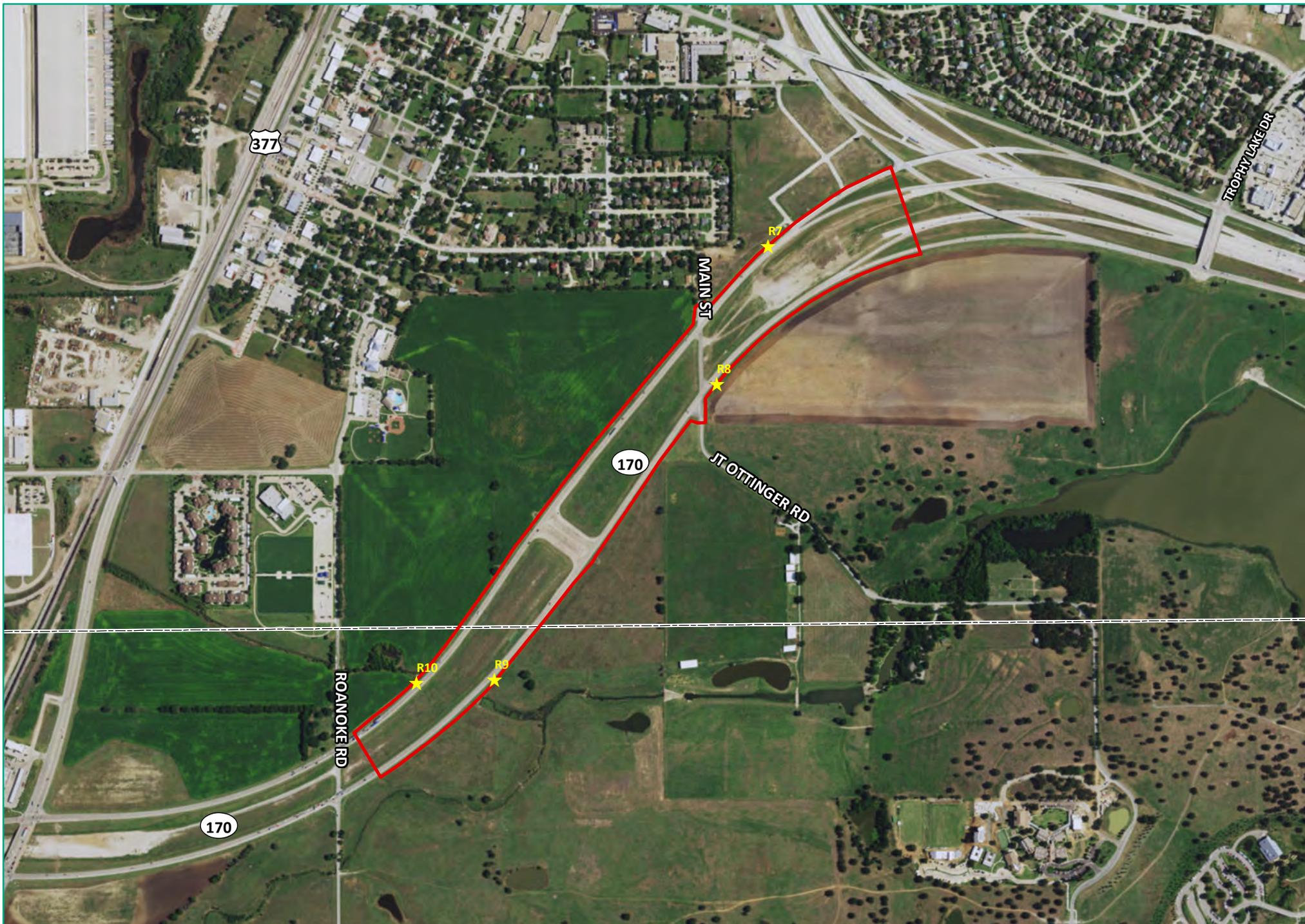


**SH 170 and SH 114 Improvements  
Receptors for CO Analysis**

SH 114 from east of Trophy Lake Dr to Kirkwood Blvd

★ Receptor  ROW (SH 114)  County Boundary





## SH 170 and SH 114 Improvements Receptors for CO Analysis

SH 170 from east of Roanoke Rd to SH 114/SH 170 Interchange

★ Receptor  ROW (SH 114)  County Boundary



## **APPENDIX D**

### **CO Concentration Results per Receptor**

Highway/Segment	2018: Estimated Time of Completion (ETC)				2035: Design Year			
Receptor	1 Hour CO Concentration	1 Hour CO Background Concentration	8 Hour CO Background Concentration	8 Hour CO Concentration	1 Hour CO Concentration	1 Hour CO Background Concentration	8 Hour CO Background Concentration	8 Hour CO Concentration
<b>SH 114</b>								
<b>Area 1: Trophy Lake Dr to Trophy Club Dr</b>								
Receptor 1	2.3	1.9	2.3	<b>2.5</b>	2.7	1.9	2.3	<b>2.8</b>
Receptor 2	2.6	1.9	2.3	<b>2.7</b>	2.9	1.9	2.3	<b>2.9</b>
<b>Area 2: Trophy Club Dr to Trophy Wood Dr</b>								
Receptor 3	2.2	1.9	2.3	<b>2.5</b>	2.3	1.9	2.3	<b>2.5</b>
Receptor 4	<b>2.7</b>	1.9	2.3	<b>2.8</b>	3.1	1.9	2.3	<b>3.0</b>
<b>Area 3: Trophy Wood Dr to Kirkwood Blvd</b>								
Receptor 5	2.6	1.9	2.3	<b>2.7</b>	2.8	1.9	2.3	<b>2.8</b>
Receptor 6	2.4	1.9	2.3	<b>2.6</b>	2.7	1.9	2.3	<b>2.8</b>
<b>SH 170</b>								
<b>Area 1: SH 114/SH 170 interchange to Proposed Parish Ln</b>								
Receptor 7	2.1	1.9	2.3	<b>2.4</b>	2.1	1.9	2.3	<b>2.4</b>
Receptor 8	1.9	1.9	2.3	<b>2.3</b>	2.1	1.9	2.3	<b>2.4</b>
<b>Area 2: Proposed Parish Ln to west of Roanoke Rd</b>								
Receptor 9	2.1	1.9	2.3	<b>2.4</b>	2.2	1.9	2.3	<b>2.5</b>
Receptor 10	2.1	1.9	2.3	<b>2.4</b>	2.2	1.9	2.3	<b>2.5</b>
	<b>Highlighted</b>	Highest 1-Hour CO Concentration for project (2018)			<b>Highlighted</b>	Highest 1-Hour CO Concentration for project (2035)		
	<b>Highlighted</b>	Highest 8-Hour CO Concentration for project (2018)			<b>Highlighted</b>	Highest 8-Hour CO Concentration for project (2035)		

## **APPENDIX E**

### **NCTCOG Concurrence of No Substantial Change to MSAT Analysis**

## Sandra Williams

---

**From:** Nathan Drozd <NDrozd@nctcog.org>  
**Sent:** Wednesday, May 25, 2016 10:01 AM  
**To:** Sandra Williams; Sandy Wesch  
**Cc:** Dan Perge; Jan Heady; Nelson Underwood; Berrien Barks  
**Subject:** RE: 0353-02-074 etc. & 3559-01-005 etc. SH 114-SH 170 - Request Concurrence that no substantial changes/effects to the transportation network for SH 114 Quantitative Analysis

Sandra,

I reviewed the MSAT networks we completed for the combined SH 170/SH 114 project. The removal of the SH 170 portion of the analysis would only result in a change of 12 links. Since our entire network is 43,250 link, this would result in a change of 0.02% of the network and would represent an insignificant effect on the network and the MSAT results. Furthermore, the results of the combined projects would have resulted "worse case" scenario and did not reveal any MSAT impacts. Therefore, NCTCOG confirms the removal of the SH 170 project would not substantially change the MSAT results and concurs that no further MSAT analysis would be required.

Nathan Drozd | [North Central Texas Council of Governments](#) | *Senior Transportation Planner* | **Environmental Streamlining Team** | [817.704.5635](tel:817.704.5635)



 Find us on [Facebook](#)  Follow us on [Twitter](#)

---

**From:** Sandra Williams [<mailto:Sandra.Williams2@txdot.gov>]  
**Sent:** Tuesday, May 24, 2016 11:27 AM  
**To:** Sandy Wesch <[SWesch@nctcog.org](mailto:SWesch@nctcog.org)>; Nathan Drozd <[NDrozd@nctcog.org](mailto:NDrozd@nctcog.org)>  
**Cc:** Dan Perge <[Dan.Perge@txdot.gov](mailto:Dan.Perge@txdot.gov)>; Jan Heady <[Jan.Heady@txdot.gov](mailto:Jan.Heady@txdot.gov)>; Nelson Underwood <[Nelson.Underwood@txdot.gov](mailto:Nelson.Underwood@txdot.gov)>  
**Subject:** 0353-02-074 etc. & 3559-01-005 etc. SH 114-SH 170 - Request Concurrence that no substantial changes/effects to the transportation network for SH 114 Quantitative Analysis  
**Importance:** High

Good Morning Sandy and Nathan,

I'm am requesting your concurrence that no substantial changes/effects to the transportation network would occur if the SH 170 project is not included (removed) from the quantitative analysis.

**Background:**

- Quantitative Analysis was conducted for the above referenced projects (SH 114 and SH 170) as one combined MSAT analysis. The reason was the analysis needed to be conducted as a combined project for SH 114 and SH

170 due to their close proximity to each other. The traffic data for SH 114 exceeded 140,000 vpd, whereas the traffic data for SH 170 did not.

- It was initially determined that project environmental documentation would be conducted as one combined document. Further evaluation determined that environmental documentation would now be required for both projects under two separate RCCs due to the fact that both projects were identified as breakouts of two different ultimate build roadway corridor projects originally conducted in 1989 (SH 170) and 1991 (SH 114); however, the technical reports would remain combined and would be used as supporting documentation for both RCCs.

**Reason for Request:**

- ENV-Austin has now determined that in order to use the quantitative analysis performed for just the SH 114 project (as a separate project), ENV-Austin would require NCTCOG's validation that the effected transportation network would not change significantly if the SH 170 project was removed from (not included in) the analysis. I'm therefore requesting your concurrence that no substantial changes/effects to the transportation network would occur if the SH 170 project is not included (removed).

I have attached the MSAT Conference Call Meeting Minutes for your use as needed.

Please let me know if you have any questions and/or need any additional information.

Thanks!

**Sandra J. Williams**  
**Environmental Specialist**  
*Dallas District- Advanced Project Development (APD)*

**Office Address:**  
**Texas Department of Transportation**  
4777 E. Highway 80  
Mesquite, TX 75150-6643  
Office: (214) 320-6686  
Fax: (214) 320-4470  
Email Address: [Sandra.williams2@txdot.gov](mailto:Sandra.williams2@txdot.gov)



**APPENDIX F**  
**NCTCOG CMP Project-Level Analysis**

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



**Submitter Name:** Nelson Underwood, P.E.  
**Agency Name:** Texas Department of Transportation - Dallas District  
**Agency Address:** 4777 E. Highway 80  
**Email:** nelson.underwood@txdot.gov  
**Telephone Number:** 214.320.6628  
**Date:** 3/14/2016

## Please answer the following questions

**Project Name** SH 114  
**Project Limits (From)** Trophy Lake Dr  
**Project Limits (To)** Kirkwood Blvd

**2. Does this project add roadway capacity? (IF NOT, THIS FORM IS NOT REQUIRED)**

YES

**3. Are complementary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?**

If "yes," enter the project name(s), TIP Code(s) and/or CSJ number(s) in table below.

This information can be verified at the following link: [Transportation Improvement Program Information System \(TIPINS\)](#)

\*For a list of TDM and TSM&O project types see: [Appendix A - TDM and TSM&O Strategies](#)

YES

<b>Project Name</b>	Traffic Signal Improvement: SH 170 WB at SH 114	<b>TIP Code</b>	11192.1329	<b>CSJ#</b>	[Enter Here]
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	

**3b. Are there any other projects not included in the TIP that may compliment the project?**

If "yes," enter the project name(s) and implementing agency in table below.

NO

<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]

**4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?**

This information can be verified in the Mobility Options found here: [Appendix E of the MTP \(pg. 53 - 97 / pg. 102 - 112\)](#)

If "yes," enter the MTP Reference #(s) in table below

YES

<b>MTP Reference #</b>	FT1-12.30.3
<b>MTP Reference #</b>	
<b>MTP Reference #</b>	
<b>MTP Reference #</b>	

**5. Are the project limits within a corridor included in the current CMP Corridor Analysis?**

The complete inventory of corridor fact sheets can be found here: [Appendix C - CMP Corridor Fact Sheet](#)

YES

\*If "yes," please proceed to question six.

\*If "no," please evaluate corridor to determine if improvements are needed by completing the Fact Sheet Form in Step 2 in the tab below, before proceeding to question six.

**6. Is the corridor identified as deficient in any category?**

YES

\*If "yes," please proceed to questions seven.

\*If "no," please proceed to question 11.

**7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)**

<input checked="" type="checkbox"/> Alternative Roadway Infrastructure	<input checked="" type="checkbox"/> Modal Options
<input type="checkbox"/> System Demand	<input checked="" type="checkbox"/> System Reliability

**8. Review Appendix A of the current CMP or other available resources to identify possible congestion mitigation strategies to correct the deficiency. (Check all that apply)**

[Appendix A - TDM and TSM&O Strategies](#)

<input type="checkbox"/> Commuter Transportation Options	<input type="checkbox"/> Sustainable Development Improvements
<input type="checkbox"/> Freight Management Activities	<input type="checkbox"/> System Management and Operations Improvements
<input type="checkbox"/> Incentive to Use Alternative Modes	<input type="checkbox"/> Transit System Efficiency Improvements
<input type="checkbox"/> In-Vehicle System Efficiency Improvements	<input type="checkbox"/> Traveler Information Services
<input type="checkbox"/> Roadway Incident and Emergency Management Options	<input type="checkbox"/> Work Zone/Construction Management Operations
<input checked="" type="checkbox"/> Roadway Infrastructure Improvements	

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



9. Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

[ENTER HERE]

10. If not implementing a congestion mitigation strategy, please explain reason.

[ENTER HERE]

11. Submit completed form to NCTCOG - CMP Team at: [CMP@nctcog.org](mailto:CMP@nctcog.org) or by clicking SUBMIT below

\*Submit button will auto generate email to NCTCOG with completed excel document attached.  
Please finalize step by sending the email.

SUBMIT



**STATE HIGHWAY 114**

HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
SH 114	SH 170 to SP 97	12.18 miles	WB/EB	4 to 6 Lanes

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway	Direct Connections: SH 170; SP 97
HOV Lanes: None	Truck Lane Restriction: None
Parallel Freeways (within 5 mi): None	Hazmat Route: None
Shoulders: Full Outside; Varies Inside	Population: 62,912
Intelligent Transportation System: Entire Limits	Number of Employees: 70,574
Frontage Roads: Non-Continuous	FIM Training Participants: Fire 9; Police 29
Bike Options: Partial	Crash Rate 2012: 146.46
Available Transit: None	Construction Status: Under Construction/Partial
Park and Ride: None	

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

Byron Nelson Rd (SH 114 to US 377)	Mustang Dr/N Airfield Dr (S Main St to SP 97)
Mustang Dr/N Airfield Dr (William D Tate Ave to SP 97)	Mustang Dr/N Airfield Dr (Texan Trail Rd to SP 97)

**STATE HIGHWAY 114 CORRIDOR SCORE**

ROADWAY INFRASTRUCTURE	MODAL OPTION	SYSTEM RELIABILITY	SYSTEM DEMAND	SCORE
6	1	12	18	37

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure, Modal Options, and Management and Operations.

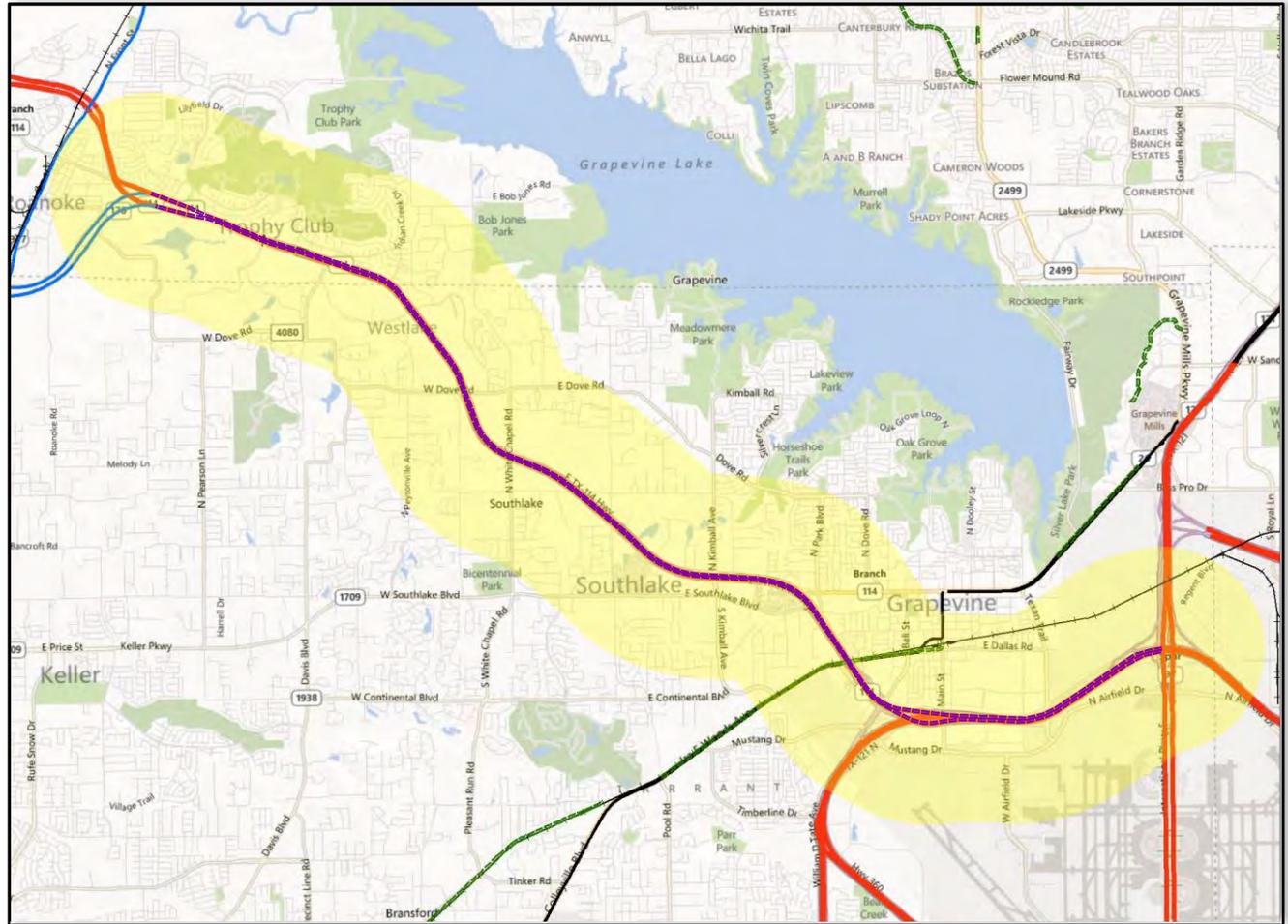
\*Just outside of 1 mile radius

SH 114 CORRIDOR SEGMENT  
 LIMITS: SH 170 TO SP 97



**Legend**

- One Mile Buffer
- SH 114 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride



# NCTCOG CMP PROJECT IMPLEMENTATION FORM



**Submitter Name:** Nelson Underwood, P.E.  
**Agency Name:** Texas Department of Transportation - Dallas District  
**Agency Address:** 4777 E. Highway 80, Mesquite, Texas 75150  
**Email:** nelson.underwood@txdot.gov  
**Telephone Number:** 21.320.6628  
**Date:** 3/14/2016

## Please answer the following questions

**Project Name** SH 170  
**Project Limits (From)** Tarrant County Line to West of SH 114 Interchange  
**Project Limits (To)** East of Roanoke Road to the Denton County Line

**2. Does this project add roadway capacity? (IF NOT, THIS FORM IS NOT REQUIRED)**

YES

**3. Are complementary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?**  
 If "yes," enter the project name(s), TIP Code(s) and/or CSJ number(s) in table below.

This information can be verified at the following link: [Transportation Improvement Program Information System \(TIPINS\)](#)  
 \*For a list of TDM and TSM&O project types see: [Appendix A - TDM and TSM&O Strategies](#)

YES

<b>Project Name</b>	Traffic Signal Improvement: US 377 at SH 170 in Westlake	<b>TIP Code</b>	51292	<b>CSJ#</b>	[Enter Here]
<b>Project Name</b>	Traffic Signal Improvement: SH 170 WB at Roanoke	<b>TIP Code</b>	11192.1327	<b>CSJ#</b>	[Enter Here]
<b>Project Name</b>	Traffic Signal Improvement: SH 170 EB at Roanoke	<b>TIP Code</b>	11192.1328	<b>CSJ#</b>	[Enter Here]
<b>Project Name</b>	Traffic Signal Improvement: SH 170 WB at SH 114	<b>TIP Code</b>	11192.1329	<b>CSJ#</b>	[Enter Here]

**3b. Are there any other projects not included in the TIP that may compliment the project?**  
 If "yes," enter the project name(s) and implementing agency in table below.

NO

<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]

**4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?**

This information can be verified in the Mobility Options found here: [Appendix E of the MTP \(pg. 53 - 97 / pg. 102 - 112\)](#)  
 If "yes," enter the MTP Reference #(s) in table below

YES

<b>MTP Reference #</b>	FT1-10.20.1
<b>MTP Reference #</b>	[Enter Here]
<b>MTP Reference #</b>	[Enter Here]
<b>MTP Reference #</b>	[Enter Here]

**5. Are the project limits within a corridor included in the current CMP Corridor Analysis?**

The complete inventory of corridor fact sheets can be found here: [Appendix C - CMP Corridor Fact Sheet](#)

NO

\*If "yes," please proceed to question six.  
 \*If "no," please evaluate corridor to determine if improvements are needed by completing the Fact Sheet Form in Step 2 in the tab below, before proceeding to question six.

**6. Is the corridor identified as deficient in any category?**

YES

\*If "yes," please proceed to questions seven.  
 \*If "no," please proceed to question 11.

**7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)**

<input type="checkbox"/> Alternative Roadway Infrastructure	<input checked="" type="checkbox"/> Modal Options
<input checked="" type="checkbox"/> System Demand	<input type="checkbox"/> System Reliability

**8. Review Appendix A of the current CMP or other available resources to identify possible congestion mitigation strategies to correct the deficiency. (Check all that apply)**

[Appendix A - TDM and TSM&O Strategies](#)

<input type="checkbox"/> Commuter Transportation Options	<input type="checkbox"/> Sustainable Development Improvements
<input type="checkbox"/> Freight Management Activities	<input type="checkbox"/> System Management and Operations Improvements
<input type="checkbox"/> Incentive to Use Alternative Modes	<input type="checkbox"/> Transit System Efficiency Improvements
<input type="checkbox"/> In-Vehicle System Efficiency Improvements	<input type="checkbox"/> Traveler Information Services
<input type="checkbox"/> Roadway Incident and Emergency Management Options	<input type="checkbox"/> Work Zone/Construction Management Operations
<input checked="" type="checkbox"/> Roadway Infrastructure Improvements	

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



9. Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

The existing frontage roads will be restriped to include one 14-foot outside travel lane to accommodate bicycles in each direction.

10. If not implementing a congestion mitigation strategy, please explain reason.

[ENTER HERE]

11. Submit completed form to NCTCOG - CMP Team at: [CMP@nctcog.org](mailto:CMP@nctcog.org) or by clicking SUBMIT below

\*Submit button will auto generate email to NCTCOG with completed excel document attached.  
Please finalize step by sending the email.

SUBMIT

# CMP CORRIDOR ANALYSIS - FACT SHEET



ROADWAY NAME **SH 170**

HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
SH 170	East of Roanoke	West of SH 114 Interchange	[ENTER HERE]	[ENTER HERE]

## CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	Principal Arterial	Direct Connections	No
HOV Lanes	No	Truck Lane Restriction	No
Parrallel Freeways (within 5 miles)	Yes	Hazmat Route	No
Shoulders	Yes	Population	20,249
Frontage Roads	Yes	Number of Employees	14,648
Bike Options	Yes	FIM Training Participants	47
Available Transit	No	Crash Rate (Use Most Recent Year)	Tarrant: 50.12 (2014), Denton: 38.57 (2014)
Park and Ride	No	Construction Status	[ENTER HERE]

## PARRALLEL ARTERIALS (ENTIRE LIMITS)

SH 377, IH 35W (less than 5 miles)

## PARRALLEL ARTERIALS (PARTIAL LIMITS)

None

## CORRIDOR SCORE (Results from Step 3 - CMP Deficiency Form)

ROADWAY	MODAL OPTIONS	SYSTEM DEMAND	SYSTEM RELIABILITY	SCORE
<b>24</b>	<b>3</b>	<b>12</b>	<b>19</b>	<b>58</b>

## CONCLUSIONS/RECOMMENDATIONS

[ENTER HERE]

**ADD PROJECT CORRIDOR SEGMENT MAP HERE.**  
(jpg,pdf,png,wmz)

**DEFICIENCY FORM IS REQUIRED WITH THIS SHEET**  
**PLEASE COMPLETE BY GOING TO TAB 3 (STEP 3. DEFICIENCY FORM)**  
**CLICK HERE**

Project Name:	SH 170
Project Limits (From and To):	East of Roanoke to West of SH 114 Interchange (SH 170)
Agency Name:	Texas Department of Transportation - Dallas District
Submitter Name:	Nelson Underwood, P.E.
Telephone:	214.320.6628
Email:	nelson.underwood@txdot.gov
Date Submitted:	

### Alternative Roadway Corridor Deficiency

The factors that influence alternative roadway infrastructure include the presence of parallel freeways, frontage roads, parallel arterials, and direct connections or interchanges.

	Click Cell To Select Answer	Score
1. Does the roadway facility have a parallel freeway or toll road within five miles?	Yes	12
2. Does the roadway facility include a frontage road system?	Yes, entire limits	7
3. Does the roadway facility have a parallel arterial within two miles?	Yes, entire limits	3
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	Yes	2

### Total Points Received in Alternative Roadway Infrastructure Category

24

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### Modal Options Deficiency

The factors that influence modal options include the presence of transit options (bus and/or rail), park-and-ride facilities, HOV/Managed Lanes, and bicycle/pedestrian options.

	Click Cell To Select Answer	Score
1. Does the roadway facility have established transit service?	No	0
2. Is a park-and-ride facility located along the roadway corridor?	No	0
3. Are HOV or Managed lanes available along the roadway corridor?	No	0
4. Are bike trails or other bike options available along the roadway corridor?	Yes, entire limits	3

### Total Points Received in Modal Options Category

3

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### System Demand (Recurring) Deficiency

The factors that influence system demand include traffic volume, truck volume/percentage, number of employees along the roadway corridor block, and residential population.

	Click Cell To Select Answer	Score
1. Is the peak hour volume capacity above or below the current average Peak V/C of 0.692?	Above the Average	3
2. Is the truck volume percentage along the corridor above or below the current average of 9%?	Above the Average	1
3. Is the total number of employees along the corridor above or below the current average of 82,549 (by TSZ)?	Below or Equal to the Average	5
4. Is the population along the corridor above or below the current average of 74,611 (by TSZ)?	Below or Equal to the Average	3

### Total Points Received in System Demand Category

12

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### System Reliability (Non-Recurring) Deficiency

The factors that influence system reliability include facility crash rates, agencies that participate in incident management training, truck lane restrictions, roadway shoulders, and the presence of Intelligent Transportation Systems (ITS) technology.

	Click Cell To Select Answer	Score
1. Is the crash rate for the corridor below or above the current crash rate average of 75.19?*	Below or Equal to the Average	10
2. Does the roadway facility have paved shoulders?	Yes, full outside and inside shoulders	6
3. Have emergency response agencies (police and fire) along the corridor participated in Freeway Incident Management (FIM) training?*	Yes, entire limits	3
4. Have truck lane restrictions been implemented along the corridor?	No	0
5. Is Intelligent Transportation Systems (ITS) technology being utilized along the corridor?	No	0

### Total Points Received in System Reliability Category

19

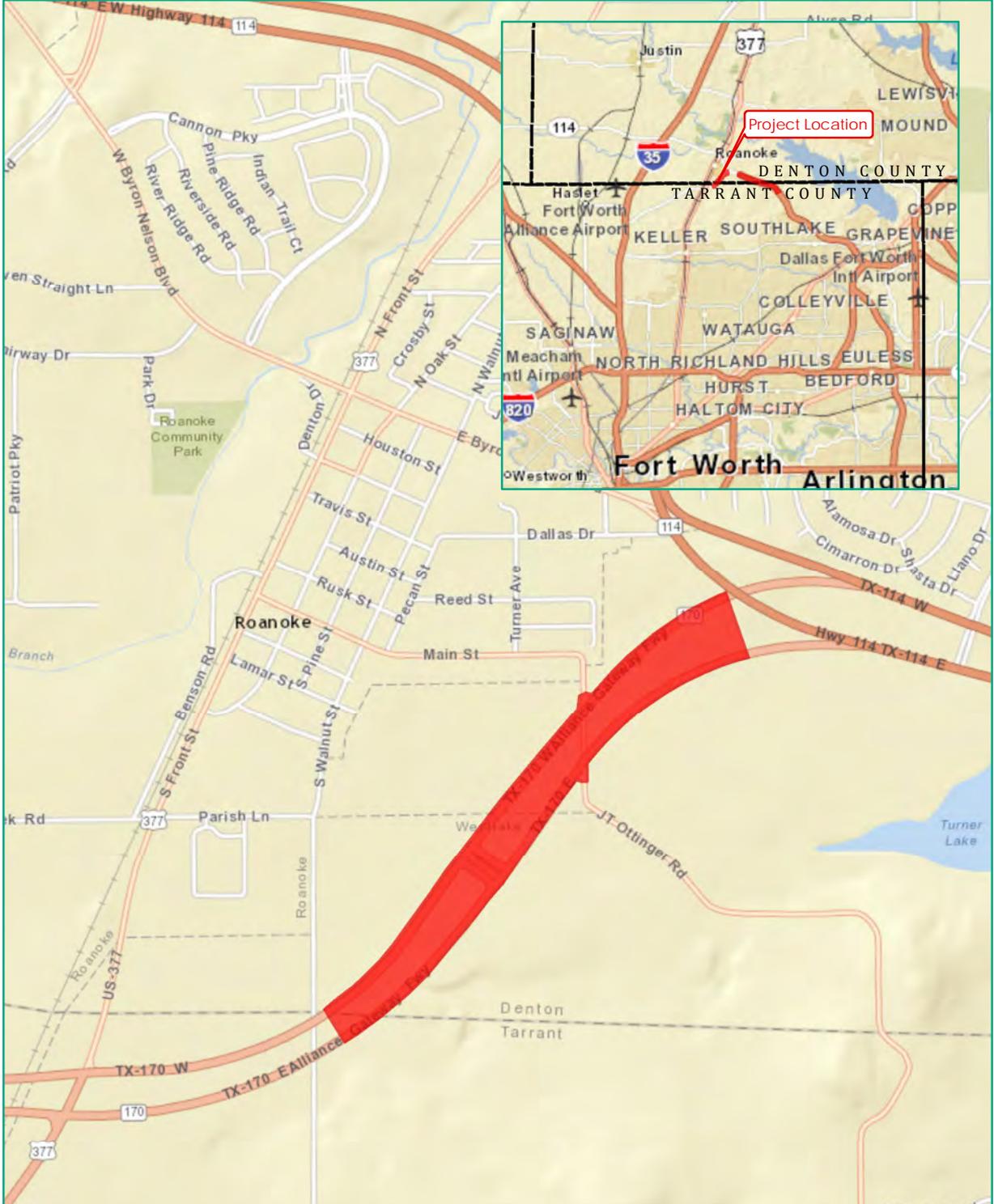
If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

Notes:

\*Please use most recent crash year if available.

\*\*FIM attendance information is maintained by NCTCOG Safety staff. Please call 817-695-9245 to request information.

CMP 2013 - Appendix A



## SH 170 Improvements

SH 170 from east of Roanoke Drive to SH 114/SH 170 Interchange

 Project ROW





MEMO  
December 29, 2015

**To:** Sandy Wesch, P.E., NCTCOG  
Berrien Barks, P.E., NCTCOB  
Tim Wood, ENV-Austin  
David Wilkins - EPR  
Angela Smith - CP&Y  
Nelson Underwood, P.E., TxDOT

**Through:** Stan Hall, P.E.  
TxDOT District Advance Project Development Engineer

**From:** Sandra Williams  
Environmental Specialist

**Subject:** Mobile Source Air Toxics (MSAT) Conference Call Minutes – SH 114/SH 170

---

These meeting notes outline the discussions and assignments/action items agreed to during the December 7, 2015 Mobile Source Air Toxics (MSAT) Conference Call. The conference call was set up to discuss the Texas Department of Transportation's (TxDOT) request for the North Central Texas Council of Governments (NCTCOG) to develop MSAT emissions data in support of environmental documentation being prepared for the following projects:

The SH 114 project proposes the reconstruction and widen of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd, in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane in each direction within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes in each direction with a 10-foot outside shoulder and 12-foot inside shoulder. The proposed project limits are:

- For CSJ 0353-02-074/SH 114: From Trophy Lake Drive in Trophy Club to the Tarrant County Line (West of FM 1938).
- For CSJ 0353-03-093: From the Tarrant County Line (West of FM 1938) to Kirkwood Blvd.

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes

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three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW. The proposed project limits are:

- For CSJ 3559-01-005/SH 170: From the Tarrant County Line to West of SH 114 Interchange.
- For CSJ 3559-01-008/SH 170: From East of Roanoke road to the Denton County Line.

Please review these items and contact Sandra Williams by January 7, 2015 if you have any changes.

Meeting discussions are as follow:

**SH 114/SH170 Discussion:**

- Anticipated letting date for both projects is May 2016.
- National Environmental Policy Act (NEPA) Clear date is anticipated in April 2016.
- Project will open to traffic 2018 (Estimated Time of Completion [ETC] year).
- MSAT Base year is 2014 and design year 2035 (for the No-Build and Build).
- Carbon Monoxide (CO) and noise analyses will be conducted using Transportation Planning & Programming Division (TP&P) Traffic Data.
- CO analysis will be conducted using the CALINE 3 Dispersion Model/ETC year 2018 will be run for each of the Build Alternatives. Design year 2035 – will be extrapolated and methodology verified by TPP.
- NCTCOG will prepare MSAT data for the SH 114/SH 170 project expected to begin January 2016. Anticipated deliverable date is early February 2016.
- Environmental Justice (EJ) Origin & Destination (O&D) data will not be required for this project.
- Nelson will provide NCTCOG a line diagram for the No-Build and Improvements for each project.
- ***Please see ERP's detailed meeting minutes attached.***

### Transmittal of MSAT Data:

- MSAT data will be transmitted to TxDOT Manager, TxDOT Environmental Liaison, and Project Team Consultant by email upon completion as follow:

#### *Project team contacts:*

- Project Manager: Nelson Underwood, P.E. [nelson.underwood@txdot.gov](mailto:nelson.underwood@txdot.gov)
- Environmental Liaison: Sandra Williams [sandra.williams2@txdot.gov](mailto:sandra.williams2@txdot.gov)
- Project Team Consultant: David C. Wilkins [dwilkins@eprusa.net](mailto:dwilkins@eprusa.net)

### Other Topics of Discussion:

- Emission Rate Tables are posted on the TxDOT website. NCTCOG model incorporate the TxDOT emission rate tables. Modeling associated with project specific MSAT would include the +/-5% map package.
- ENV-Austin and NCTCOG emphasized preference to use the current horizon years when requesting data to perform MSAT, Noise, and Air analyses for consistency, as well as achieving better public perception of the work performed when presenting the information during public involvement activities. TxDOT will set up a future conference among the Dallas District (to include Godfrey Sendawula), ENV-Austin, and NCTCOG to discuss resolutions in resolving this matter.

CC: Dan Perge, P.E.  
TxDOT Transportation Engineering Supervisor

**ATTACHMENT A**  
**SH 114/SH 170 PROJECT AIR QUALITY MEETING MINUTES**  
Prepared by ERP

# Meeting Minutes

**Project:** SH 114 and SH 170

**Meeting No.:** 1

**Project No.:** CSJ: 03535-02-074

**Subject:** SH 114 MSAT Analysis

**Meeting Date:** Dec. 7, 2015, 9:00 a.m.

**Location:** Conference Call

---

## Attendees:

TxDOT – Nelson Underwood, Sandra Williams, Tim Wood  
NCTCOG – Sandy Wesch, Berrien Barks  
EPR – David Wilkins  
CP&Y – Angela Smith

---

**Agenda** Discuss SH 114 MSAT and CO analysis

---

## DISCUSSIONS

One MSAT analysis needs to be conducted for the entire project (SH 114 and SH 170)  
Quantitative MSAT analysis needs to be conducted for SH 170  
Traffic Data from TPP needs to be requested on all projects for years that correspond with a conformity year (e.g. 2035, 2045). A separate call will be held later to go over this issue, which is not specific to the HS 114 project.  
MSAT will be conducted for the base year network of 2014 and the design year network of 2035, with no internal year.  
NCTCOG will provide emission rates and VMT.  
NCTCOG may deliver the models in early February based on current workload.  
Nelson is to provide line diagrams of build and no-build links to Barrien Barks of NCTCOG.  
References in MSAT report need to include NCTCOG emission rates calculated using MOVES 2010B.  
CO analysis will use ETC year (2018) for SH 170 and SH 114 with build only.  
CO analysis will use design year (2035) may need to extrapolate traffic data. Methodology should be sent to TPP for confirmation that extrapolation methodology is acceptable.  
The meeting ended at approximately 9:36 am

## ACTION ITEMS

EPR will provide meeting minutes for review and approval. CP&Y will provide methodology of traffic extrapolation. TxDOT Dallas District will provide line diagrams of model links to NCTCOG.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2016-ASW-7715-OE

Issued Date: 08/18/2016

Stan Hall, P.E.  
Texas Department of Transportation-Dallas District  
4777 E. Highway 80  
Mesquite, TX 75150-6643

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Interstate Highway SH 170
Location:	City of Trophy Club, TX
Latitude:	32-59-40.75N NAD 83
Longitude:	97-13-12.45W
Heights:	635 feet site elevation (SE) 0 feet above ground level (AGL) 635 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This aeronautical study included evaluation of a structure with an above ground level height that would at times be increased by the presence of mobile objects. For the purpose of this aeronautical study, the above ground level height was adjusted upward in accordance with 14 CFR 77.9(c) and the proposal was studied as a traverseway.

This determination expires on 02/18/2018 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

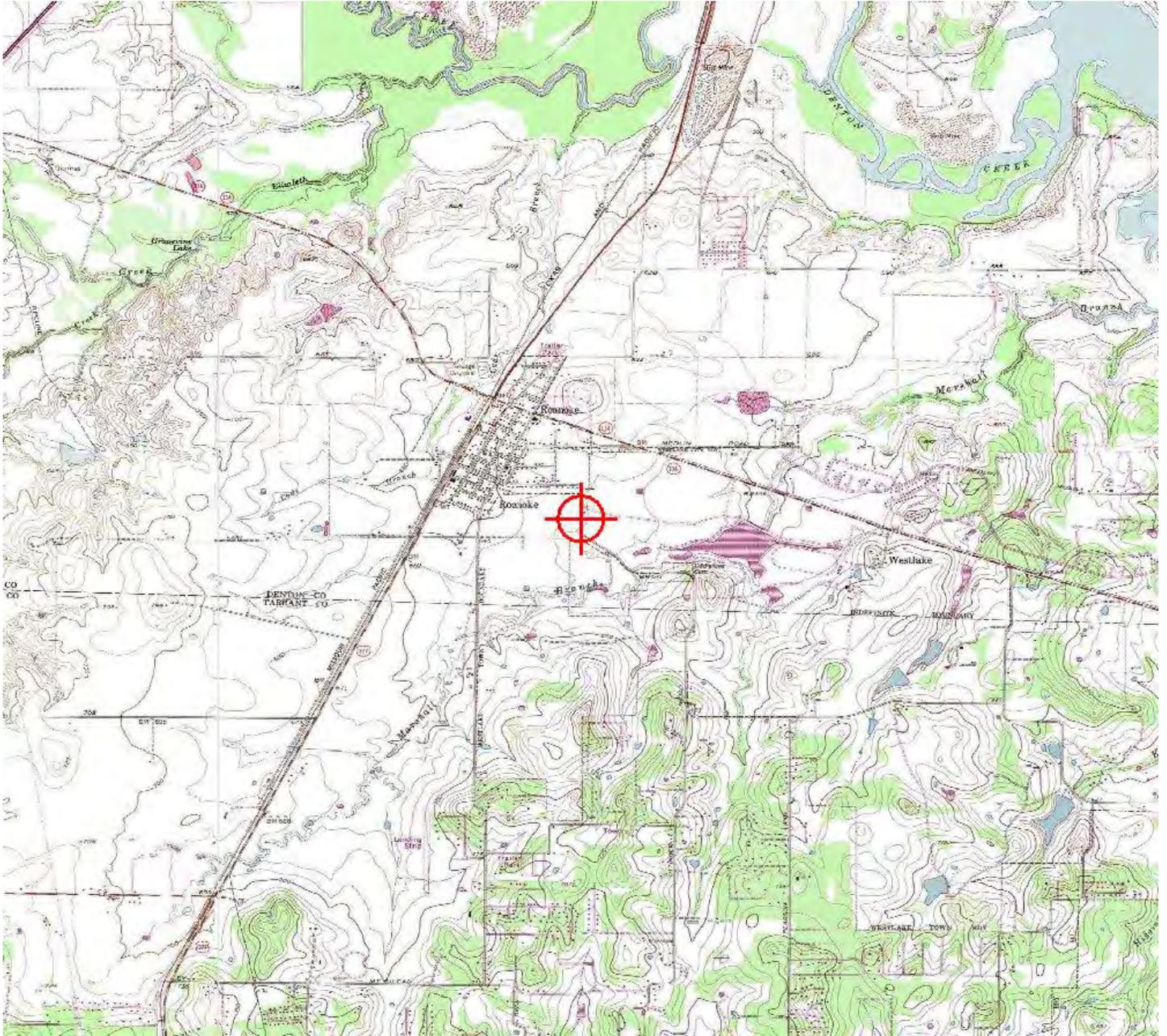
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-7715-OE.

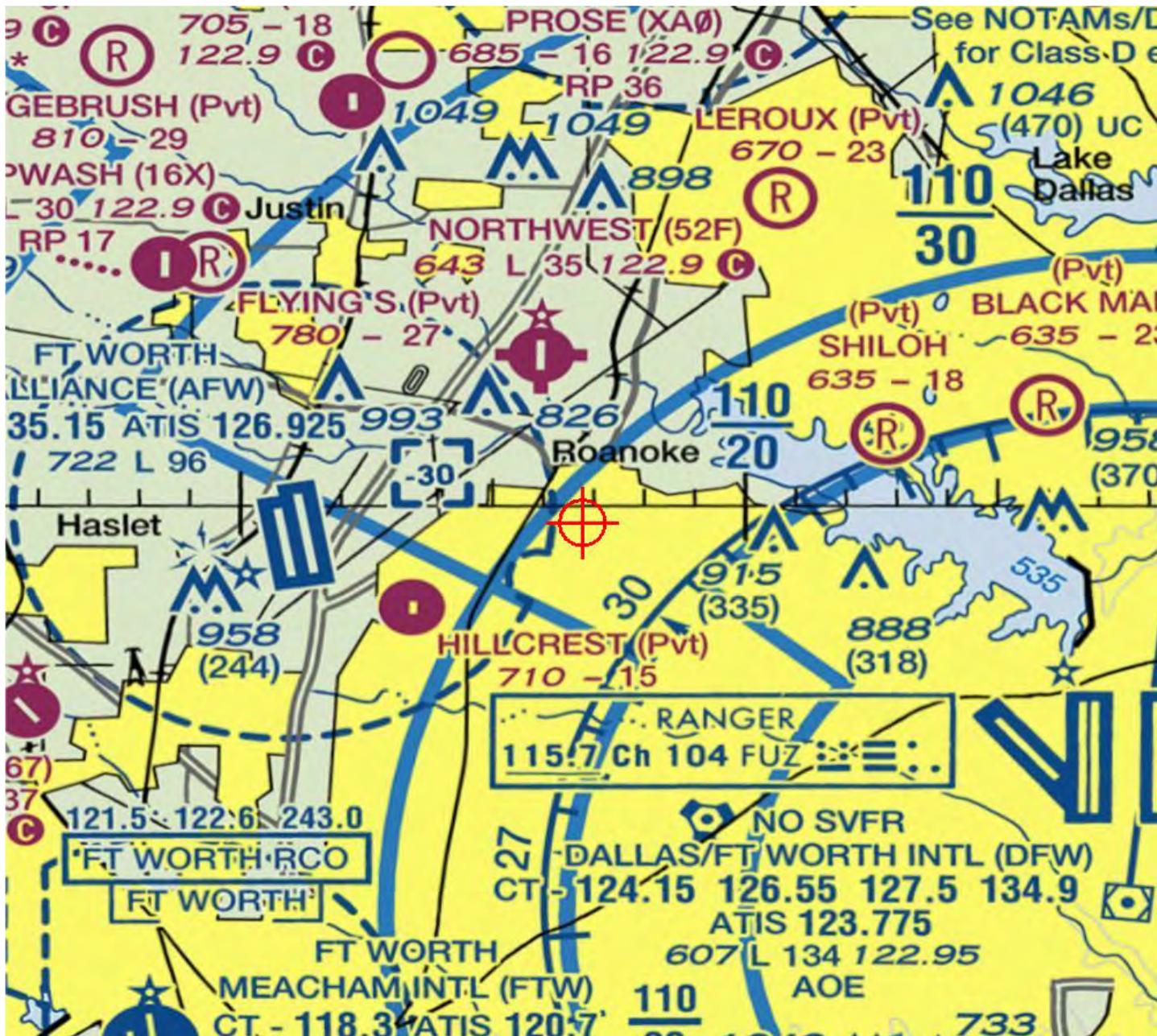
**Signature Control No: 300919161-302194833**

( DNE )

Andrew Hollie  
Specialist

Attachment(s)  
Map(s)







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2016-ASW-7716-OE

Issued Date: 08/18/2016

Stan Hall, P.E.  
Texas Department of Transportation-Dallas District  
4777 E. Highway 80  
Mesquite, TX 75150-6643

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane SH 170
Location:	City of Trophy Club, TX
Latitude:	32-59-40.75N NAD 83
Longitude:	97-13-12.45W
Heights:	635 feet site elevation (SE) 30 feet above ground level (AGL) 665 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 02/18/2018 unless extended, revised, or terminated by the issuing office.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

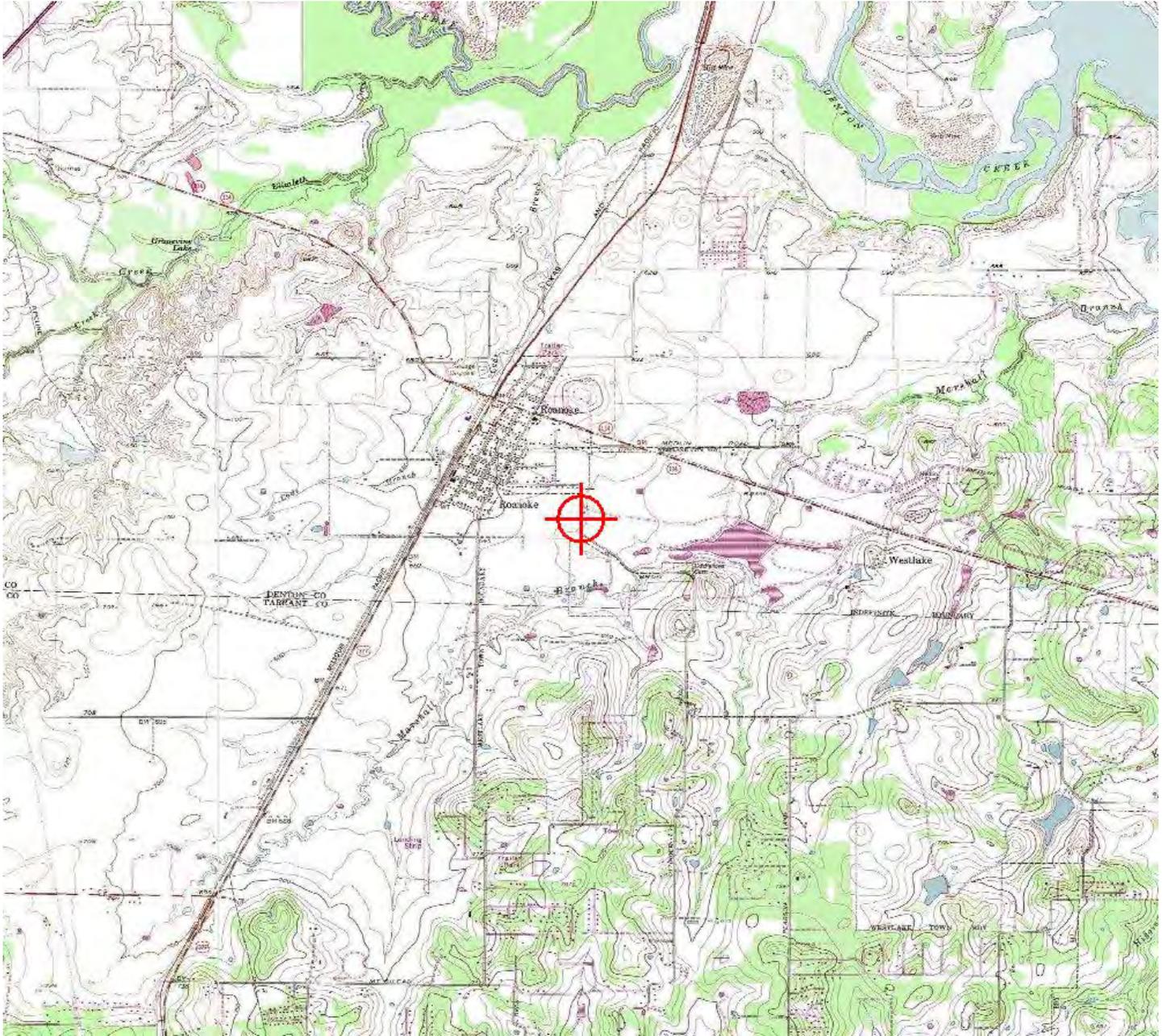
If you have any questions, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-7716-OE

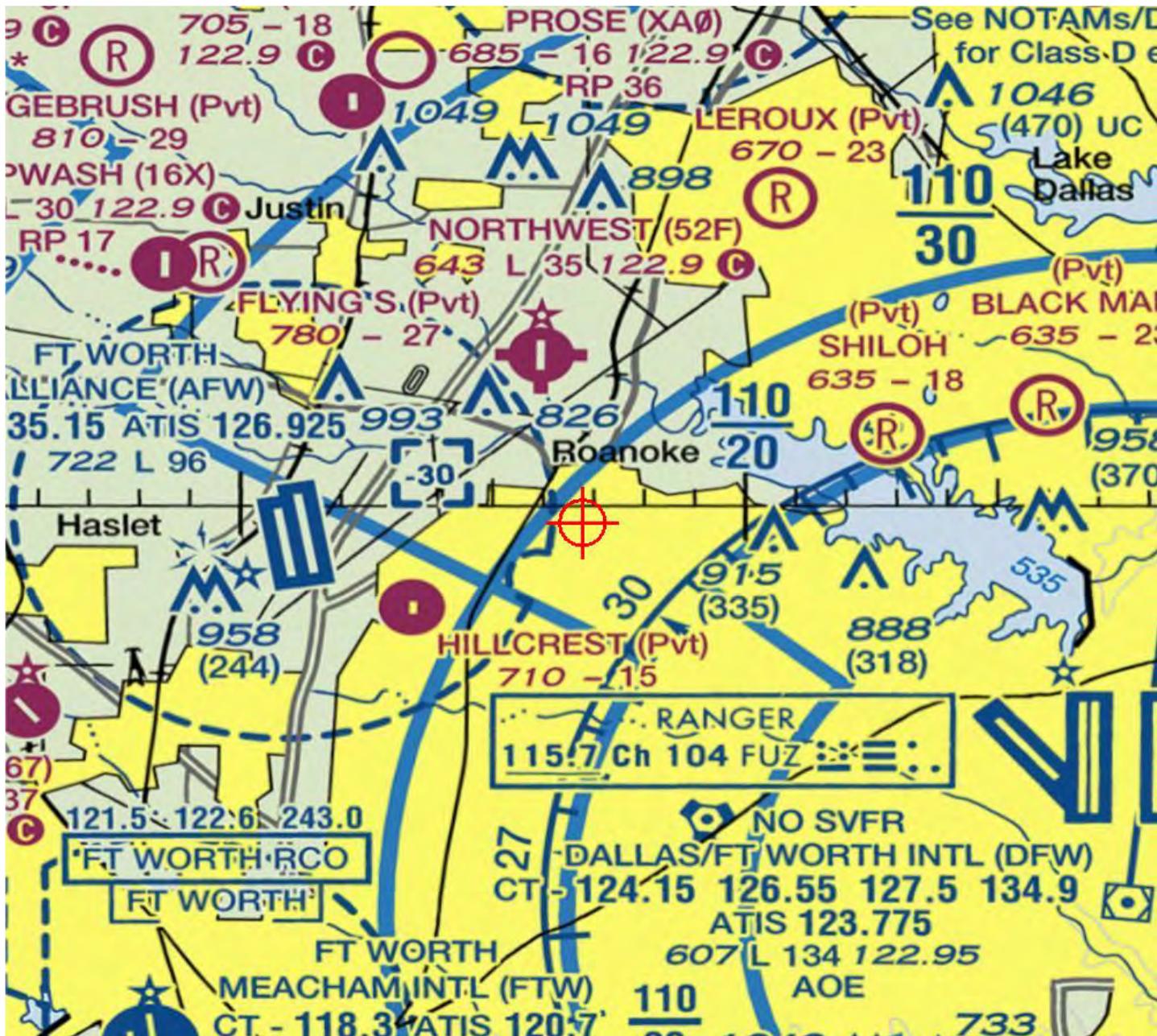
**Signature Control No: 300919162-302195042**

( TMP )

Andrew Hollie  
Specialist

Attachment(s)  
Map(s)







## **STATE HIGHWAY 170**

### **Grade Separated Interchange at Parrish Lane Interchange - Frontage Road ByPass CSJs 3559-01-005; 3559-02-008**

#### **Introduction**

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for State Highway (SH) 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant Counties, Texas. The proposed roadway improvements for SH 170 would occur entirely within existing right-of-way (ROW) and no new ROW or easements (temporary or permanent) would be required. No displacements would occur for either project.

#### **Project Description**

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW.

The proposed project limits are:

- For CSJ 3559-01-005/SH 170: From the Tarrant County Line to West of SH 114 Interchange.
- For CSJ 3559-02-008/SH 170: From East of Roanoke Road to the Denton County Line.

Project location map (goggle earth), schematics with typical sections are attached.

#### **Need for the Proposed Project**

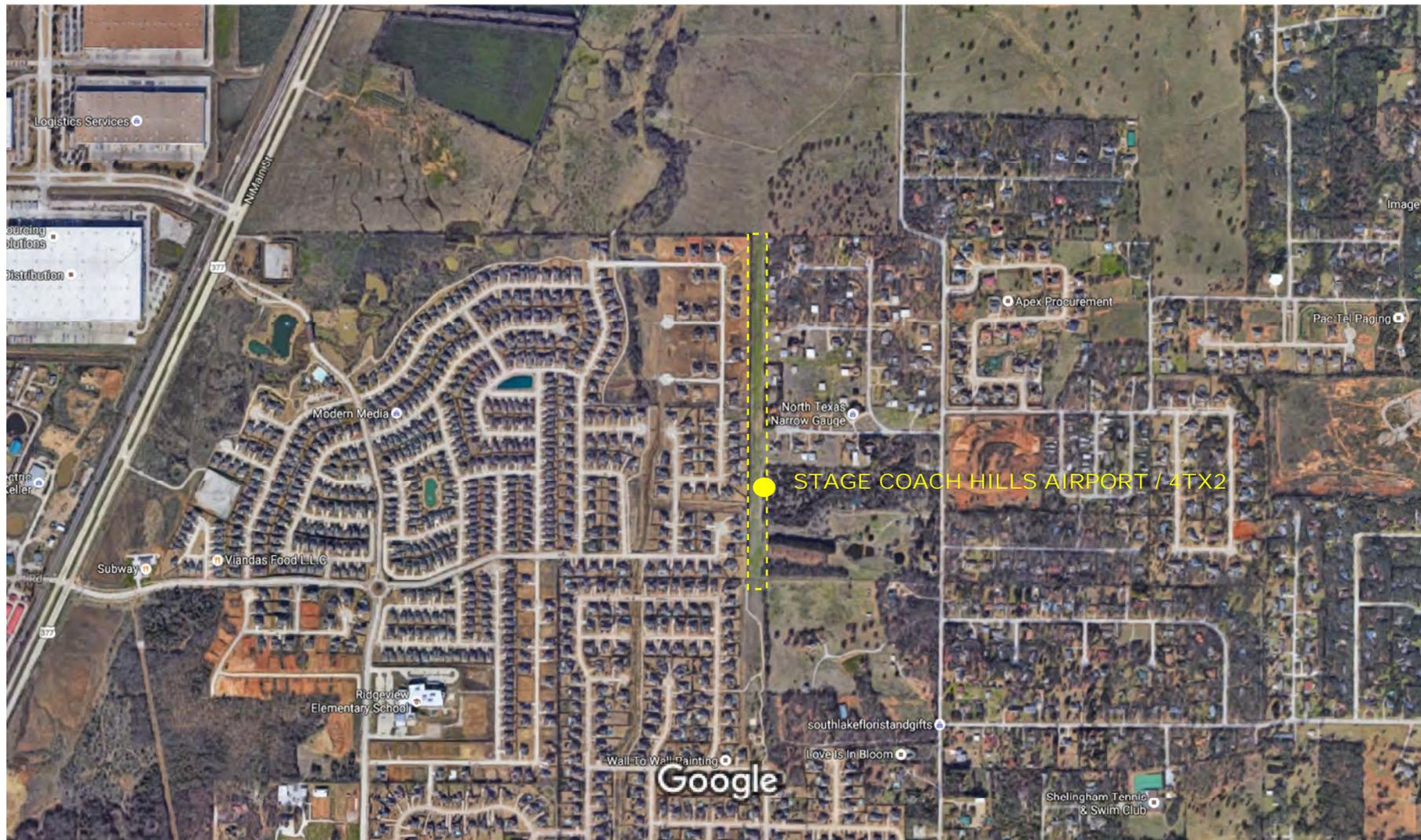
SH 170 is a highway in Trophy Club and Roanoke that is used by commuters traveling to and from Dallas, Fort Worth and surrounding communities for work and by Trophy Club and Roanoke residents traveling to local destinations. Transportation improvements are needed along SH 170 due to increasing population within the project area and surrounding communities. The increase in population is expected to lead to increased traffic volumes and conflicting movements, which impairs safety and inhibits mobility along the facility.

Denton and Tarrant Counties and the City of Trophy Club are experiencing substantial growth and the existing facility would not effectively accommodate projected future traffic within the project area. With the anticipated traffic growth, there will be increasing conflict between through traffic and turning movements along the existing facility.

#### **Purpose of the Proposed Project**

The purpose of the proposed project is to alleviate traffic congestion, accommodate future traffic associated with the growth of Denton and Tarrant Counties, and improve mobility and safety.





500 ft

# 4TX2 Stage Coach Hills Airport

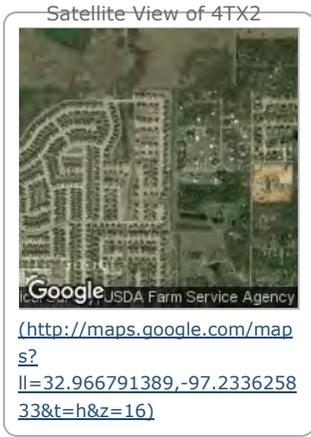
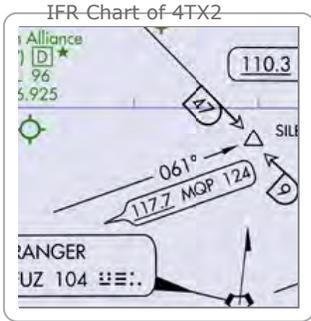
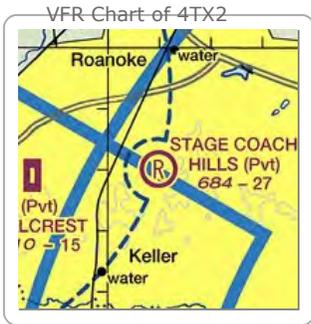
[Login](#)

[Register](#)

Official FAA Data Effective 2016-07-21 0901Z

### Location Information for 4TX2

**Coordinates:** N32°58.01' / W97°14.02'  
 Located 02 miles SW of Westlake, Texas. View all [Airports in Texas \(/airports/United%20States/Texas\)](#).  
**Estimated Elevation** is 684 feet MSL.  
**Magnetic Variation** from 1985 is 7° East



### Operations Data

<b>Airport Use:</b> Private Use	<b>A.R.T.C.C.:</b> FORT WORTH
<b>Activation Date:</b> July 1973	<b>F.S.S.:</b> FORT WORTH
<b>Status:</b> Operational	<b>Sectional Chart:</b> DALLAS-FT WORTH
<b>Control:</b> No	<b>Airspace Analysis:</b> CONDITIONAL
<b>Tower:</b>	RSTRD TO OWNERS
<b>Seg-Circle:</b> Yes	USE, VFR OPNS, NO
<b>Beacon:</b> None	TRAINING OPNS, NO
<b>Wind:</b> Yes, Not Lighted	COML OPNS, ALL
<b>Indicator:</b>	TFC PTNS TO WEST.
<b>Lighting:</b> SEE RMK	<b>Attendance:</b> Unattended
<b>Schedule:</b>	

### Airport Communications

**ATIS at AFW (4.5 W):** 126.925  
**ASOS at AFW (4.5 W):** 817-491-6188  
**D-ATIS at DFW (10.7 SE):** 123.775(Arr)

### Nearby Navigation Aids

ID	Name	Freq	Radial / Range	ID	Name	Freq	Bearing / Range
FT	MUFIN	365	230° 8.3	JH	JIFFY	219	073° 10.4
FUZ	RANGER	115.70	323° 5.4	FL	JIFFY	219	073° 10.4
TTT	MAVERICK	113.10	294° 11.4	PK	ISSUE	233	126° 14.3
NFW	NAS JRB	108.70	037° 15.7				
	FORT WORTH						
CVE	COWBOY	116.20	279° 17.3				

### Runway 17/35

**Dimensions:** 2700 x 90 feet / 823 x 27 meters  
**Surface:** Turf  
**Edge Lighting:** Low Intensity  
 Runway 17                      Runway 35  
**Traffic Pattern:** Right                      Left

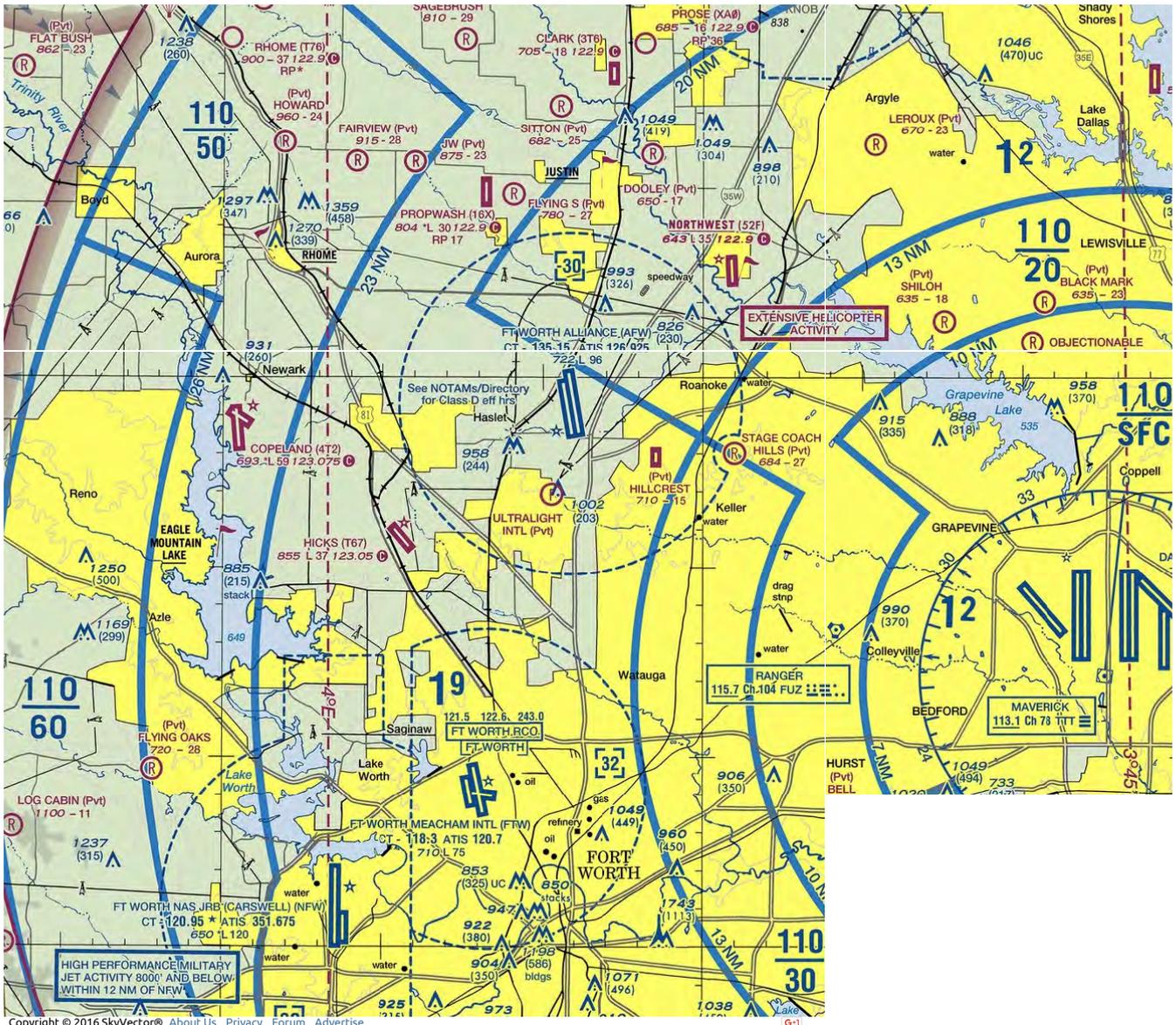
### Services Available

**Fuel:** NONE  
**Transient:** NONE  
**Storage:**  
**Airframe Repair:** NONE  
**Engine Repair:** NONE  
**Bottled Oxygen:** NOT AVAILABLE  
**Bulk Oxygen:** NOT AVAILABLE

### Ownership Information

**Ownership:** Privately Owned  
**Owner:** STEVE THORNTON  
 5920 STEVE COURT  
 ROANOKE, TX 76262  
 817-430-1987  
**Manager:** AIRPORT BOARD  
 5920 STEVE COURT  
 ROANOKE, TX 76262  
 817-430-1987

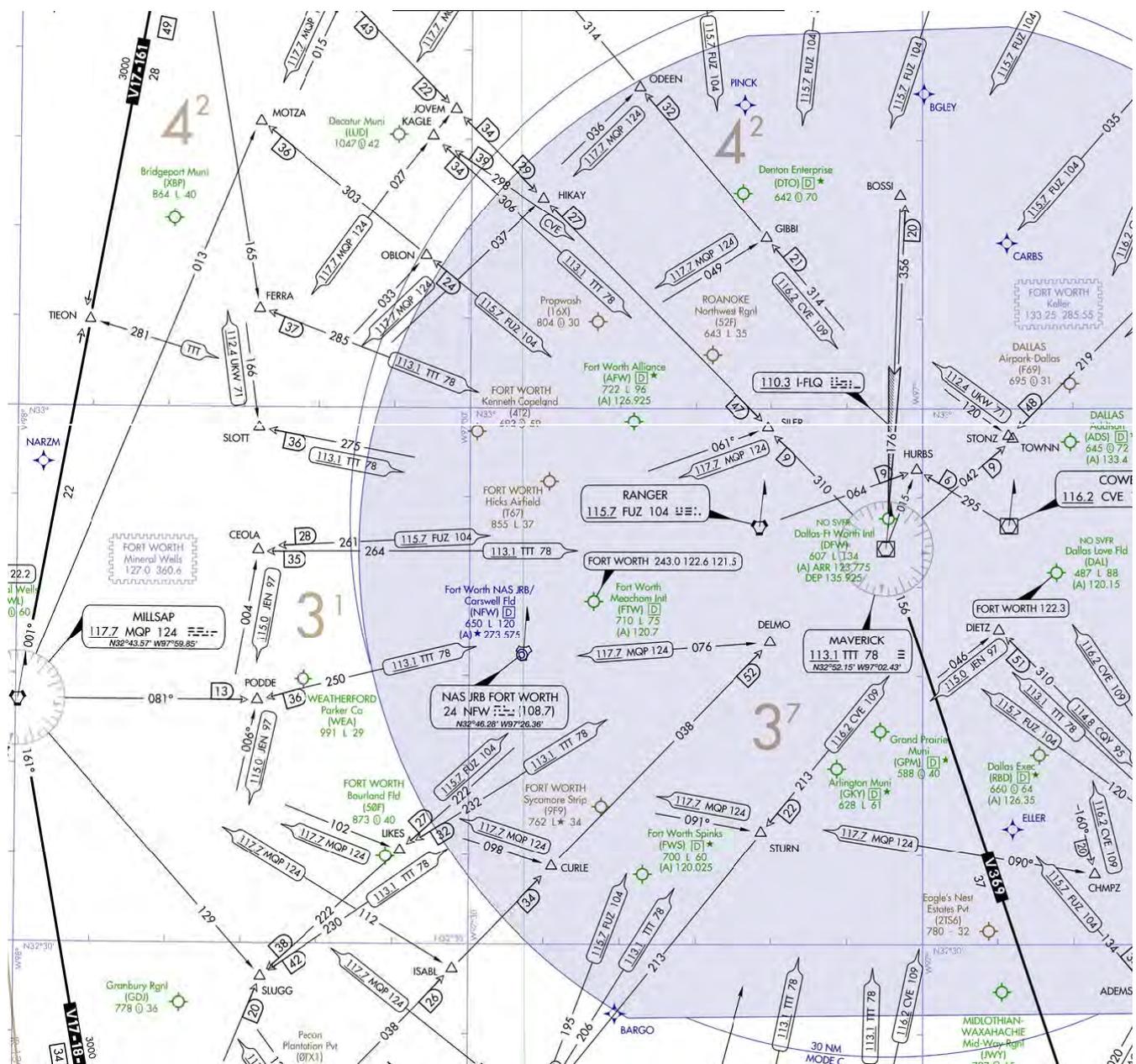
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- Sign In
- Link
- Layers
- N32°58.01' W97°14.02'
- 20:20:43 Z

Go Go  
Flight Plan



• N32°58.01' W97°14.02'  
• 20:22:23 Z

Go Go  
Flight Plan



# State Highways 114 and 170, from Kirkland Boulevard to Roanoke Road, Denton County, Texas Archeological Background Study CSJ No. 0353-02-074

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Prepared by: AmaTerra Environmental, Inc.

Date: November 2015

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



**ARCHEOLOGICAL BACKGROUND STUDY FOR STATE HIGHWAYS 114 AND 170, FROM  
KIRKLAND BOULEVARD TO ROANOKE ROAD, DENTON COUNTY, TEXAS  
CSJ No. 0353-02-074**

**Introduction**

The Texas Department of Transportation (TxDOT) proposes to widen State Highway (SH) 114 from Trophy Lake Drive to Kirkland Boulevard, and to construct the main-lanes of SH170 between Roanoke Road and the SH 114 Interchange (**Figure 1**), a total distance of approximately 4.2 miles. Within the project limits SH 114 is currently a six lane divided highway and SH 170 is primarily frontage road within the project area. The proposed improvements would consist of the following:

SH 114 from Trophy Lake Drive to Kirkwood Boulevard

The proposed roadway for this section would consist construction of one (1) additional inside 12-foot travel lane (three [3] 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three (3) in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder.

SH 170 from East of Roanoke Road to West of SH 114 Interchange

The proposed interchange at Parrish Lane will consist of six travel lanes (three (3) 12-foot lanes in each direction) with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one (1) 12-foot travel lane, one (1) 14-foot outside travel lane to accommodate bicycles in each direction. All changes are within the existing 380 to 680 foot ROW.

The Area of Potential Effects (APE) for archeological resources is defined as the footprint of the proposed project to the maximum depth of impact, including all easements, and project specific locations. Thus the APE for archeological resources will cover a total distance of approximately 4.2 miles and require approximately no additional ROW. The total APE is 239 acres and includes all existing ROW. Proposed project schematics are attached (**Appendix A-Schematics**).

**Archeological Background and Previous Archeological Studies**

Background research for this project consisted of an online records search through the Texas Historical Commission's Archeological Sites Atlas (Atlas, 2015) and a review of historic period maps. As a result, two archeological sites were identified within one-kilometer (0.62 mile) of the proposed APE (**Figure 2**). It is unlikely that these sites would be impacted by the undertaking, and will be described below (**Table 1**). Neither of

these sites are listed on the National Register of Historic Places (NRHP), as State Antiquities Landmarks (SALs) or as Registered Texas Landmarks (RTLs).

Table 1. Previously recorded archeological sites located within one-kilometer of the APE.

<b>Trinomial</b>	<b>Site Name</b>	<b>Site Type</b>	<b>Date Recorded</b>	<b>Recorder</b>	<b>Eligibility</b>
41DN364	Trophy Club Dev. Site I	Historic	1981	G. High & D. Dragoo	Ineligible
41DN365	Trophy Club Dev. Site J	Historic	1981	G. High & D. Dragoo	Ineligible

Site 41DN364 is a historic period barn which was built between 1875 and 1888. The site is located just under a kilometer north of SH 114 on McLean Avenue. Survey undertaken as part of the Trophy Club Development project identified the site in 1981. The barn has been restored and is used as a stable by Trophy club.

Site 41DN365 is located on the Trophy Club near Harmony Park. Survey undertaken as part of the Trophy Club Development project identified the site in 1981. The site was a historic period settlement area along the former Medlin Road. The site comprises two nineteenth century houses and a few small structures, which are currently used as the golf course maintenance facility. All the other structures associated with 41DN365 were demolished or razed before the 1981 survey.

There are two historic period cemeteries within a kilometer of the APE. The Medlin Cemetery is located to the west of site 41DN365. The Westlake Independent Order of Odd Fellows (IOOF) Cemetery (aka. The Roanoke IOOF Cemetery) is located approximately three quarters of a kilometer south of the SH 114 and SH 170 interchange. The cemetery was established in 1897 by Lodge 421. The cemetery was maintained as a public graveyard and was the place of burial for members of early pioneer families in the area and for railroad workers and their families in the 1920s.

The Central Roanoke Historic District is located within a kilometer of the APE in the town of Roanoke. The district comprises the 100 and 200 blocks of North Oak Street and contains one National Register property. The Old Continental State Bank is currently located at 107-109 North Oak Street and was built in 1906. The building is one of the best preserved historic commercial buildings within Denton County and is typical of early twentieth century commercial construction. The building was listed in part due to its importance to local commerce in the Roanoke area.

Eight previous archeological surveys have taken place within a kilometer of the APE. Two TXDOT surveys from 1987 and 1991 covered portions of the APE and overlap with the current or proposed ROW. The surveys did not locate any additional sites within a kilometer of the APE.

## Physical Setting

The proposed project is located within the Grand Prairie region, which is a subregion of the Cross Timbers ecoregion (Omernik and Griffith 2009). This ecoregion encompasses approximately 17 million acres and represents “alternating bands of [scrub oak woodland] habitat scattered through a mostly prairie regions” (TPWD 2015). Today, the land is mostly used as range and pastureland.

The Grand Prairie region is characterized by undulating plains, meandering streams, and an upland tallgrass prairie (Omernik and Griffith 2009), while in the bottomlands the deeper soils support a variety of trees, vines, and shrubs described as OakMesquiteJuniper Parks and Woods (McMahan et al. 1984). The tallgrass prairie consists of little bluestem (*Schizachyrium scoparium* var. *frequens*), big bluestem (*Andropogon gerardii*), yellow Indian grass (*Sorghastrum nutans*), hairy grama (*Bouteloua hirsuta*), sideoats grama (*Bouteloua curtipendula* var. *curtipendula*), Texas wintergrass (*Stipa leucotricha*), Texascupgrass (*Eriochloa sericea*), and tall dropseed (*Sporobolus asper* var. *asper*) (Gould 1978; Griffith and Omernik 2013; Texas A&M 2015). Trees supported within the bottomlands of the Grand Prairie include pecan (*Carya illinoensis*), black walnut (*Juglans nigra*), cottonwood (*Populus sargentii*), black willow (*Salix nigra*), American sycamore (*Platanus occidentalis*), and bur oak (*Quercus macrocarpa*) (Stahl and McElvaney 2012; Omernik and Griffith 2009; Texas A&M 2015). Today, the natural vegetation within the APE has been completely altered through

Located within a humid subtropical climate (Cfa) the region is characterized by hot, usually humid summers and mild to cool winters (Peel et al. 2007). The APE receives approximately 26 to 34 inches of rain per year and has a mean air temperature of about 67 degrees Fahrenheit (USDA-NRCS 2015). The proposed roadway skirts the town of Roanoke, a rapidly developing exurb community that serves Denton and Fort Worth. The project crosses no major creeks, but does cross tributary drainages to Marshall Branch and Denton Creek, which form Grapevine Lake to the north. Topography consists of gently rolling to hilly terrain formerly used as farm and rangeland with elevations ranging from 620 feet above mean sea level (AMSL) to 720 feet AMSL.

## Geology and Soils

The geology of Denton County is primarily characterized by the Austin, Eagle Ford, Woodbine, and Upper Washita (Ku1), and the Fredericksburg and L. Washita (KI2) groups which formed during the Cretaceous. According to the United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey (2015), soils within the APE include a wide variety of silty and sandy clay loams that are moderately deep over bedrock.

According to the Denton County Potential Archeological Liability Map (PALM), which defines potential for prehistoric archeological resources within Denton County, large sections of the APE are in Map Units 1 or 2 (**Figure 3**). Land within Map Units 1 and 2 have low potential for prehistoric resources. There are some areas of moderate potential at all depths (Units 4 through 6), particularly along the southern portion of the SH 170

project area near Roanoke Road. There are two areas of high potential (Units 8 and 9) which cross the APE along SH 114. These areas correspond to drainages pictured on the 1953 and 1968 aerials of the project area. According to the PALM, trenching is not appropriate for most of the APE, though it may be valuable in locations identified as Unit 5 or higher.

### **Historical Land Use**

The APE is located southeast of Roanoke and follows SH 114 through Westlake. Historic settlement in the area was established in 1847 when the Medlin brothers and 20 families from Missouri settled in the area. The original settlement site was known as Medlin Center and was occupied until 1879 when residents moved to another location due to flooding. The 1879 settlement was known as Garden Center or Garden Valley. In 1881 the community relocated again to a site along the Texas and Pacific railway line, and adopted the name Roanoke. By 1890 the population of Roanoke had grown to 350 and a number of businesses supported the town and surrounding area. The town was an established commercial center by 1914.

In 1956, local ranchers and homeowners near Grapevine Lake incorporated under the name Westlake founding the current town of Westlake. In 1960 the population was just over 100. A portion of Westlake was de-annexed in 1973 for an upscale development built around a country club, which would be incorporated as the Trophy Club in 1985.

A 1953 aerial shows the area within and adjacent to the APE was largely undeveloped and was used as farmland (**Figure 4**). There are a few upland drainages that cross-cut the APE visible in the 1953 aerial, and there were about half a dozen houses or structures located within the APE at this time. All of them have since been demolished and most are under the current SH 114 roadway. A 1968 aerial photograph confirms the presence of a number of small drainages, retention ponds, and structures in or adjacent to the APE (**Figure 5**). The number of retention ponds present along both sides of SH 114 increased between 1953 and 1968, and Turner Lake was created before the 1968 aerial was taken. SH 170 was constructed sometime in the 1980s and does not appear in the early aerials.

### **Archeological Site Potential**

Historical maps of the APE suggest that very little development occurred along SH 114 or SH 170 prior to the 1960s. Since the mid-twentieth century construction and maintenance along SH 114 and SH 170, and suburban development has likely impacted archeological deposits within existing ROW as well as adjacent to it. Two previous surveys adjacent to SH 114 have documented no cultural resources within or near the APE. The APE along SH 170 has yet to be archeologically surveyed, but shallow and surface deposits have been disturbed by farming, road construction, and development. Based on these conditions, it is judged that the potential for unrecorded archeological resources within the APE is low to moderate.

Section 106 consultation for archeological resources along SH 170 from US 377 to SH 114 occurred previously in 2015 with the recommendation that no archeological resources would be adversely affected (NTTA 2015)

### **Summary and Recommendations**

To summarize, there are no previously recorded archeological sites within the APE and two previous archeological surveys have documented no cultural resources. A number of disturbances to the surface and near surface have already occurred along the existing ROW and no new ROW is required for the expansion. The PALM map suggests low potential for buried archeological sites across most of the APE. Finally, previous Section 106 consultation has already taken place for the SH 170 segment of the project from US 377 to SH 114 resulting in a determination that no archeological resources would be adversely affected. The findings of this background study suggest that no further field identification efforts are warranted prior to construction.

Section 106 review and consultation should proceed in accordance with the First Amended Programmatic Agreement among TxDOT, the THC, the Federal Highway Administration, and the Advisory Council on Historic Preservation, as well as the Memorandum of Understanding between the THC and TxDOT.

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2015 Web Soil Survey, Tarrant and Denton County Texas. Electronic document, <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.asp>, accessed on October 2015.

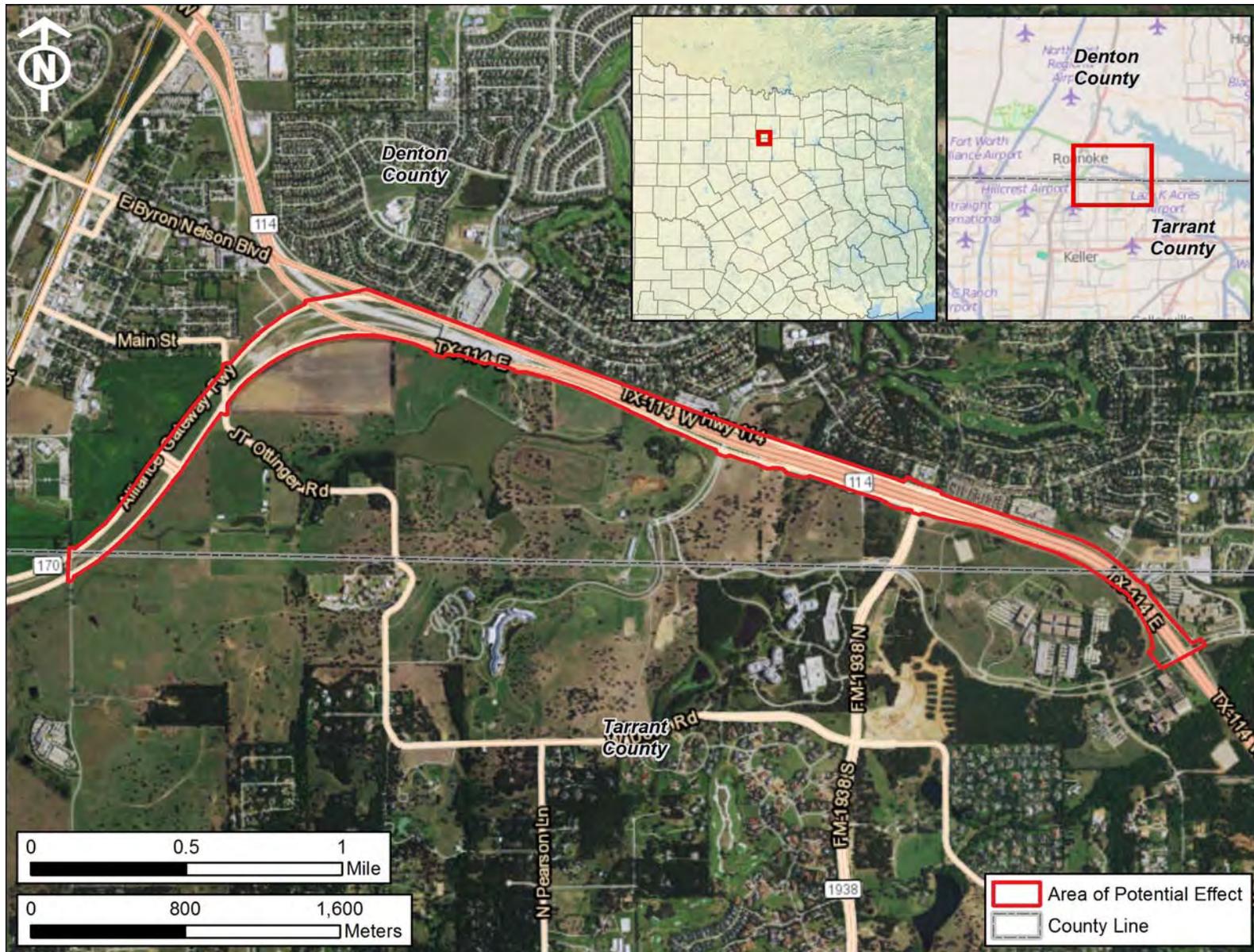


Figure 1. Map of project area with APE outlined in red.

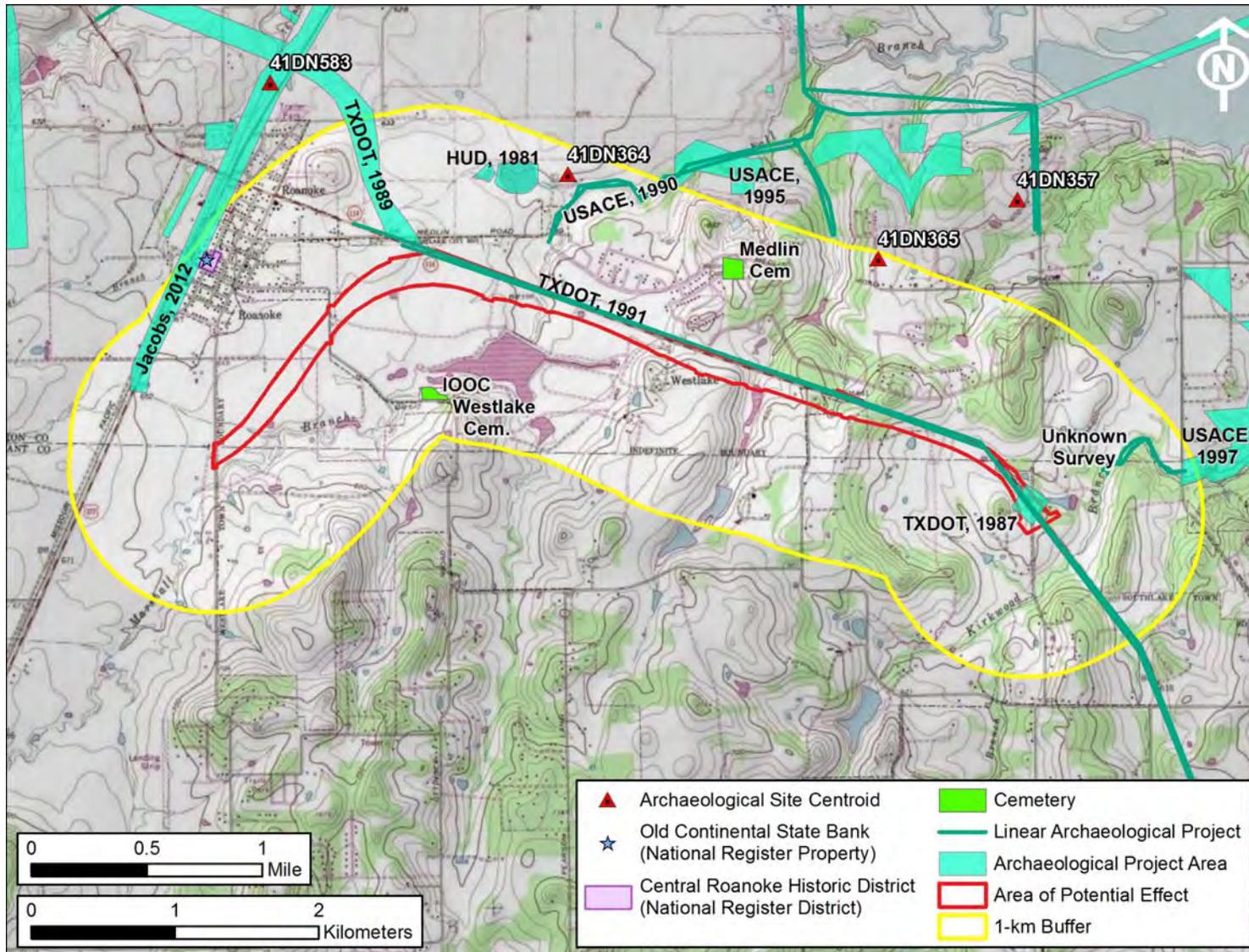


Figure 2. APE depicted on 1995 TX U.S.G.S. quad sheet with one-kilometer buffer illustrating the location of previously recorded archeological sites and surveys.

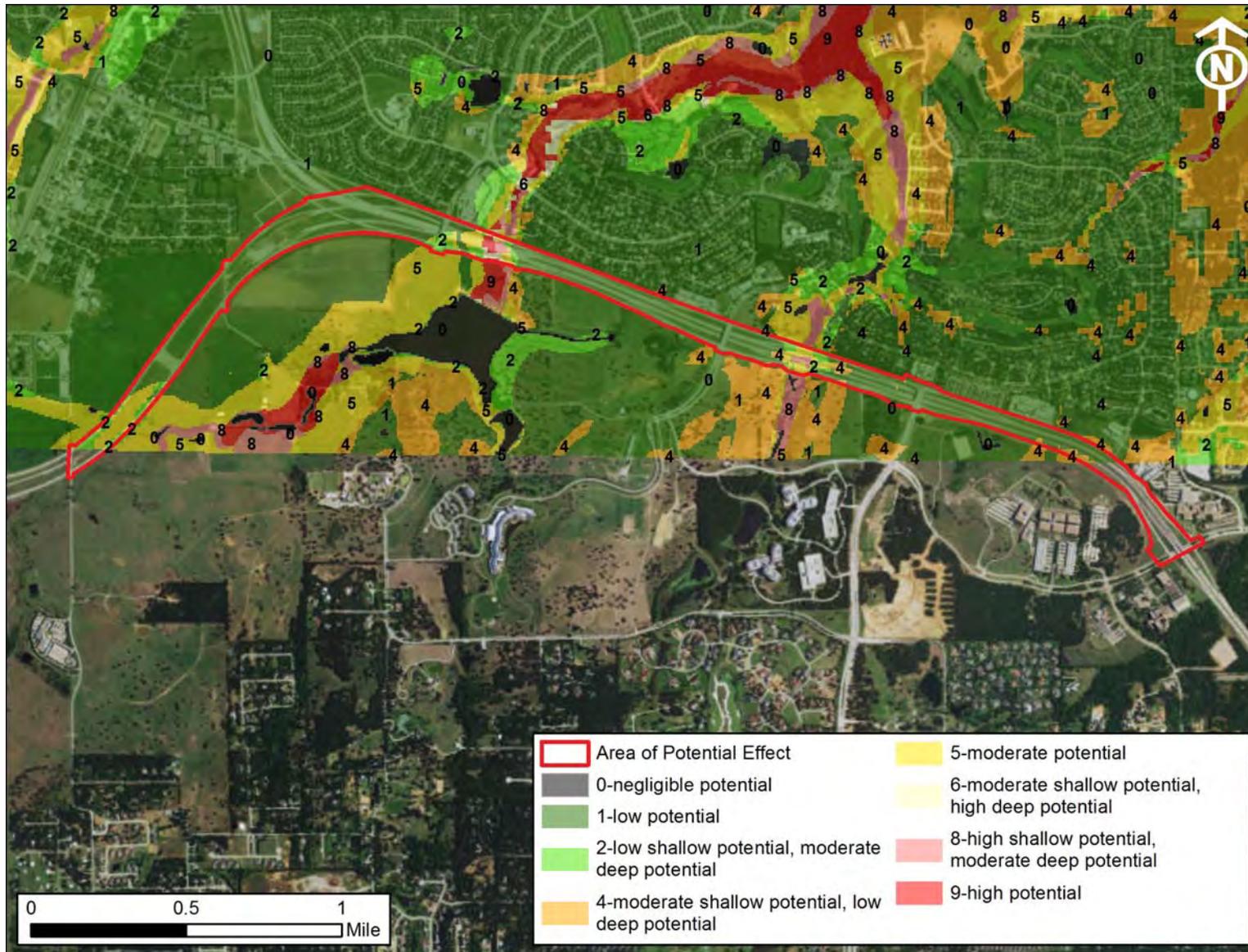


Figure 3. APE depicted on Potential Archeological Liability Map of Denton County.

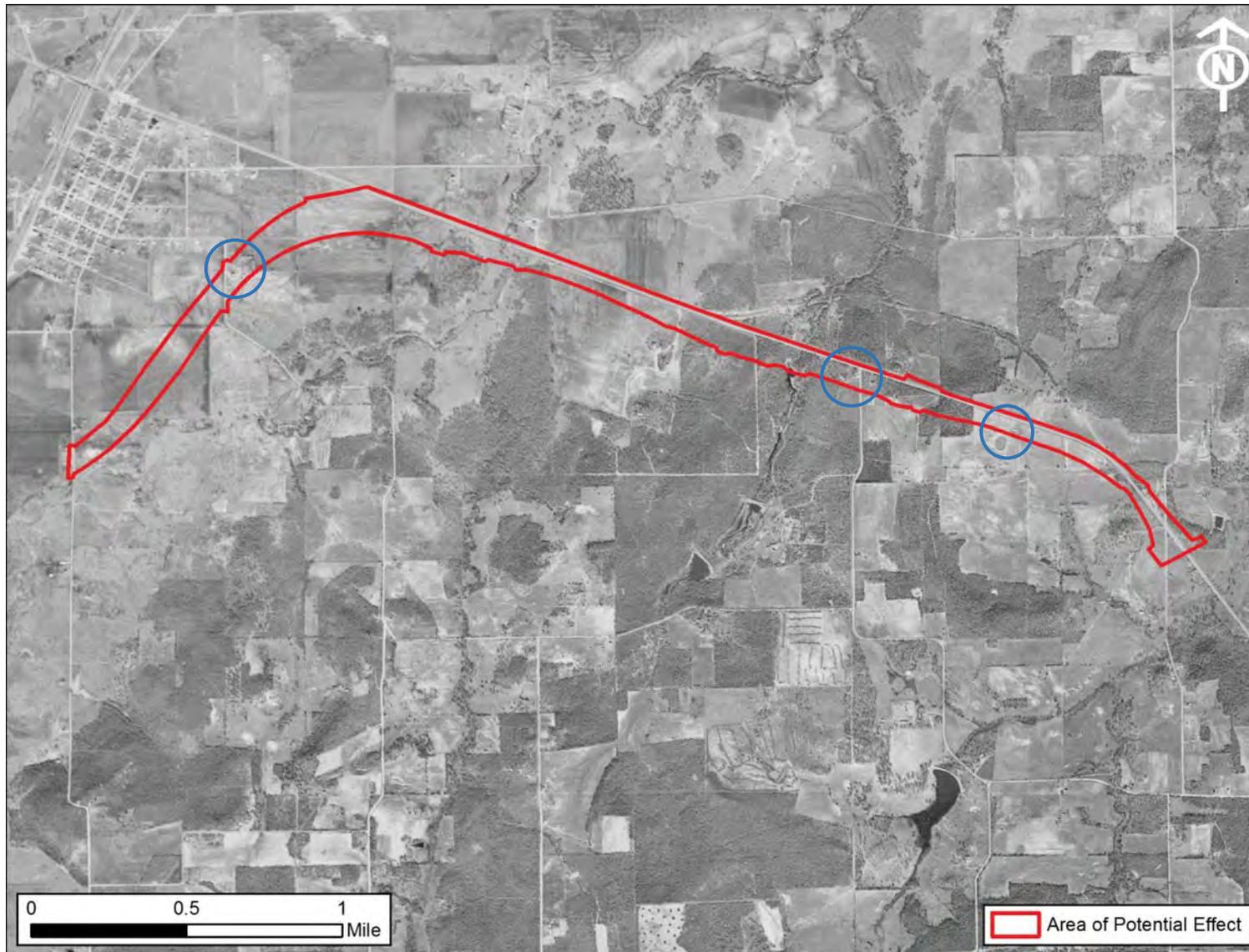


Figure 4. 1953 Aerial Photograph showing APE with nearby towns, structures and land-use. Areas circled in blue represent locations of buildings.

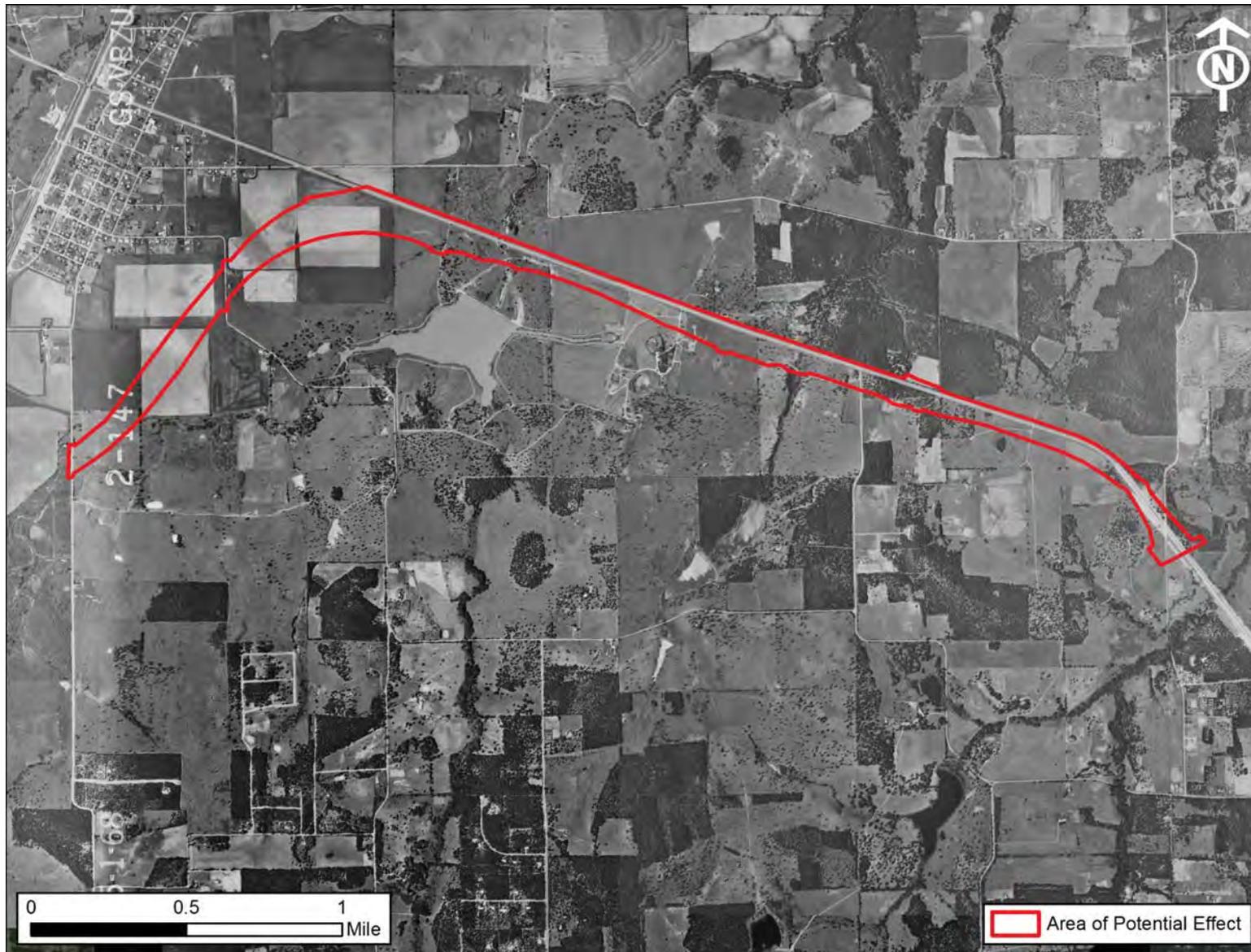
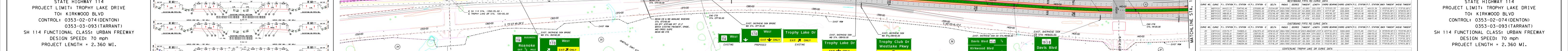


Figure 5. Project APE depicted on 1968 aerial photographs.

**Appendix A**  
**SH 114 and SH 170 Improvement Schematics**

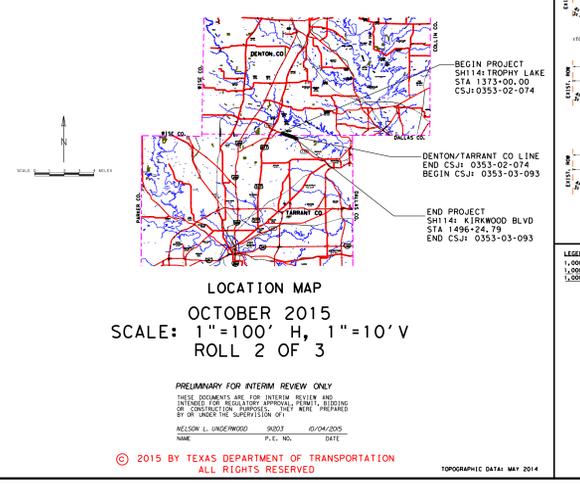
**DALLAS DISTRICT DESIGN SCHEMATIC**  
**JAMES K. SELMAN, P.E., DISTRICT ENGINEER**  
**DENTON & TARRANT COUNTIES**  
**STATE HIGHWAY 114**  
**PROJECT LIMIT: TROPHY LAKE DRIVE**  
**TO: KIRKWOOD BLVD**  
**CONTROL: 0353-02-074 (DENTON) 0353-03-093 (TARRANT)**  
**SH 114 FUNCTIONAL CLASS: URBAN FREEWAY**  
**DESIGN SPEED: 70 mph**  
**PROJECT LENGTH = 2.360 MI.**



**DALLAS DISTRICT DESIGN SCHEMATIC**  
**JAMES K. SELMAN, P.E., DISTRICT ENGINEER**  
**DENTON & TARRANT COUNTIES**  
**STATE HIGHWAY 114**  
**PROJECT LIMIT: TROPHY LAKE DRIVE**  
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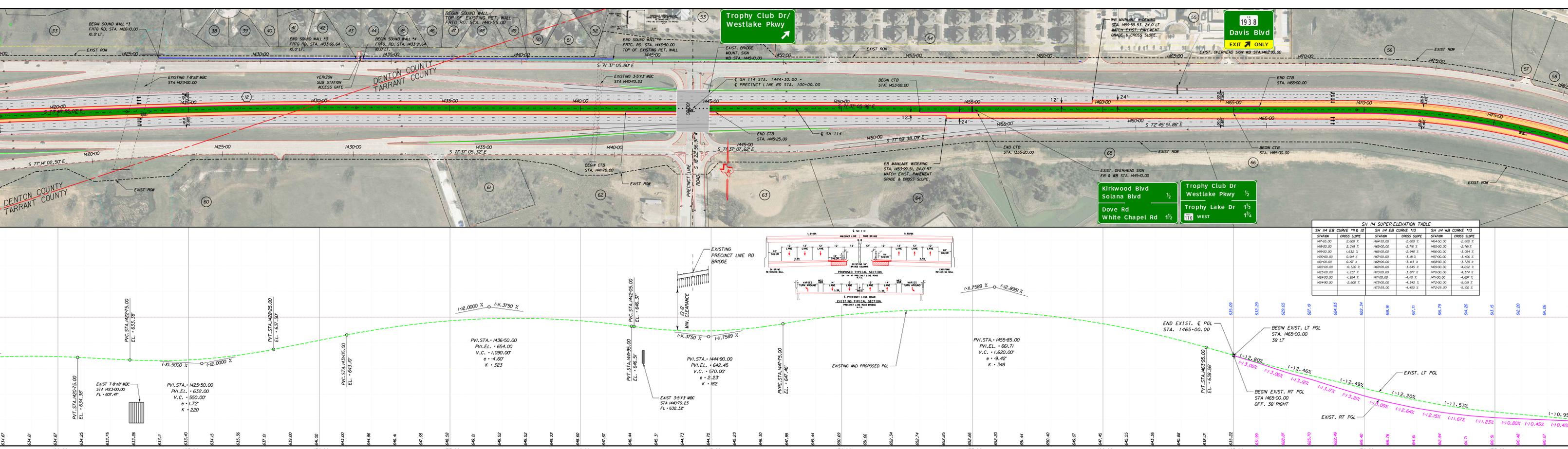
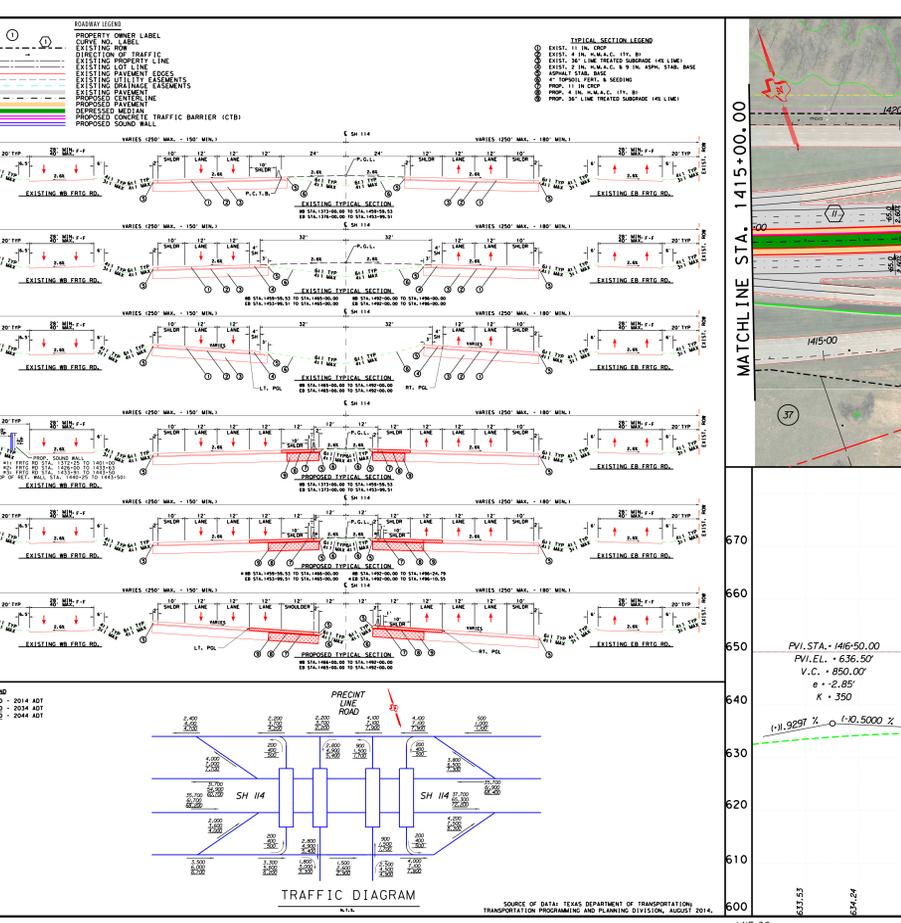
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1	G-4	108874.37	105954.90	23400.54	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
2	G-6	114522.06	105983.73	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
3	G-8	113505.87	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
4	G-10	118254.75	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
5	G-12	118254.75	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
6	G-14	126232.11	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
7	G-16	123421.75	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
8	G-18	129440.63	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
9	G-20	131400.70	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
10	G-22	130159.98	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
11	G-24	140483.53	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
12	G-26	142702.42	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
13	G-28	142764.38	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37
14	G-30	153454.08	105984.64	23440.33	2208.18	07100.00	163.2024	2325.886	87701.50	2324.8086	107710.46	100736.28	S 89°56'36.16" E	114714.37

**DALLAS DISTRICT  
DESIGN SCHEMATIC**  
**JAMES K. SELMAN, P.E., DISTRICT ENGINEER**  
**DENTON & TARRANT COUNTIES**  
**STATE HIGHWAY 114**  
**PROJECT LIMIT: TROPHY LAKE DRIVE**  
**TO: KIRKWOOD BLVD**  
**CONTROL: 0353-02-074 (DENTON)**  
**0353-03-093 (TARRANT)**  
**SH 114 FUNCTIONAL CLASS: URBAN FREEWAY**  
**DESIGN SPEED: 70 mph**  
**PROJECT LENGTH = 2.360 MI.**



**LOCATION MAP**  
**OCTOBER 2015**  
**SCALE: 1"=100' H, 1"=10' V**  
**ROLL 2 OF 3**

PRELIMINARY FOR INTERIM REVIEW ONLY  
 THESE DOCUMENTS ARE FOR INTERIM REVIEW ONLY  
 AND ARE NOT TO BE USED FOR CONSTRUCTION  
 OR UNDER THE SUPERVISION OF ANY ENGINEER  
 UNLESS SO INDICATED OTHERWISE







DALLAS AND FORT WORTH DISTRICTS  
 JAMES "KELLY" SELMAN, P.E., DALLAS DISTRICT ENGINEER  
 BRIAN R. BARTH, P.E., FORT WORTH INTERIM DISTRICT ENGINEER

DESIGN SCHEMATIC

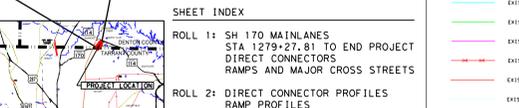
SH 170

FROM: ROANOKE ROAD  
 TO: SH 114

CSJ: 3559-02-008 (TARRANT COUNTY)  
 CSJ: 3559-01-005 (DENTON COUNTY)  
 PROJECT LENGTH: 1.0687 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLINES	70 MPH	URBAN FREEWAY
DIRECT CONNECTORS	50 MPH	URBAN FREEWAY
RAMPS	50 MPH	URBAN FREEWAY
FRONTAGE ROADS	45 MPH	URBAN COLLECTOR
PARISH LN	45 MPH	URBAN ARTERIAL
U-TURNS	15 MPH	URBAN COLLECTOR

DENTON AND TARRANT COUNTIES  
 JULY 2015  
 ROLL 1 OF 2

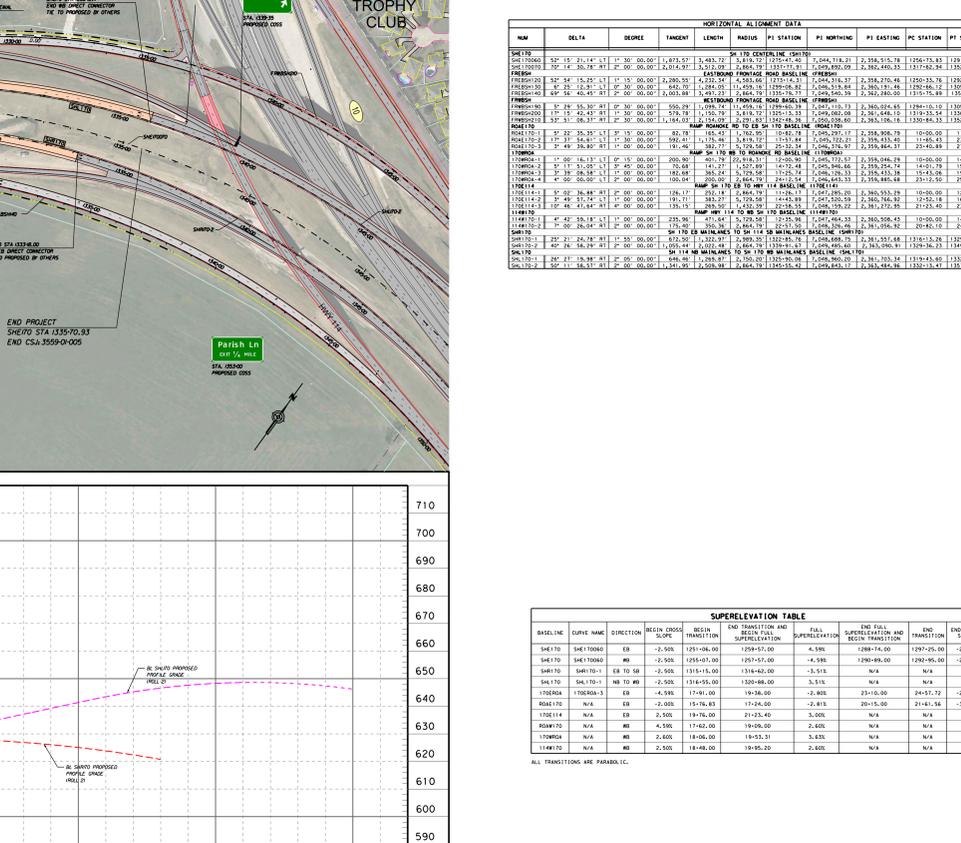
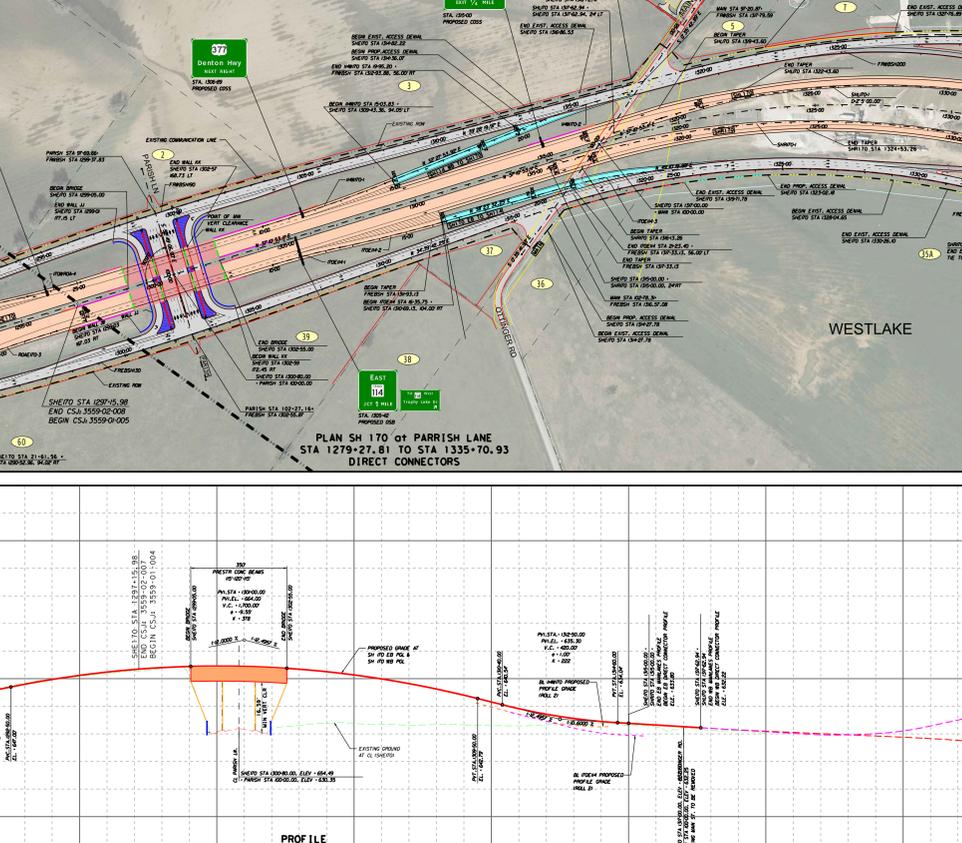
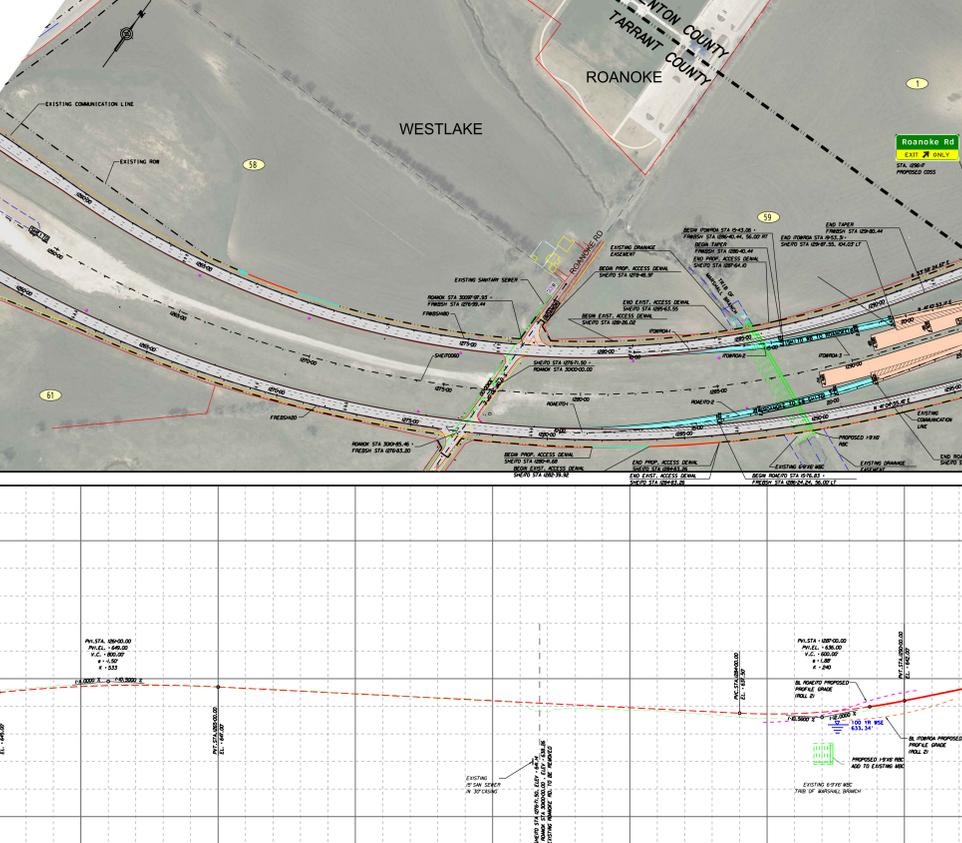
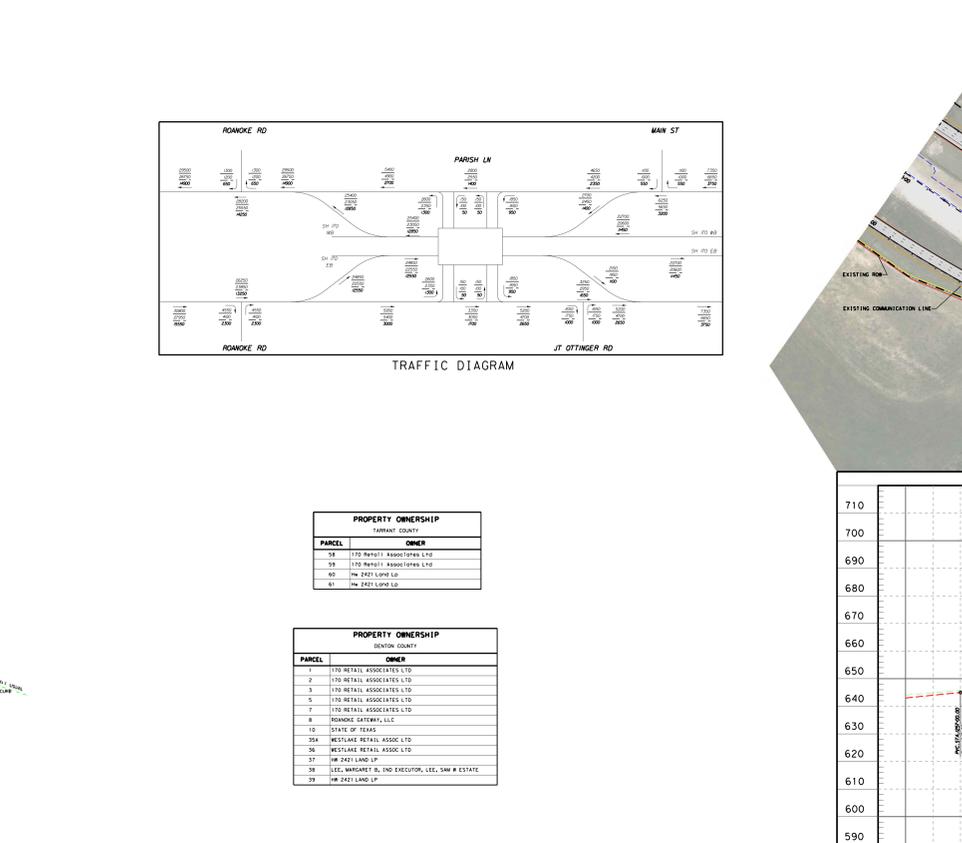
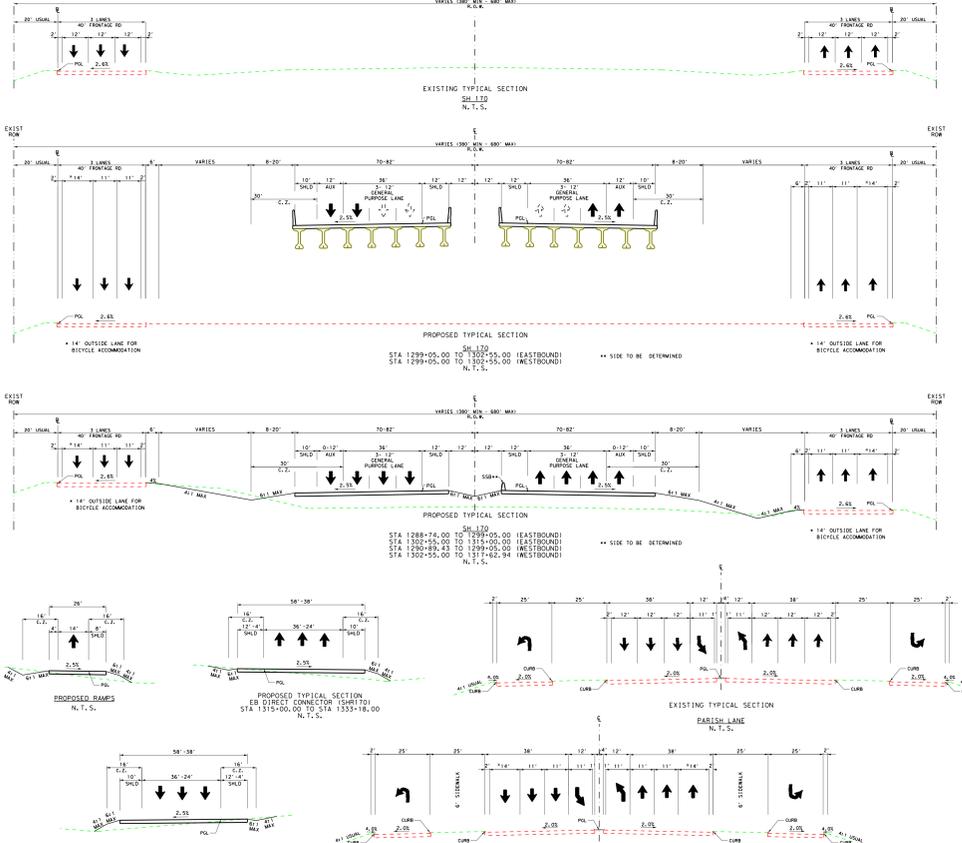


ROLL 1: SH 170 MAINLINES  
 STA 1279+27.81 TO END PROJECT  
 DIRECT CONNECTORS  
 RAMPS AND MAJOR CROSS STREETS

ROLL 2: DIRECT CONNECTOR PROFILES  
 RAMP PROFILES

PRELIMINARY FOR INTERIM REVIEW ONLY  
 THESE DOCUMENTS ARE FOR INTERIM REVIEW AND REGULATORY APPROVAL ONLY. THEY ARE NOT INTENDED FOR PERMITTING, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:  
 NELSON L. UNDERWOOD 9025 7/20/2015  
 NAME P.E. NO. DATE

- Legend:
- PROPOSED SH 170 MAINLINES
  - PROPOSED SHOULDER MAINLINES
  - PROPOSED RAMPS
  - PROPOSED SHOULDER RAMPS
  - PROPOSED FRONTAGE ROAD/CITY STREETS
  - PROPOSED DIRECT CONNECTORS
  - PROPOSED BRIDGE
  - EXISTING BRIDGE
  - EXISTING PAVEMENT
  - IMPROVEMENTS BY OTHERS
  - IMPROVEMENTS BY OTHERS UNDER CONSTRUCTION
  - EXISTING BRIDGE BEAT LOCATION
  - EXISTING PAVEMENT REMOVAL
  - EXISTING A.S.M.
  - EXISTING DRAINAGE EASEMENT
  - EXISTING CONTROL OF ACCESS (ACCESS DENIAL LINE)
  - PROPOSED CONTROL OF ACCESS (ACCESS DENIAL LINE)
  - PROPOSED LINE GEOMETRY
  - SIDEWALK
  - ISLAND
  - EXISTING PROPERTY LINE
  - CITY LIMITS
  - EXISTING CREEK CENTER LINE
  - EXISTING WATER LINE
  - EXISTING SANITARY SEWER
  - EXISTING GAS LINE
  - EXISTING OR ELECTRIC LINE
  - EXISTING BURIED ELECTRIC LINE
  - EXISTING COMMUNICATION LINE
  - EXISTING STORM SEWER
  - PROPOSED STORM SEWER
  - PROPOSED PAVEMENT EDGE
  - PROPOSED RETAINING WALL
  - PROPOSED TOLL GATEWAY
  - PROPOSED/EXISTING BASELINE NAME
  - ALCALI-1
  - PROPERTY OWNER PARCEL NUMBER
  - ADA RAMP
  - SIGNALIZED INTERSECTION



SUPERELEVATION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS	BEGIN	END	BEGIN TRANSITION	END TRANSITION	END CROSS	END CROSS
SH 170	SH 170	EB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	WB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	EB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	WB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	EB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	WB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	EB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	WB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	EB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00
SH 170	SH 170	WB	-2.50%	1255+00.00	1255+00.00	1255+00.00	1255+00.00	-2.50%	1255+00.00



PRELIMINARY FOR INTERIM REVIEW ONLY  
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 NELSON L. UNDERWOOD 9025 7/20/2015  
 NAME P.E. NO. DATE



# Project Coordination Request for Historical Studies Project

**Reset Form**

**Main CSJ:** 0353-02-074

**Child CSJs:** 3599-01-005, 3559-02-008, 0353-02-074, 0353-03-093

**District(s):** Dallas, Fort Worth

**County(ies):** Denton, Tarrant

**Roadway Name:** SH 170 and SH 114

**Limits From:** East of Roanoke Road (SH 170) and Trophy Lake Drive (SH 114)

**Limits To:** West of SH 114 Interchange (SH 170) and Kirkwood Boulevard (SH 114)

**Project Description:** SH 170 from East of Roanoke to West of SH 114 Interchange:

The proposed interchange at Parrish Lane will consist of six travel lanes (three (3) 12-foot lanes in each direction) with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one (1) 12-foot travel lane, one (1) 14-foot outside travel lane to accommodate bicycles in each direction. All changes are within the existing 380 to 680 foot ROW.

SH 114: From Trophy Lake Drive to Kirkwood Boulevard:

The proposed roadway for this section would consist construction of one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 180 to 150-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder.

Project Length: 4.18 miles

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
- ENV-HIST identification of additional technical studies required for clearance; OR
- ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to redress the rejection.

**This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.**

**NOTE:** \* If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination and a revised PCR in ECOS.

## Information Required to Process Historic Resources Coordination and Consultation

1. Targeted ENV clearance date: April 1, 2016
2. \*Anticipated letting date: May 2016
3. "Historic-age" date (let date minus 45 years): 1971
4. No \*The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).



**Project Coordination Request for Historical Studies Project**

**Reset Form**

- 5.   No   \*The proposed action requires additional ROW (purchased or donated) or easements?
- 6. The following maps, tables or equivalents been uploaded to ECOS?

Yes/No/NA	Map Type	ECOS File Name:
<u>  Yes  </u>	Existing and proposed ROW boundaries.	SH 170 and SH 114 Historical PCR Attachments
<u>  Yes  </u>	Area of Potential Effects (APE) appropriate for project type.	SH 170 and SH 114 Historical PCR Attachments
<u>  Yes  </u>	Parcel boundaries for properties within the APE.	SH 170 and SH 114 Historical PCR Attachments
<u>  Yes  </u>	Results of the Texas Historic Sites Atlas search, identifying NHL, NRHP, SAL, and RTHL resources located within one-quarter mile of the project area listed in a table format and identified on color aerial map(s) or equivalent.	SH 170 and SH 114 Historical PCR Attachments
	Comments:	None within 0.25 mile (markers visible on map are beyond 0.25 mile)
<u>  Yes  </u>	Results of Google Earth search with HIST-provided eligibility and historic bridge layers.	SH 170 and SH 114 Historical PCR Attachments
	Comments:	No identified resources on TxDOT ENV HIST-provided eligibility and historic bridge layers

- 7.   Yes   Representative and dated photographs of the project area are uploaded to ECOS.

Note: Photographs should include the following elements:

1. Buildings/structures in the APE and those adjacent.
2. Road Features (culverts, bridges, landscaping, etc.)
3. Areas of proposed construction.

File Name in ECOS:

- 8.   Yes   Preliminary plans are uploaded to ECOS.

File Name in ECOS:

- 9.   No   Historic-age bridges are within the project area.
- 10.   No   Rock masonry features (culverts, ditches, walls, etc.) are within the project area.
- 11.   No   Historic-age rest area(s) are located within the project area.
- 12.   No   The proposed action involves the relocation of historical markers.
- 13.   Yes   Additional consulting parties (other than the THC) may be involved in this project.



[Reset Form](#)

Consulting Party Name	Representing	Contact Information
Denton County Historical Commission	THC	Charlotte Mooneyham PO Box 584 Aubrey, TX 76227 940-365-9196 moonrockacres@hotmail.com
Tarrant County Historical Commission	THC	Jo Pirtle 6106 Guilford Street Forest Hill, TX 76119 682-429-9264 pir03tch@gmail.com

Additional Project Comments:

### District Personnel Certification

Yes I reviewed all submitted documents for quality assessment and control.

Sandra J Williams  
District Personnel Name

November 17, 2015  
Date:



## Project Coordination Request for Historical Studies Project

### Reset Form

The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.

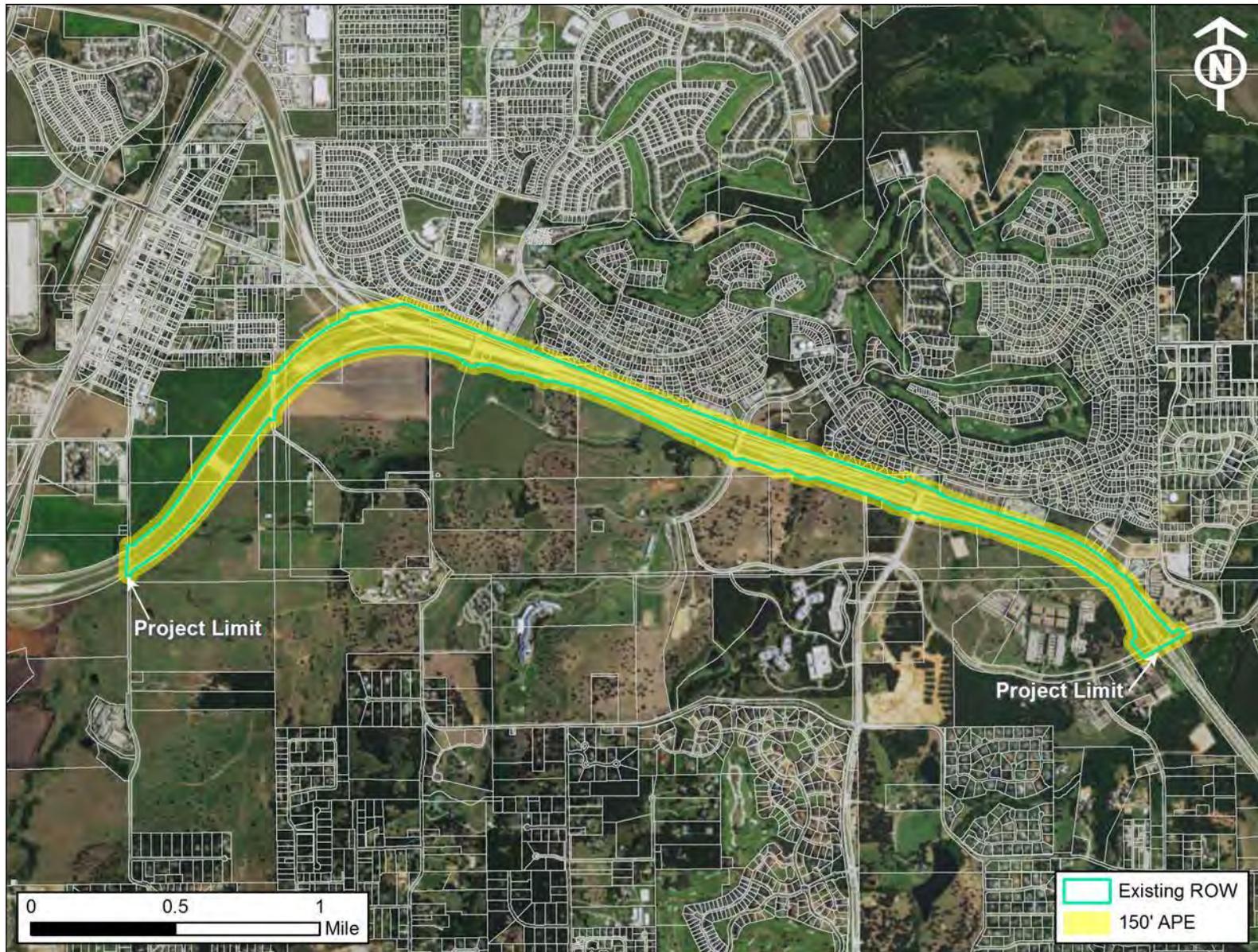
SH 170: From East of Roanoke Rd to West of SH 114 Interchange and SH 114: From Trophy Lake Dr to Kirkwood Blvd  
 CSJ #: 0353-02-074  
 Denton and Tarrant Counties, Texas

MAPS



Project Location Map

SH 170: From East of Roanoke Rd to West of SH 114 Interchange and SH 114: From Trophy Lake Dr to Kirkwood Blvd  
CSJ #: 0353-02-074  
Denton and Tarrant Counties, Texas

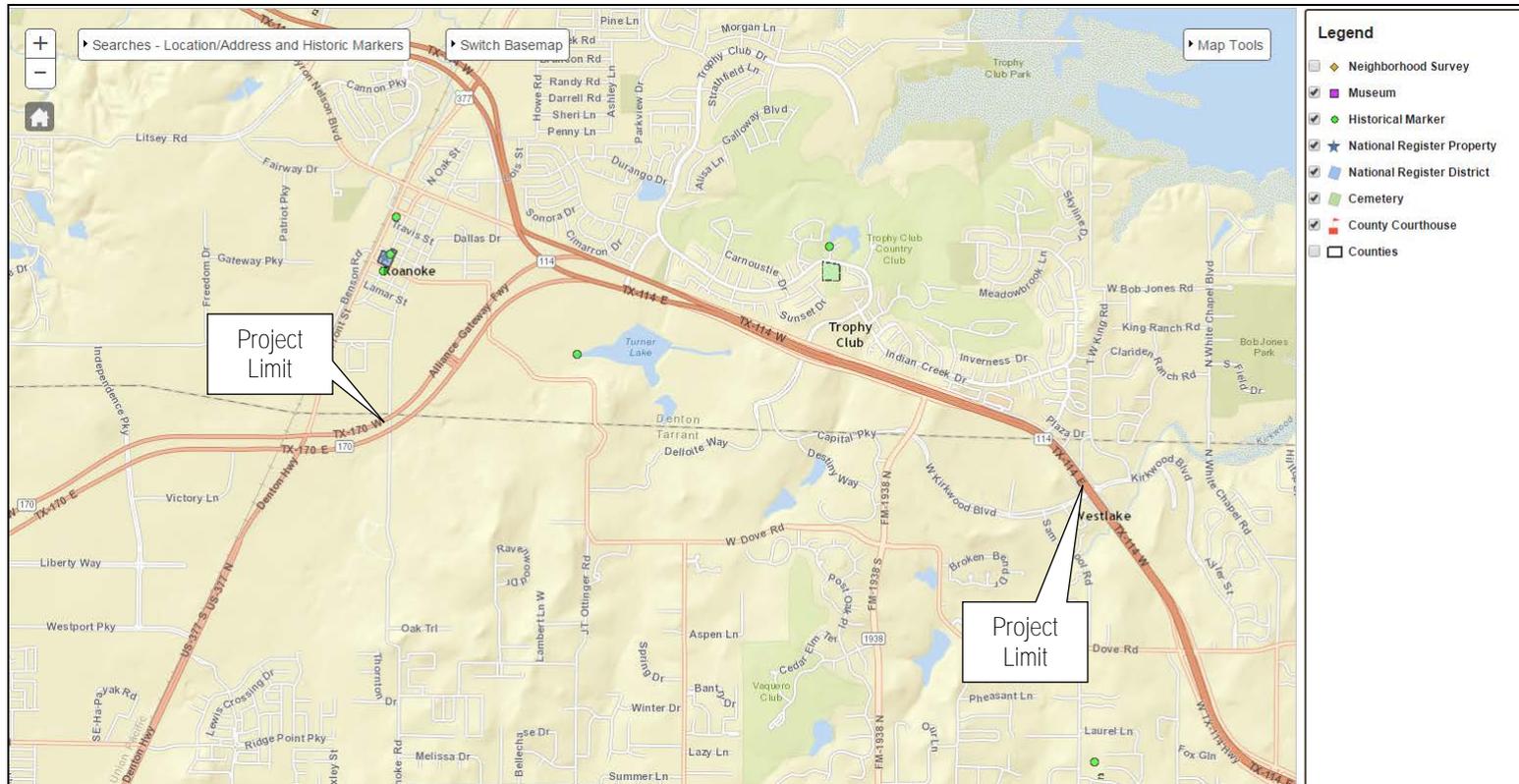


APE and ROW Map

SH 170: From East of Roanoke Rd to West of SH 114 Interchange and SH 114: From Trophy Lake Dr to Kirkwood Blvd  
 CSJ #: 0353-02-074  
 Denton and Tarrant Counties, Texas

### TEXAS HISTORIC SITES ATLAS SEARCH RESULTS

NRHP	SAL	RTHL	OTHM
None	None	None	None



Texas Historic Sites Atlas page capture (markers visible are beyond 0.25 mile).

SH 170: From East of Roanoke Rd to West of SH 114 Interchange and SH 114: From Trophy Lake Dr to Kirkwood Blvd  
CSJ #: 0353-02-074  
Denton and Tarrant Counties, Texas

## GOOGLE EARTH HIST ELIGIBILITY AND BRIDGE LAYERS SEARCH RESULTS



Google Earth page capture.

## PROJECT AREA PHOTOGRAPHS



Intersection of Roanoke and SH 170, facing southwest (Photo taken October 19, 2015).



Intersection of SH 114 and SH 170, facing west (Photo taken October 19, 2015).

SH 170: From East of Roanoke Rd to West of SH 114 Interchange and SH 114: From Trophy Lake Dr to Kirkwood Blvd  
CSJ #: 0353-02-074  
Denton and Tarrant Counties, Texas

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SH 114 near the intersection of Trophy Club Drive, facing west (Photo taken October 19, 2015).



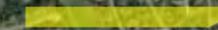
SH 114 on Davis Blvd bridge, facing west (Photo taken October 19, 2015).

### HISTORIC AERIAL PHOTOGRAPH OF THE PROJECT AREA



A 1968 aerial photograph depicting the project area.

PROJECT LOCATION MAP  
STATE HIGHWAY (SH) 114  
CSJs: 0353-02-074 & 0353-03-093

Study Area 



Trophy Lake Dr

SH 170  
END CSJ 3559-01-005  
WEST OF SH 114  
INTERCHANGE

SH 114  
BEG CSJ 0353-02-074  
TROPHY LAKE DR

Trophy Club Dr

SH 114  
END CSJ 0353-02-074  
BEG CSJ 0353-03-093  
DENTON/TARRANT CO. LINE

SH 170  
END CSJ 3559-02-008  
BEG CSJ 3559-01-005  
DENTON/TARRANT CO. LINE

SH 170  
BEG CSJ 3559-02-008  
EAST OF ROANOKE RD

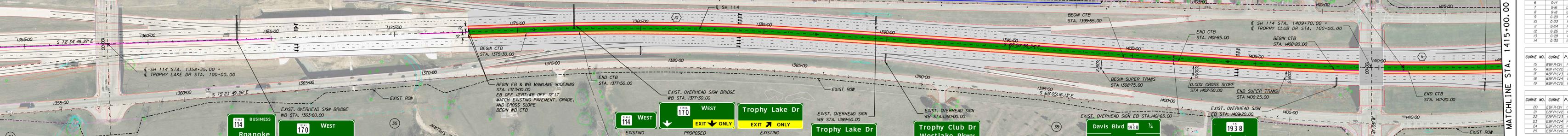
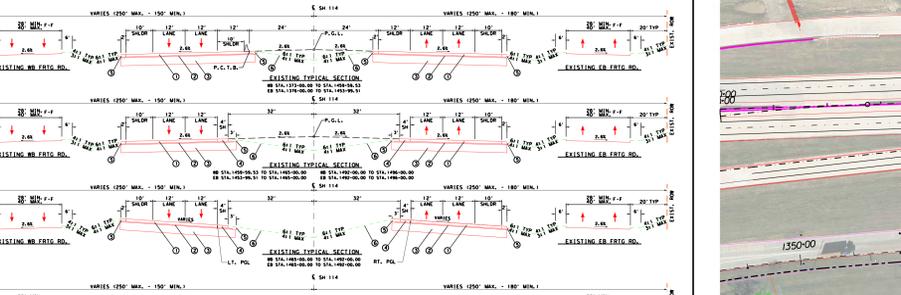
Roanoke Rd

Kirkwood Blvd

SH 114  
END CSJ 0353-03-093  
KIRKWOOD BLVD

Google earth

**DALLAS DISTRICT  
DESIGN SCHEMATIC**  
JAMES K. SELMAN, P.E., DISTRICT ENGINEER  
DENTON & TARRANT COUNTIES  
STATE HIGHWAY 114  
PROJECT LIMIT: TROPHY LAKE DRIVE  
TO: KIRKWOOD BLVD  
CONTROL: 0353-02-074 (DENTON)  
0353-03-093 (TARRANT)  
SH 114 FUNCTIONAL CLASS: URBAN FREEWAY  
DESIGN SPEED: 70 mph  
PROJECT LENGTH = 2.360 MI.



### CURVE DATA TABLE

CENTERLINE SH 114 CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
1	C-4	13874.37	70584.50	234060.54	5482.54	2208.3	07100.00	163.924	235.806	87107.51	234.0386	1077+06	1007+36.28	S 89°56'36.36" E	84741.37
2	G-6	1142-06.06	705881.73	234476.21	77040.04	2298.38	07100.00	165.684	282.789	87406.51	232.9885	1007+36.28	1026+36.28	N 84°43'57.57" E	86418.60
3	G-8	1335-05.67	705884.64	234673.08	17049.39	2369.78	17300.00	64.671	1271.033	73709.99	1265.6383	1026+36.28	1041-35.67	S 88°41'40.60" E	69339.29
4	D-13	1824-12.12	705887.28	234942.83	23093.47	2309.47	14500.00	145.000	69.000	145.000	145.000	1041-35.67	1056+42.12	S 69°30'59.73" E	68499.99
5	G-12	1824-12.12	705887.28	234942.83	23093.47	2309.47	14500.00	145.000	69.000	145.000	145.000	1056+42.12	1071-03.18	S 67°30'59.73" E	68499.99
6	G-14	1262-32.12	705904.93	235400.45	6556.28	1459.559	17300.00	604.0769	1386.4599	65297.889	1385.644	1071-03.18	1094-24.50	S 68°49'19.99" E	67533.23
7	G-18	1234-07.75	705905.98	235580.57	235580.57	1240.000	07100.00	628.1079	1240.000	1240.000	1240.000	1094-24.50	1109-24.50	S 65°33'53.71" E	60734.96
8	G-18	1234-07.75	705905.98	235580.57	235580.57	1240.000	07100.00	628.1079	1240.000	1240.000	1240.000	1109-24.50	1124-07.75	S 67°30'59.73" E	68499.99
9	G-18	1234-07.75	705905.98	235580.57	235580.57	1240.000	07100.00	628.1079	1240.000	1240.000	1240.000	1124-07.75	1139-07.75	S 67°30'59.73" E	68499.99
10	G-22	1307-09.70	705938.38	236270.88	58757.55	23000.00	1279.532	533.9338	47240.49	234.459	1307.09	1139-07.75	1154-09.70	S 72°34'48.27" E	72344.69
11	G-24	1400-83.53	704705.59	237455.52	237455.52	1392.860	07100.00	697.4895	1392.860	1392.860	1392.860	1154-09.70	1170-03.18	S 66°50'56.34" E	73487.50
12	G-26	1427-02.42	704700.62	237455.67	237455.67	1392.860	07100.00	697.4895	1392.860	1392.860	1392.860	1170-03.18	1185-03.18	S 67°30'59.73" E	68499.99
13	G-28	1427-02.42	704700.62	237455.67	237455.67	1392.860	07100.00	697.4895	1392.860	1392.860	1392.860	1185-03.18	1200-03.18	S 67°30'59.73" E	68499.99
14	G-30	1534-04.08	707097.51	237978.21	170651.86	3618.608	13500.00	544.5095	1080.9097	528.317	1076.8958	1200-03.18	1215-04.08	S 37°05'48.70" E	195826.69

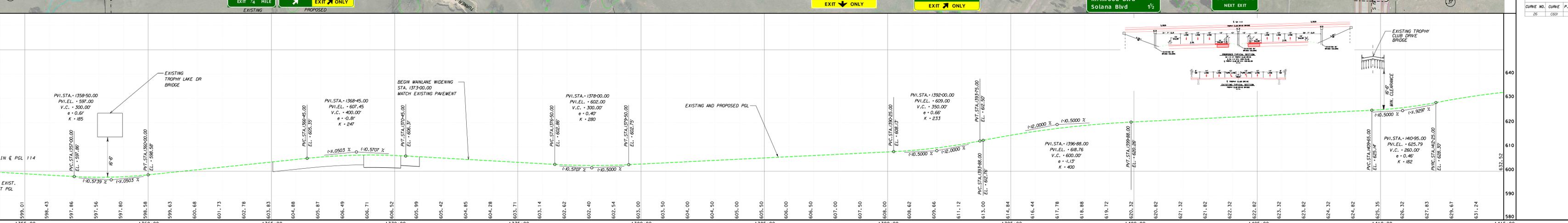
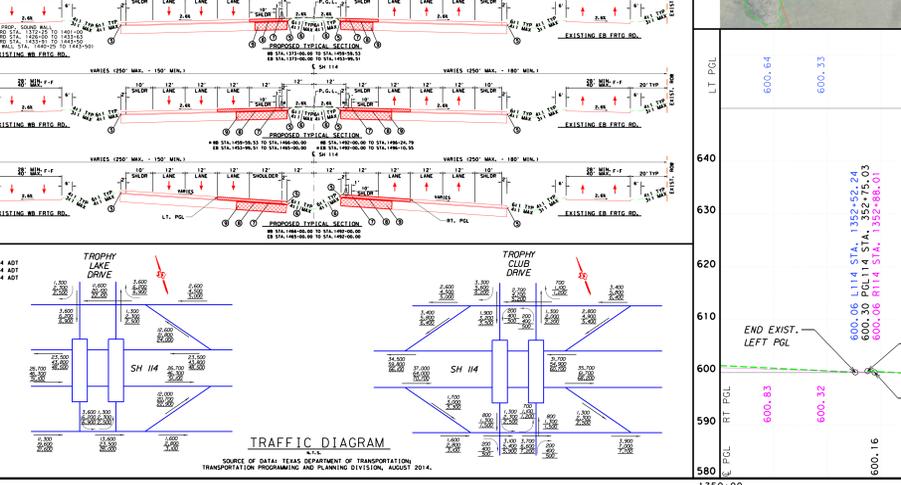
WESTBOUND FRTG RD CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
15	WBFR-CV1	1444+23.33	704745.46	237008.88	88.88	4000.00	100.00	10.085	220.159	220.129	1444.23	1459-33.33	S 69°25'00.90" E	773705.39	
16	WBFR-CV2	1477+51.91	704761.74	237055.52	20758.78	2864.700	7000.00	101.848	1032.4478	6717.367	1406.869	1459-33.33	1482-24.48	S 77°05'48.70" E	507809.58
17	WBFR-CV3	1489+01.41	704801.07	237455.52	381.06	4000.00	100.00	38.106	803.307	803.307	1489.01	1499-04.48	S 70°50'23.08" E	370123.08	
18	WBFR-CV4	1499+07.65	704825.99	237732.94	432.29	4000.00	100.00	43.229	813.299	813.299	1499.07	1509-04.48	S 70°50'23.08" E	45382.29	
19	WBFR-CV5	1499+06.21	704823.99	237732.94	432.29	4000.00	100.00	43.229	813.299	813.299	1509-04.48	1519-04.48	S 70°50'23.08" E	45382.29	

EASTBOUND FRTG RD CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
20	EBFR-CV1	1335-79.77	704785.43	237008.88	6956.40	2864.700	20000.00	2003.8862	497.2337	3284.045	1335.79	1350-73.12	N 34°39'29.32" E	752349.28	
21	EBFR-CV2	1379-92.61	704827.33	237455.52	1078.33	1763.433	17450.00	689.1404	1374.563	7074.326	1372.769	1370-03.18	1385-79.77	S 75°42'48.27" E	65705.19
22	EBFR-CV3	1402-99.64	704705.59	237455.52	536.57	1763.433	17450.00	281.091	561.588	561.588	1402.99	1417-03.18	S 75°42'48.27" E	777402.50	
23	EBFR-CV4	1427-02.42	704700.62	237455.52	536.57	1763.433	17450.00	281.091	561.588	561.588	1417-03.18	1432-02.42	S 75°42'48.27" E	777402.50	
24	EBFR-CV5	1447-37.28	704625.14	237455.52	622.30	1763.433	17450.00	306.369	612.5044	612.5044	1447.37	1449-04.48	S 77°07'06.21" E	775939.50	
25	EBFR-CV6	1459+01.85	704604.89	237455.52	622.30	1763.433	17450.00	306.369	612.5044	612.5044	1449.04	1464-04.48	S 77°07'06.21" E	775939.50	

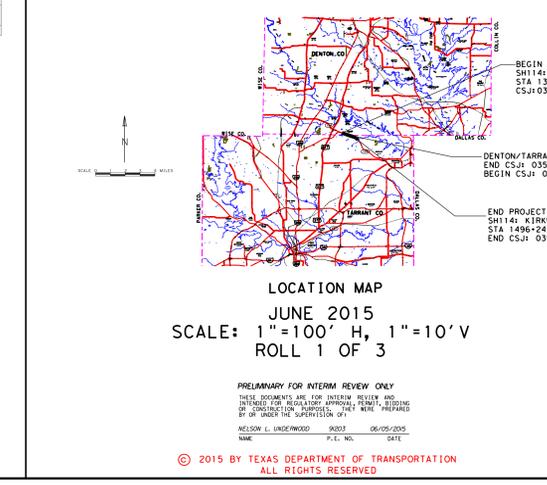
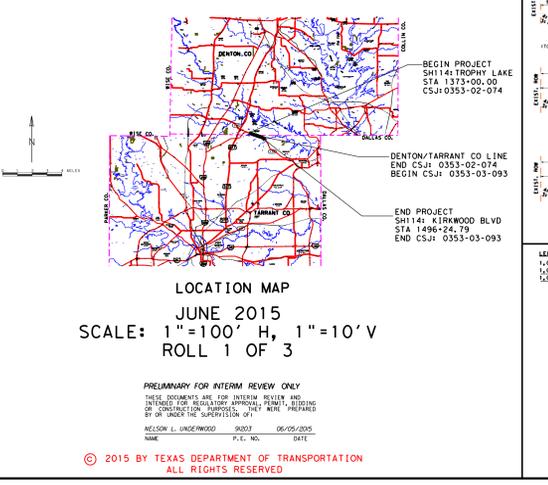
  

CENTERLINE TROPHY LAKE DR CURVE DATA															
CURVE NO.	CURVE	P.I. STATION	P.T. STATION - W	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT	
26	C60	9514.50	7049864.34	236336.57	122317.39	1432.390	10000.00	155.4517	309.703	273631.08	309.002	9359.04	9668.75	S 29°48'29.78" W	172612.39



### PROPERTY OWNERS

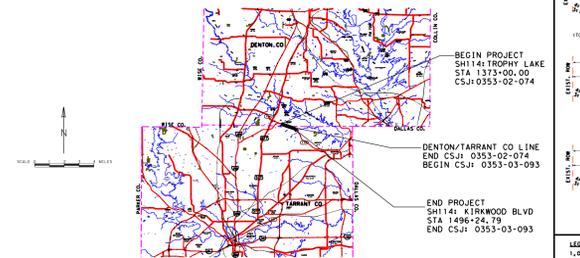
Parcel No.	Owner Name	Owner Address	Shus Address
1	Deschamps, Joseph & Corinne D	7 Crooked Creek Ct., Roanoke, TX 76262	7 Crooked Creek Ct., Roanoke, TX 76262
2	Montes, Maria	7 Crooked Creek Ct., Troby Club, TX 76262	7 Crooked Creek Ct., Troby Club, TX 76262
3	Barnes, Charles & Wilma	5 Crooked Creek Ct., Troby Club, TX 76262	5 Crooked Creek Ct., Troby Club, TX 76262
4	Merritt, Ralph and Jackie	4 Crooked Creek Ct., Troby Club, TX 76262	4 Crooked Creek Ct., Troby Club, TX 76262
5	Beaulieu, Elizabeth J	3 Crooked Creek Ct., Roanoke, TX 76262	3 Crooked Creek Ct., Roanoke, TX 76262
6	Van Hoesen, Michele Rolner	6 Roasting Creek Ct., Troby Club, TX 76262	6 Roasting Creek Ct., Troby Club, TX 76262
7	Barnes, Jason Neil	5 Roasting Creek Ct., Troby Club, TX 76262	5 Roasting Creek Ct., Troby Club, TX 76262
8	Carroll, Samantha M & Austin J	4 Roasting Creek Ct., Troby Club, TX 76262	4 Roasting Creek Ct., Troby Club, TX 76262
9	Peterson, Lynn A	3 Roasting Creek Ct., Troby Club, TX 76262	3 Roasting Creek Ct., Troby Club, TX 76262
10	Kneafsey, Erik	1 Roasting Creek Ct., Troby Club, TX 76262	1 Roasting Creek Ct., Troby Club, TX 76262
11	Washington, Joe and Bettye	2 Roasting Creek Ct., Troby Club, TX 76262	2 Roasting Creek Ct., Troby Club, TX 76262
12	Laughlin, Edward M & Cheryl A	2 Roasting Creek Ct., Troby Club, TX 76262	2 Roasting Creek Ct., Troby Club, TX 76262
13	Griffith, Diane Trustee of Griffith Family Trust	2002 S. Southlake Blvd., S48 Southlake, TX 76082	4 Spring Creek Ct., Troby Club, TX 76262
14	Roasting Creek Ct., Troby Club, TX 76262		1 Spring Creek Ct., Troby Club, TX 76262
15	Ford, Isaac & Pearl D.	P.O. Box 381, Roanoke, TX 76262	2 Spring Creek Ct., Troby Club, TX 76262
16	Old Residential L.P.	150 Carlisle St., Ste 375, San Francisco, CA 94111	5 Brook Creek Ct., Roanoke, TX 76262
17	Grappo, Francesco	4 Brook Creek Ct., Troby Club, TX 76262	4 Brook Creek Ct., Troby Club, TX 76262
18	Clancy, Jennifer Sue	3 Brook Creek Ct., Roanoke, TX 76262	3 Brook Creek Ct., Roanoke, TX 76262
19	Shelton, Robert & Lari	2 Brook Creek Ct., Troby Club, TX 76262	2 Brook Creek Ct., Troby Club, TX 76262
20	Narrow, Shaw & Aprilia	5 Narrow Creek Ct., Troby Club, TX 76262	5 Narrow Creek Ct., Troby Club, TX 76262
21	Curry, Melissa & Zorina	4 Narrow Creek Ct., Troby Club, TX 76262	4 Narrow Creek Ct., Troby Club, TX 76262
22	Grappo, Francesco	3 Narrow Creek Ct., Roanoke, TX 76262	3 Narrow Creek Ct., Roanoke, TX 76262
23	Lynch, Jason and Erika	7 Winding Creek Ct., Troby Club, TX 76262	7 Winding Creek Ct., Troby Club, TX 76262
24	Moderhart, Ryan & Jayla	6 Winding Creek Ct., Roanoke, TX 76262	6 Winding Creek Ct., Roanoke, TX 76262
25	Winding Creek Ct., Troby Club, TX 76262		5 Winding Creek Ct., Troby Club, TX 76262
26	Roguska, Donald J	4 Winding Creek Ct., Troby Club, TX 76262	4 Winding Creek Ct., Troby Club, TX 76262
27	Marlin, Robert & Laura J	3601 9th St., San Antonio, TX 78209	3 Straight Creek Ct., Troby Club, TX 76262
28	Crath Bessie Trust	1702 Capital Ave., Westchester, CO 80091	8 Straight Creek Ct., Troby Club, TX 76262
29	Thurston, Paul A & Stephanie C	7 Straight Creek Ct., Troby Club, TX 76262	7 Straight Creek Ct., Troby Club, TX 76262
30	4863 Greenbroke Blvd & Palm Beach Holdings	3309 Fairmont Dr., Nashville, TN 37203	200-2003 SH 114, Troby Club, TX 76262
31	Shelton, Robert & Lari	202 South St. 0203, Dallas, TX 75201	202 Sh. H. Troby Club, TX 76262
32	150 Properties LP	6201 Redwood Dr., Dallas, TX 75254	Trophy Club Dr & SH 114, Troby Club, TX 76262
33	150 Properties LP	12222 West Dr., Ste 120, Dallas, TX 75250	SH 114, Troby Club, TX 76262
34	Windsor Asset Assoc LP	PO Box 833, Columbia, MO 65204	SH 114, Troby Club, TX 76262
35	150 Properties LP	3090 Olive St. Ste 200 Dallas, TX 75209	SH 114, Troby Club, TX 76262
36	150 Properties LP	1500 Olive St. Ste 200 Dallas, TX 75209	SH 114, Troby Club, TX 76262
37	150 Properties LP	1500 Olive St. Ste 200 Dallas, TX 75209	SH 114, Troby Club, TX 76262







DALLAS DISTRICT  
DESIGN SCHEMATIC  
JAMES K. SELMAN, P.E., DISTRICT ENGINEER  
DENTON & TARRANT COUNTIES  
STATE HIGHWAY 114  
PROJECT LIMIT: TROPHY LAKE DRIVE  
TO: KIRKWOOD BLVD  
CONTROL: 0353-02-074 (DENTON)  
0353-03-093 (TARRANT)  
SH 114 FUNCTIONAL CLASS: URBAN FREEWAY  
DESIGN SPEED: 70 mph  
PROJECT LENGTH = 2.360 MI.



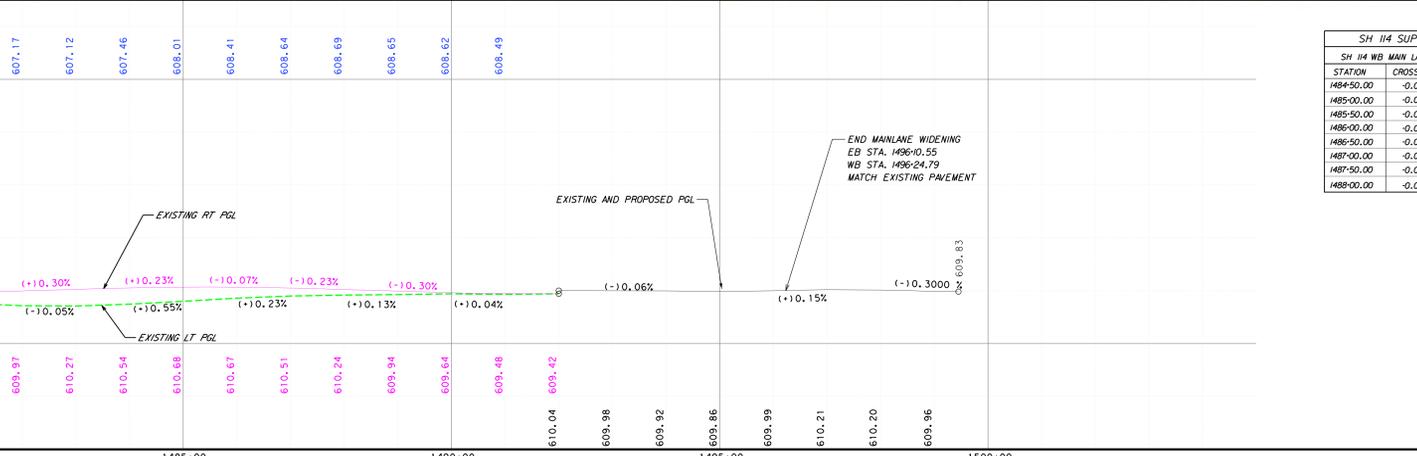
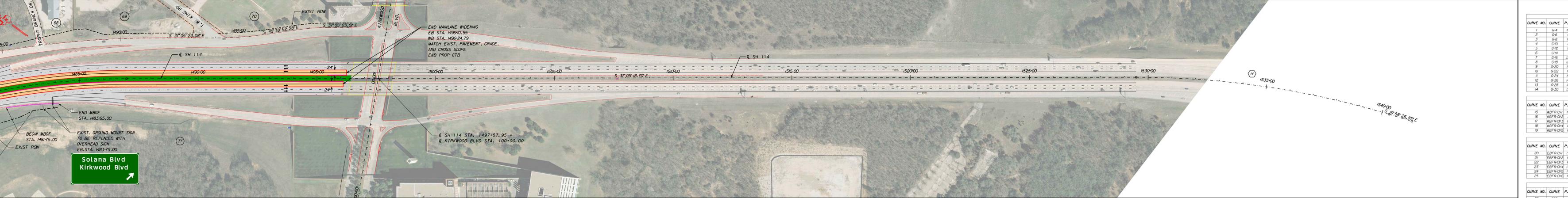
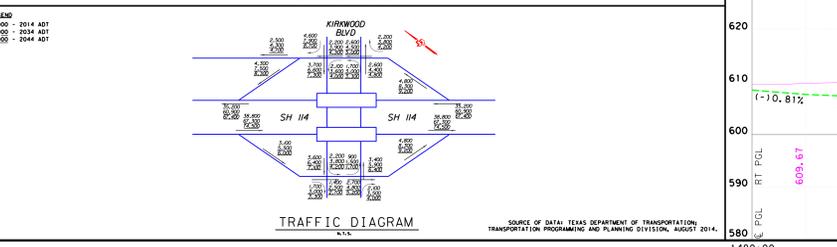
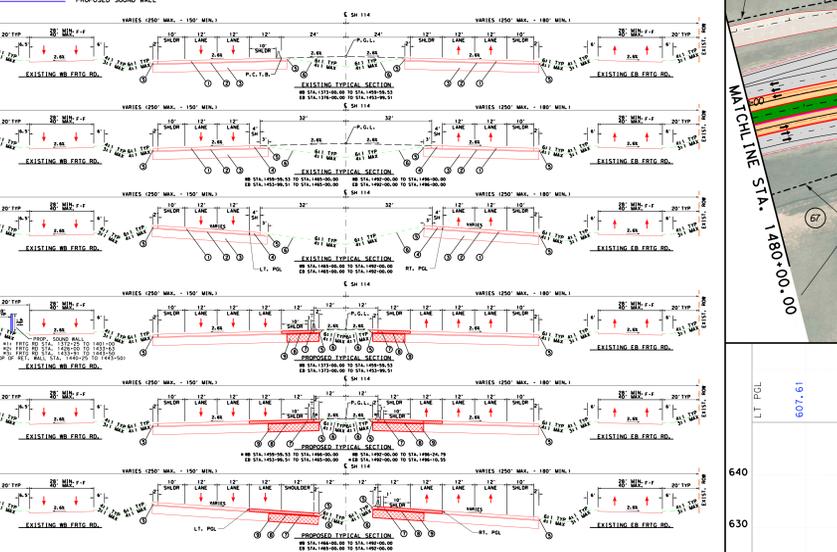
LOCATION MAP  
JUNE 2015  
SCALE: 1"=100' H, 1"=10' V  
ROLL 3 OF 3

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VERIFYING THE ACCURACY OF THE INFORMATION  
PRESENTED HEREIN.

NAME: MESSON, L. UNDERWOOD  
JOB NO: 3603  
DATE: 06/09/2015

ROADWAY LEGEND

PROPERTY OWNER LABEL
EXISTING ROAD
EXISTING TRAFFIC
EXISTING PROPERTY LINE
EXISTING LOT LINE
EXISTING UTILITY
EXISTING EASEMENTS
EXISTING PAVEMENT
EXISTING SIDEWALK
PROPOSED SIDEWALK
PROPOSED MEDIAN
PROPOSED TRAFFIC BARRIER (CTB)
PROPOSED SOUND WALL



SH 114 SUPER-ELEVATION TABLE (CONT.)

STATION	CROSS SLOPE	STATION	CROSS SLOPE
1484-50.00	-0.0509	1488-50.00	-0.0087
1485-00.00	-0.0498	1489-00.00	-0.0002
1485-50.00	-0.0475	1489-50.00	0.0071
1486-00.00	-0.0440	1490-00.00	0.0131
1486-50.00	-0.0394	1490-50.00	0.0282
1487-00.00	-0.0335	1491-00.00	0.0229
1487-50.00	-0.0264	1491-50.00	0.0245
1488-00.00	-0.0181	1492-00.00	0.0260

CURVE DATA TABLE

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
1	G-4	108974.37	1105634.92	234093.54		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
2	G-6	1144-52.06	1058891.73	234493.21		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
3	G-8	1135-05.87	1058846.64	2346793.08		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
4	G-10	1189-54.18	1058876.28	2349942.83		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
5	G-12	1189-42.12	1058823.15	235025.26		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
6	G-14	1262-32.11	1057042.93	2354004.45		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
7	G-16	1234-57.75	1056535.89	2355885.37		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
8	G-18	1294-60.63	1055999.98	236024.49		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
9	G-20	1310-05.70	1055035.38	2362070.88		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
10	G-22	1350-59.98	1054709.97	2367019.37		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
11	G-24	1408-53.53	1054552.32	2370552.68		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
12	G-26	1427-02.42	1054700.66	2374455.67		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
13	G-28	1478-56.98	1054413.52	2378152.08		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E
14	G-30	1534-54.08	1054037.51	2379781.21		126.00	1719.00	0.07	163.5024	235.8861	87.0171.52° E	234.0308	1077+00.48	88959.36.99° E	1078+31.37° E

WESTBOUND FRTRG RD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
15	WBFR-CV1	1444-23.33	1047145.46	2370085.88		212°04.89'	5729.5780	1000.00	110.0815	220.1359	S 70°37'03.33" E	220.1359	1451-53.39	S 69°25'00.97" E	1451-53.39
16	WBFR-CV2	1471-53.91	1046576.74	2370552.52		207°58'56.24"	2864.7890	1000.00	501.8848	1032.4478	S 60°17'37.68" E	1032.4478	1471-53.91	S 50°58'09.56" E	1471-53.91
17	WBFR-CV3	1489-59.41	1046403.31	2371682.09		175°46.40'	3891.7861	1000.00	464.8085	305.3053	S 44°07'46.37" E	305.3053	1489-59.41	S 50°58'09.56" E	1489-59.41
18	WBFR-CV4	1495-07.65	1046475.99	2372321.50		173°29.20'	4132.3945	1000.00	107.0197	213.9508	S 41°22'07.68" E	213.9508	1495-07.65	S 37°05'23.08" E	1495-07.65
19	WBFR-CV5	1498-06.21	1046423.99	2372530.94		173°29.20'	3541.9201	1000.00	71.4506	142.6355	S 41°22'07.68" E	142.6355	1498-06.21	S 37°05'23.08" E	1498-06.21

EASTBOUND FRTRG RD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
20	EBFR-CV1	1335-79.77	1048895.21	2362375.43		69°56'40.82"	2864.7890	2000.00	2003.8862	2497.2337	N 69°37'49.33" E	3284.0845	1335-79.77	S 34°39'29.32" E	1335-79.77
21	EBFR-CV2	1379-52.61	1048577.93	2367159.76		107°33.13'	7639.4373	1000.00	689.1404	1374.5603	S 70°14'32.67" E	1374.5603	1379-52.61	S 79°23'49.26" E	1379-52.61
22	EBFR-CV3	1402-59.88	1048289.40	2368896.89		120°46.37'	5729.5780	1000.00	169.5953	194.6214	S 70°59'59.59" E	194.6214	1402-59.88	S 69°58'09.56" E	1402-59.88
23	EBFR-CV4	1422-59.64	1048005.59	2371460.70		150°57.57'	5729.5780	1000.00	286.0191	561.5881	S 74°25'33.52" E	561.5881	1422-59.64	S 77°40'02.50" E	1422-59.64
24	EBFR-CV5	1447-37.28	1047625.14	2373458.66		172°30.41'	3691.8593	1000.00	106.3619	212.5044	S 74°48'02.86" E	212.5044	1447-37.28	S 77°37'07.68" E	1447-37.28
25	EBFR-CV6	1455-05.85	1047604.89	2374265.79		173°46.24'	2864.7890	1000.00	130.8286	286.4753	S 72°52'44.89" E	286.4753	1455-05.85	S 77°37'07.68" E	1455-05.85

CENTERLINE TROPHY LAKE DR CURVE DATA

CURVE NO.	CURVE	P.I. STATION	P.T. STATION	N.P.I. STATION	E	DELTA	RADIUS	DEGREE	TANGENT LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	HEAD TANGENT
26	C60	9514.50	1049864.34	2365336.57		122°31'39"	1432.3900	1000.00	155.4517	309.7033	S 23°36'51.08" W	309.7033	9359.04	S 66°08.75	S 29°48'29.78" W

PROPERTY OWNERS

Parcel No.	Owner Name	Owner Address	Site Address
68	14 At Kirkwood LLC	2600 E. Southlake Blvd., Southlake, TX 76092	306 Trophy Branch, Trophy Club, TX 76262
69	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	3300 T.W. King Rd., Westlake, TX 76262
70	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	1 E. Kirkwood Blvd., Southlake, TX 76092
71	5 Village Circle Holdings LP	750 Wilcoxon Ave., Ste 500, Beltsville, MD 20814	5 W. Kirkwood Blvd., Westlake, TX 76262



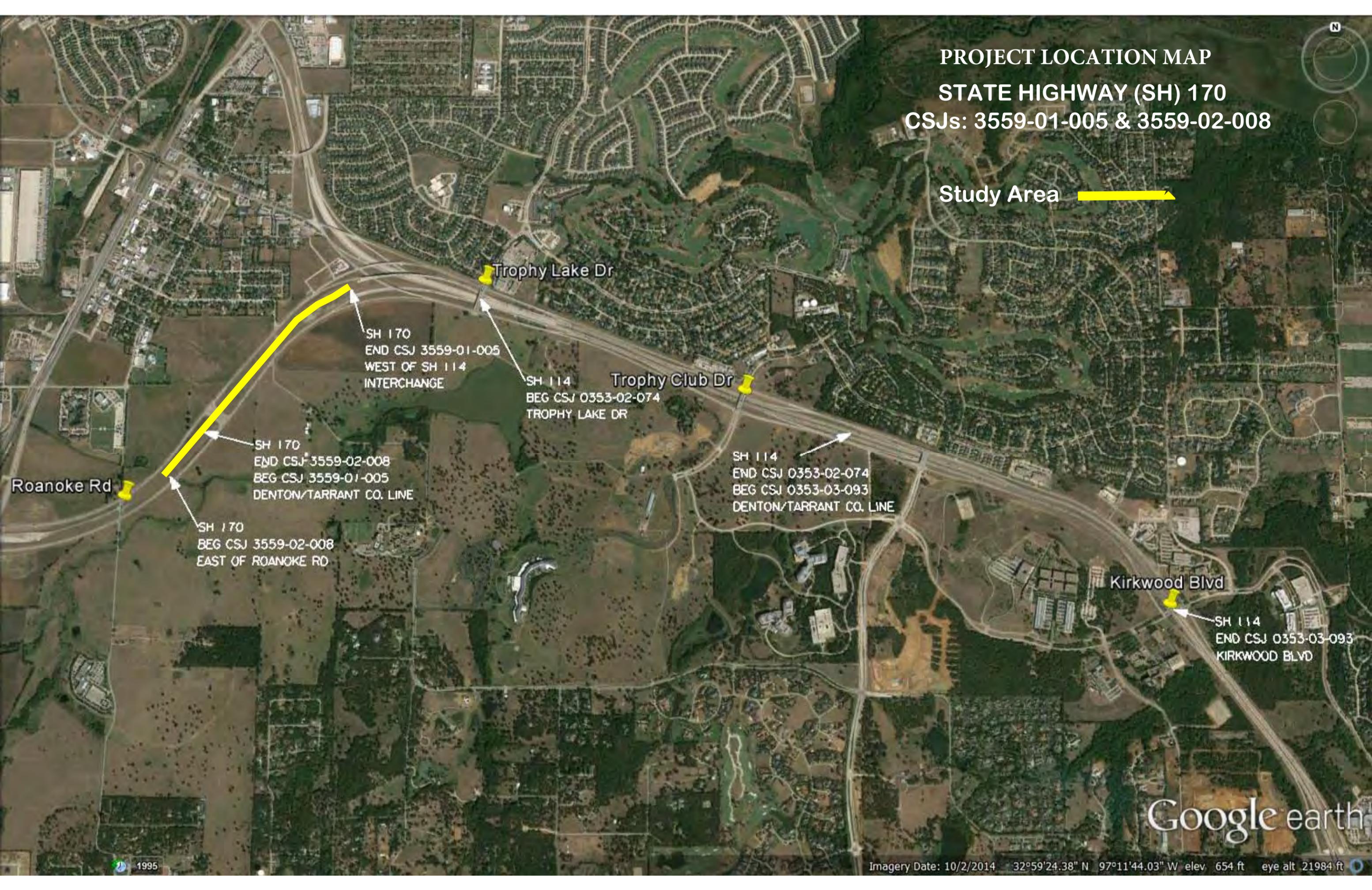
LOCATION MAP  
JUNE 2015  
SCALE: 1"=100' H, 1"=10' V  
ROLL 3 OF 3

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PRESENTED HEREIN.

NAME: MESSON, L. UNDERWOOD  
JOB NO: 3603  
DATE: 06/09/2015

PROJECT LOCATION MAP  
STATE HIGHWAY (SH) 170  
CSJs: 3559-01-005 & 3559-02-008

Study Area 



SH 170  
END CSJ 3559-01-005  
WEST OF SH 114  
INTERCHANGE

SH 114  
BEG CSJ 0353-02-074  
TROPHY LAKE DR

SH 170  
END CSJ 3559-02-008  
BEG CSJ 3559-01-005  
DENTON/TARRANT CO. LINE

SH 114  
END CSJ 0353-02-074  
BEG CSJ 0353-03-093  
DENTON/TARRANT CO. LINE

SH 170  
BEG CSJ 3559-02-008  
EAST OF ROANOKE RD

SH 114  
END CSJ 0353-03-093  
KIRKWOOD BLVD

Google earth





DALLAS AND FORT WORTH DISTRICTS  
 JAMES "KELLY" SELMAN, P.E., DALLAS DISTRICT ENGINEER  
 BRIAN R. BARTH, P.E., FORT WORTH INTERIM DISTRICT ENGINEER

DESIGN SCHEMATIC  
**SH 170**  
 FROM: ROANOKE ROAD  
 TO: SH 114

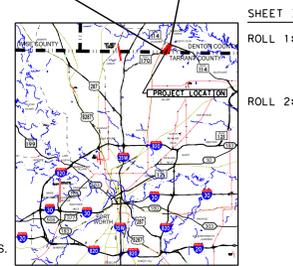
CSJ: 3559-02-008 (TARRANT COUNTY)  
 CSJ: 3559-01-005 (DENTON COUNTY)  
 PROJECT LENGTH: 1.0687 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY
DIRECT CONNECTORS	50 MPH	URBAN FREEWAY
RAMPS	50 MPH	URBAN FREEWAY
FRONTAGE ROADS	45 MPH	URBAN COLLECTOR
PARISH LN	45 MPH	URBAN ARTERIAL
U-TURNS	15 MPH	URBAN COLLECTOR

DENTON AND TARRANT COUNTIES  
 JULY 2015  
 ROLL 2 OF 2

SH 170  
 STA 1279+27.81  
 BEGIN CSA  
 3559-02-008  
 CSJ  
 3559-01-005

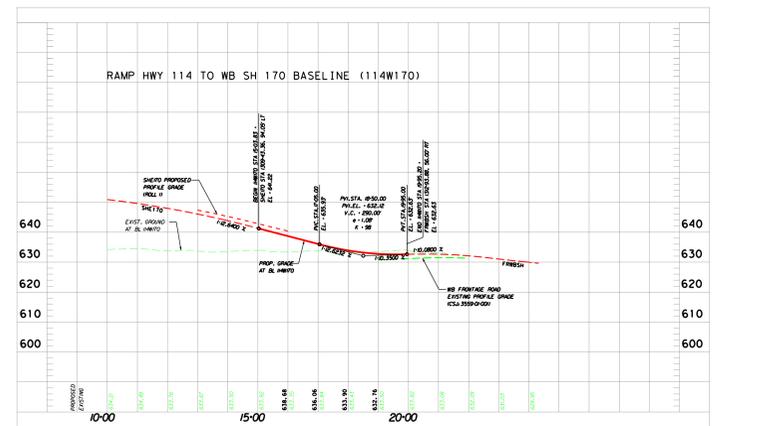
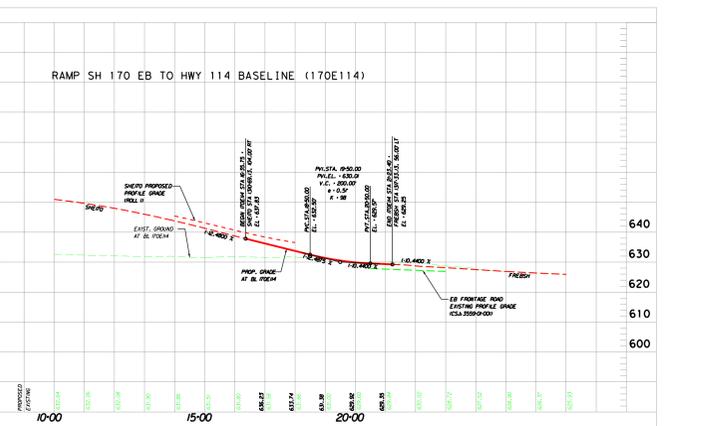
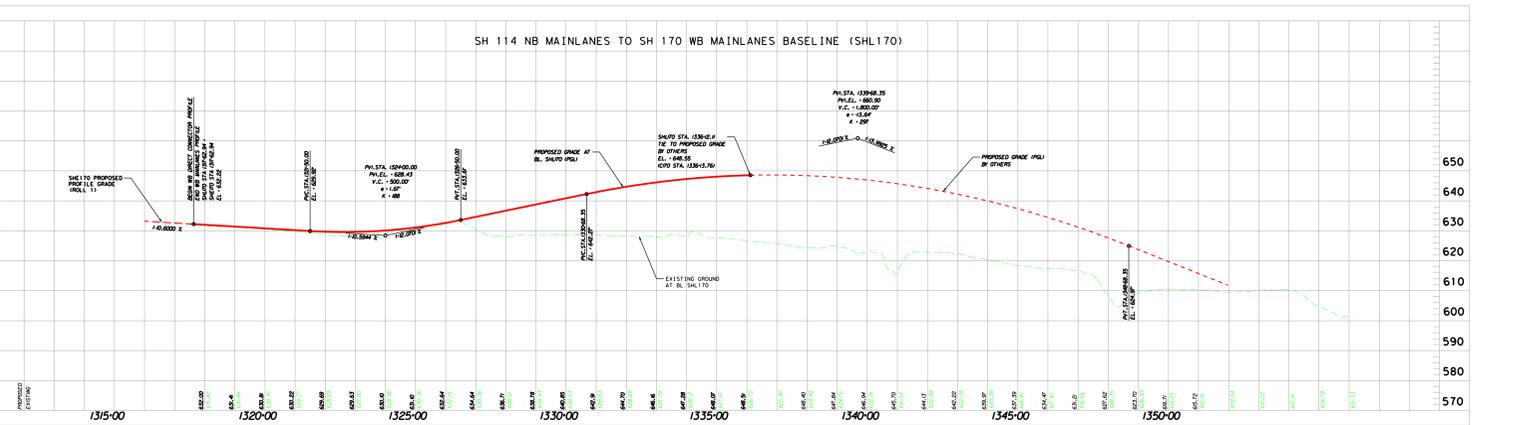
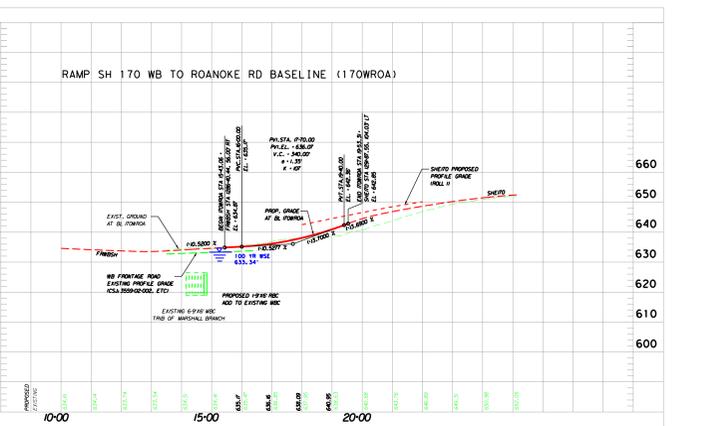
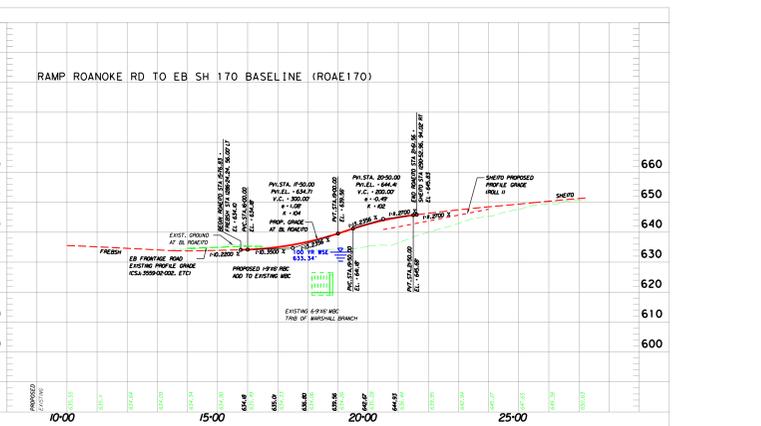
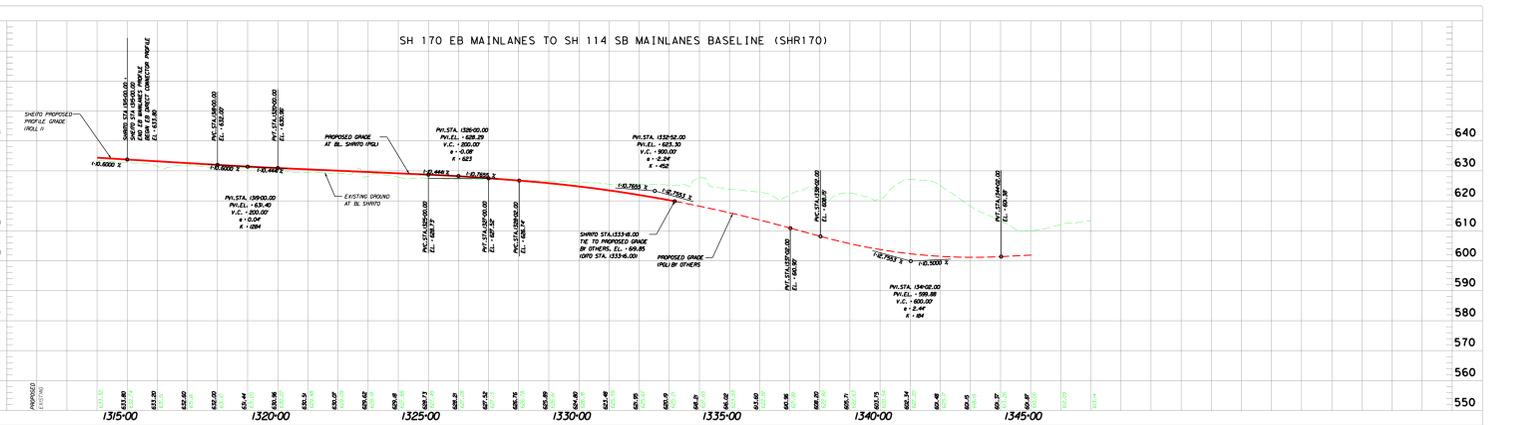
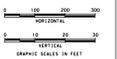
END PROJECT  
 SH 170  
 STA 1335+10.93  
 END CSA  
 3559-01-005



LOCATION MAP

SHEET INDEX  
 ROLL 1: SH 170 MAINLANES  
 STA 1279+27.81 TO END PROJECT  
 DIRECT CONNECTORS  
 RAMPS AND MAJOR CROSS STREETS  
 ROLL 2: DIRECT CONNECTOR PROFILES  
 RAMP PROFILES

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 THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:  
 NELSON L. UNDERWOOD 9003 7/29/2015  
 NAME P.E. NO. DATE



DALLAS AND FORT WORTH DISTRICTS  
 JAMES "KELLY" SELMAN, P.E., DALLAS DISTRICT ENGINEER  
 BRIAN R. BARTH, P.E., FORT WORTH INTERIM DISTRICT ENGINEER

DESIGN SCHEMATIC  
**SH 170**  
 FROM: ROANOKE ROAD  
 TO: SH 114

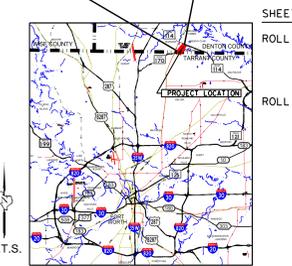
CSJ: 3559-02-008 (TARRANT COUNTY)  
 CSJ: 3559-01-005 (DENTON COUNTY)  
 PROJECT LENGTH: 1.0687 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY
DIRECT CONNECTORS	50 MPH	URBAN FREEWAY
RAMPS	50 MPH	URBAN FREEWAY
FRONTAGE ROADS	45 MPH	URBAN COLLECTOR
PARISH LN	45 MPH	URBAN ARTERIAL
U-TURNS	15 MPH	URBAN COLLECTOR

DENTON AND TARRANT COUNTIES  
 JULY 2015  
 ROLL 2 OF 2

SH 170  
 STA 1279+27.81  
 BEGIN CSA  
 3559-02-008  
 CSJ  
 3559-01-005

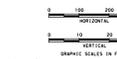
END PROJECT  
 SH 170  
 STA 1335+10.93  
 END CSA  
 3559-01-005



LOCATION MAP

SHEET INDEX  
 ROLL 1: SH 170 MAINLANES  
 STA 1279+27.81 TO END PROJECT  
 DIRECT CONNECTORS  
 RAMPS AND MAJOR CROSS STREETS  
 ROLL 2: DIRECT CONNECTOR PROFILES  
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 THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:  
 NELSON L. UNDERWOOD 9003 7/29/2015  
 NAME P.E. NO. DATE





# Hazardous Materials Initial Site Assessment (ISA) Report

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March 2016

PPA-ENV

# Hazardous Materials Initial Site Assessment (ISA) Report

Completion of the ISA complies with the Federal Highway Administration's (FHWA's) policy dealing with hazardous materials discussed in FHWA's *Supplemental Hazardous Waste Guidance* (January 16, 1997) located at <http://www.environment.fhwa.dot.gov/guidebook/vol1/doc7b.pdf>.

This FHWA policy emphasizes three objectives: 1) the need to identify and assess potentially contaminated sites early in project development, 2) to coordinate early with federal/ state/ local agencies to assess the contamination and the cleanup needed; and 3) to determine and implement measures early to avoid or minimize involvement with substantially contaminated properties.

In addition, completion of the ISA will reduce construction delays that result from unexpected hazardous material discoveries and reduce the department's liability associated with the purchase of contaminated right of way.

Maintain a copy of the completed ISA report with all applicable attachments in the project administrative record.

For additional information, refer to TxDOT's online manual: *Hazardous Materials in Project Development*: <http://onlinemanuals.txdot.gov/txdotmanuals/haz/index.htm>

## Abbreviations and Acronyms

ACM	Asbestos Containing Material
ASTs	Aboveground Storage Tanks
ASTM	American Society for Testing and Materials
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
COG	Council of Government
ECOS	Environmental Compliance Oversight System
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
IIR	Issues Identification and Resolution Form in ECOS
ISA	Initial Site Assessment
LPST	Leaking Petroleum Storage Tank
MSWLF	Municipal Solid Waste Landfill
NPL	National Priorities List
PST	Petroleum Storage Tank
RCRA	Resource Conservation and Recovery Act
ROW	Right of Way
RPST	Registered Petroleum Storage Tank
TCEQ	Texas Commission on Environmental Quality
TRC	Texas Railroad Commission
TSD	Treatment Storage and Disposal Facility
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program

# TxDOT Hazardous Materials Initial Site Assessment (ISA) Report

## Project Information

CSJ No: 0353-02-074	City: Roanoke	Zip Code: 76262, 76092	County: Tarrant, Denton
HWY: SH 114 and SH 170		Limits: Trophy Lake Drive to Kirkwood Blvd (SH 114) and Roanoke Road to SH 114 Interchange (SH 170)	

### Section 1: Identify Previously Completed Environmental Site Assessments, Known Hazmat Conditions, Preliminary Project Design and Right-of-Way Requirements

Yes/No	Obtain information/comments from design, right of way, and/or environmental staff. Attach maps and/or details as appropriate.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Has a Phase I Environmental Site Assessment (ESA) been prepared for this project? If one or more Phase I ESAs have been prepared for this project, please use applicable information from the Phase I ESA(s) to help complete the ISA.
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown	Are there any previous environmental assessments, testing or studies performed within the proposed project area related to contamination issues? If yes, explain here if there are any concerns to the proposed project:
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Are preliminary plans detailed enough to show excavation, ROW features, pipelines, utilities and storm sewer details? If no, explain here what information is limited or unavailable: Utility and excavation details not available yet. The proposed project would require excavations related to the overpass being constructed over Parish Lane.

### Section 2: Demolition and Renovation Information

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are there proposed bridge or building demolition or renovation operations for this project?
If yes, describe the bridge or building locations, anticipated demolitions and/or renovations here:	
If yes, record asbestos and/or lead-in-paint concerns or testing needs on an IIR form in ECOS. Detailed instructions for completing an ECOS IIR Form are located in the Non-Project Documentation section of ECOS under the heading Hazmat. Contact the ECOS help desk for assistance preparing the IIR Form, if necessary.	
<b>Note:</b> ACM inspections are required for all bridge and building renovation and demolition projects. Refer to the guidance found at TxDOT's <a href="#">Environmental Compliance Toolkit</a> web page for additional information.	
<b>Note:</b> Contact ENV-HMM staff for assistance with lead-in-paint issues.	

### Section 3: Identify Project Activities

3.1 Yes/No	Using the preliminary design and ROW information for this project, determine if the project includes any of the activities listed below.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Project Excavations:</b> Will the work consist of substantial excavation operations. Substantial excavation includes, but is not necessarily limited to: <ul style="list-style-type: none"> <li>• Underpass construction,</li> <li>• Storm sewer installations,</li> <li>• Trenching or tunneling that would require temporary or permanent shoring.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Dewatering:</b> Are there proposed de-watering operations. If yes, what is the estimated depth to groundwater?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Utility Adjustments:</b> Are there proposed pipeline and underground utility installation or adjustments?

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Encroachments:</b> Are there known or potential encroachments into the project area? Encroachments include soil and groundwater contamination, dump sites, tanks, and other issues in the ROW.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>ROW and Easements:</b> Are there any acquisitions of new ROW, easements, temporary construction easements planned for the project?
<b>3.2 Complete the appropriate box below:</b>	
<input checked="" type="checkbox"/> If Section 3.1 contains any "Yes" answers, please proceed to Section 4.	
<input type="checkbox"/> If Section 3.1 contains all "No" answers, proceed to Section 6, Site Survey. Please perform a site survey documenting the results in Section 6 and then mark the appropriate box below. If a Phase I ESA has been prepared for this project, you may use the applicable site survey information from the Phase I ESA.	
<input type="checkbox"/> The site survey did not identify evidence of any environmental concerns listed in Section 6. The ISA is complete. Complete section 10 and maintain a copy of the ISA and all applicable attachments in the administrative record.	
<input type="checkbox"/> The site survey identified evidence of environmental concerns listed in Section 6. Continue with Section 4.	

Section 4: Current and Past Land Use Information			
<b>Reviewed?</b>	<b>Review and assess current and past land use (up to 50 years) in the project area. Document and attach sources that were reviewed.</b> If one or more Phase I ESAs were prepared for this project, please use applicable information from the Phase I ESAs to help complete this section of the ISA.		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	<b>4.1 Review Current and if possible Past USGS 7.5 Minute Topographic Maps of the project area:</b> Look for oil & gas pipelines, tanks, landfills or other industrial features. Describe any concerns: No concerns		
	List Topo Maps Reviewed:	Dates:	Comments:
	Colleyville, Tex	1959, 1968, 1973, and 1981	No concerns
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	<b>4.2 Review Current Aerial Photographs and if possible Past Aerial Photographs of the project area:</b> Look for oil & gas pipelines, tanks, landfills or other industrial features. Describe any concerns: No concerns		
	List All Aerial Photos Reviewed:	Photo Dates:	Comments:
	NETRonline and Google Earth	1979, 1990, 1995, 1996, 2001, 2002, 2005, 2007, 2009, 2011, 2012, 2013, 2014, 2015,	1990 aerial shows building in location of closed LPST. 1990 Aerial is included as Figure 5. Building not visible in 1979 or 1995 aerials.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	<b>4.3 Review Current and Past Right-of-Way Maps/Files:</b> Look for oil & gas pipelines, tanks, landfills, or other industrial features. Describe any concerns: No concerns		
	List Maps/ Files & Dates Reviewed:	Comments:	
	SH 170 60% Plans		
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Available	<b>4.4 Review Sanborn Fire Insurance Maps/Files:</b> Look for tanks, oil & gas pipelines, landfills, or other industrial features. Describe any concerns:		
	List Maps/ Files & Dates Reviewed:	Comments:	

Section 4: Current and Past Land Use Information	
<b>Reviewed?</b>	<b>Review and assess current and past land use (up to 50 years) in the project area. Document and attach sources that were reviewed.</b> If one or more Phase I ESAs were prepared for this project, please use applicable information from the Phase I ESAs to help complete this section of the ISA.
<input type="checkbox"/> Not Applicable	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	<b>4.5 Review TxDOT As-Built Plans:</b> Any concerns identified during previous work within the project limits? If yes, explain: If known, what is the previous Project CSJ:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	<b>4.6 Review TxDOT Geotechnical Soil Boring Logs:</b> Any concerns noted on the boring logs such as unusual odors, visible contamination, trash, waste or debris? If yes explain:
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input checked="" type="checkbox"/> Not Applicable	<b>4.7 Review TxDOT Temporary Use ROW Agreements (permits issued by the district to entities to occupy a portion of the ROW):</b> Any concerns such as monitor wells or treatment systems within the ROW? If yes, explain:
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input checked="" type="checkbox"/> Not Applicable	<b>4.8 Review Notifications of Contamination to TxDOT</b> (These are typically letters from TCEQ or third parties explaining the presence of contamination on TxDOT ROW): Any concerns regarding contamination of ROW from off-site sources? If yes, explain:

Section 5: Complete a Regulatory Records Review (Database Search)
<p><b>Note:</b> The purpose of the database search is to obtain and review standard sources of environmental information from government agency records that will help identify potential hazardous material issues within the project limits and surrounding properties. A list of standard databases of environmental information from government agency records is included in Section 5.1.</p> <p>To enhance and supplement the standard sources of environmental information, other information such as local records and/or additional state records should be reviewed when, in the judgment of the environmental professional, such additional records are (1) reasonably ascertainable, and (2) are sufficiently useful, accurate, and complete in light of the objective of the regulatory records review.</p> <p>Standard database source information or other record information from government agencies may be obtained directly from appropriate government agencies or from commercial services.</p> <p>If one or more Phase I ESAs were prepared for this project, please use applicable information from the Phase I ESAs to help complete this section of the ISA.</p> <p><b>Mark the appropriate box below:</b></p> <p><input checked="" type="checkbox"/> A Database search was conducted through a contracted service. Indicate in Section 5.1, and if applicable, Section 5.2, the regulatory records searched and make any comments if potential environmental concerns are identified. A complete copy of the database search findings (contractor's report deliverable) should be maintained in the project administrative record with the ISA.</p> <p><input type="checkbox"/> A Database search was conducted in-house. Include in Section 5.1 the regulatory records searched and make any comments if potential environmental concerns are identified. For in-house database searches, not all databases</p>

need to be reviewed for each project, but at a minimum the databases listed in Section 5.1 marked in bold with a star must be reviewed. Include database records that list potential issues in the project administrative record with the ISA. It is not necessary to include records of negative findings in the project administrative record.

Most state and federal databases are located at the following websites:

Federal EPA databases link: <http://www.epa.gov/enviro/>.

Texas TCEQ databases link: <http://www15.tceq.texas.gov/crpub/>

**Section 5.1 Standard Database Sources of Environmental Information from Government Agency Records**

Regulatory Record	Reviewed	Recommended Minimum Search Distance from Project Limits (miles)	Comment Field: Provide any comments related to potential issues discovered within the database.
<b>NPL list*</b>	<input checked="" type="checkbox"/> Yes	1.0	No sites identified within the search radius.
<b>Federal Delisted NPL list*</b>	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.
<b>Federal CERCLIS list*</b>	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.
<b>Federal CERCLIS No Further Remedial Action Planned (NFRAP) site list*</b>	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.
Federal RCRA Corrective Action (CORRACTS) list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	No sites identified within the search radius.
Federal RCRA non-CORRACTS Treatment Storage Disposal (TSD) facilities list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	No sites identified within the search radius.
Federal Institutional Controls/ Engineering Controls Registry <a href="http://www.epa.gov/ictssw07/public/export/regionalReport/REGION6.HTM">http://www.epa.gov/ictssw07/public/export/regionalReport/REGION6.HTM</a>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	No sites identified within the search radius.
Federal RCRA generators	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>property and adjoining properties</i>	No sites identified adjacent to or within the project area.
Federal ERNS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>property only</i>	No sites identified within the project area.
<b>TCEQ Industrial Hazardous Waste (IHW) Corrective Action sites*</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	One site identified within the search radius. Freedom Oil Property is located approximately 0.5 mile west of the subject property. The site is inactive and not considered an environmental concern for the project area.
<b>TCEQ Superfund sites*</b>	<input checked="" type="checkbox"/> Yes	1.0	No sites identified within the search radius.
<b>Closed and abandoned municipal solid waste landfill sites*</b> <a href="http://www.tceq.texas.gov/permitting/waste_permits/msw_permits/msw-data">http://www.tceq.texas.gov/permitting/waste_permits/msw_permits/msw-data</a>	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.

TCEQ leaking petroleum storage tank remediation lists (LPST)*	<input checked="" type="checkbox"/> Yes	0.5	Two LPST sites were identified within the search radius. One LPST (Stop N Go LPST ID # 091237) site was listed as adjacent to the ROW. The tanks were removed in 1992 and the gas station has been demolished prior to 1995 and a case closed was issued. The ROW is located up-gradient of the site. A tributary of Kirkwood Branch is located down-gradient of the closed LPST site. This site is not considered a concern based on the gradient, location outside of the ROW, and Case Closed status granted approximately 20 years ago. Furthermore a domestic water well is located in the immediate area. The site would have been remediated to remove concerns regarding domestic water supply. Stop N Go is not considered an environmental concern for the project area. Texaco Metro Mart (LPST ID #0043429) final concurrence is pending documentation of well plugging. Texaco Metro Mart is not considered an environmental concern for the project area.
TCEQ registered petroleum storage tank lists (PST)*	<input checked="" type="checkbox"/> Yes	<i>property and adjoining properties</i>	Six sites were identified adjacent to the project area. All six sites were determined to present no environmental concern for the project area.
TCEQ voluntary cleanup program (VCP) sites*	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.
TCEQ Innocent Owner/ Operator (IOP) sites	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	No sites identified within the search radius.
TCEQ Dry Cleaners Remediation Database*	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	No sites identified within the search radius.
TCEQ Brownfields Database	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	No sites identified within the search radius.
Texas Railroad Commission VCP sites* <a href="http://www.rrc.state.tx.us/oil-gas/environmental-cleanup-programs/site-remediation/voluntary-cleanup-program/">http://www.rrc.state.tx.us/oil-gas/environmental-cleanup-programs/site-remediation/voluntary-cleanup-program/</a>	<input checked="" type="checkbox"/> Yes	0.5	No sites identified within the search radius.
<b>Section 5.2 List below other records reviewed such as local records and/or additional state records</b>			
Record source	Environmental Concerns (If Yes describe)		
N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Section 6: Complete a Project Site Survey</b>			

**Note:** Document site survey and findings. Describe location, size of concern. Attach site maps and photographs as appropriate. If a Phase I ESA has been prepared for this project, you may use the applicable site survey information from the Phase I ESA.

**Site Survey Date(s):**10/19/2015

**6.1 Current Land Use Type:**

- Undeveloped to light commercial (agricultural, residential, offices, retail, light commercial).
- Developed/commercial (automotive repair, gas stations, manufacturing, dry cleaners, military base, waste collection and handling facilities, other industrial sites).

Describe: Primarily residential and pasture. Occasional light commercial (7-eleven, strip retail center, offices, motel)

Evidence? (Yes/No)	6.2 Specific Concerns Identified (as necessary provide a description for each "Yes" checked).
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• underground storage tanks. LPSTs have been closed and outside the ROW.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• aboveground storage tanks. ASTs observed were actively used for construction and well maintained and regularly observed or inspected.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• electrical and transformer equipment storage or evidence of release. Electrical transformers were all on serviceable power lines and outside of the construction area.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• injection wells, cisterns, sumps, dry wells.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• groundwater monitoring wells and/or groundwater treatment systems.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• flooring, drains, or walls stained by substances other than water or emitting foul odors.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• vats, 55-gallon drums (labeled/unlabeled), canisters, barrels, bottles, etc.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• stockpiling, storage of material.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• evidence of liquid spills.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• surface dumping of trash, garbage, refuse, rubbish, debris half exposed/buried, etc.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• damaged or discarded automotive or industrial batteries.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• stained, discolored, barren, exposed or foreign (fill) soil.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• dead, damaged or stressed vegetation.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• oil sheen or films on surface water, seeps, lagoons, ponds, or drainage basins.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• pits, ponds, or lagoons associated with waste treatment or waste disposal.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• changes in drainage patterns from possible fill areas.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• security fencing, protected areas, placards, warning signs.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• dead animals (fish, birds, etc.) possibly due to contamination.</li> </ul>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>• other concerns.</li> </ul>

**6.3 Describe adjoining properties and any visible hazardous material concerns.** List adjacent businesses, factories, abandoned sites, etc. that may be the source of hazardous materials concerns. **One LPST (Stop N Go LPST ID # 091237) site was listed as adjacent to the ROW. The tanks were removed in 1992 and the gas station has been demolished and a case closed was issued. The ROW is located upgradient of the site. A tributary of Kirkwood Branch is located downgradient of the closed LPST. This site is not considered a concern based on the gradient, location outside of the ROW, and Case Closed status granted approximately 20 years ago. Furthermore a domestic water well is located in the immediate area. The site would have been**

remediated to remove concerns regarding domestic water supply.

**6.4 Describe Concerns Observed in the Site Survey.** Indicate whether the concern is associated with existing ROW, proposed ROW acquisition or easements. As necessary, provide additional information about the evidence identified; include photographs as an attachment to the ISA.

Section 7: Interviews		
<b>Section 7.1 Were interviews conducted?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Possible interviewees include: local residents, TxDOT staff, fire department personnel, city or county department of health/environmental staff; city or county planning staff; TCEQ staff; TRC staff; current and former property owners or operators.  If one or more Phase I ESAs were prepared for this project, please use applicable interview information from the Phase I ESAs to help complete this section of the ISA.		
<b>Section 7.2 Interview Summary:</b> Complete this section if interviews were conducted. Add additional rows as needed. Attach record of communications to the ISA.		
Name:	Title:	Date:
Describe any potential concerns:		
Name:	Title:	Date:
Describe any potential concerns:		
Name:	Title:	Date:
Describe any potential concerns:		

Section 8: Identified Hazardous Material Concerns
<p>On the list below, indicate Yes or No whether the hazardous material concern was identified. If Yes, record the hazardous material concern on an Issues Identification and Resolution (IIR) Form in ECOS. If the ISA preparer is unsure how to complete the IIR Form, the responsibility to complete the Hazmat IIR may be assigned within ECOS to ENV Hazmat Staff. <i>Detailed instructions for completing an ECOS IIR Form are located in the Non-Project Documentation section of ECOS under the heading Hazmat. Contact the ECOS help desk for assistance preparing the IIR Form if necessary.</i></p> <p>Hazardous materials concerns identified below will require additional assessment work. In most cases, resolution to the concerns should be completed prior to project letting.</p> <p>For additional information regarding scheduling considerations, internal/external coordination and recommended practices for resolving hazmat issues please refer to TxDOT's <i>Environmental Tool Kit</i> web site.</p> <p>Contact ENV Pollution Prevention and Abatement (PPA) for additional assistance.</p>

8.1 Identify the Hazardous Material Concerns	
<b>Concern Identified?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA	<b>Type of Concern</b> Record the hazardous material concerns on an Issues Identification and Resolution (IIR) Form in ECOS.  <b>Current or Past Land Use Concern:</b> This concern is associated with hazardous material issues identified in Section 4. Note: <i>On the ECOS IIR, the Available Contaminated Media would be "Other".</i>  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No One or more concerns identified in Section 4.  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No No obvious concerns were identified but additional research is needed as a result of unique or unusual current or past land use. Request additional assistance from ENV.

8.1 Identify the Hazardous Material Concerns	
Concern Identified?	Type of Concern
Record the hazardous material concerns on an Issues Identification and Resolution (IIR) Form in ECOS.	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Site Visit Concerns:</b> This is associated with any hazardous material issues discovered following the completion of Section 6. On the ECOS IIR, the Available Contaminated Media would be "Other".
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	One or more concerns identified.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No listed concerns identified but additional research is needed as a result of unique or unusual project site conditions. Request assistance from ENV.
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA	<b>Interview Concerns:</b> This concern is associated with any hazardous material issues discovered during an interview listed in Section 7. In the IIR, the Available Contaminated Media would be "Other".
<input type="checkbox"/> Yes <input type="checkbox"/> No	One or more concerns identified after completing interviews.
<input type="checkbox"/> Yes <input type="checkbox"/> No	No listed concerns identified but additional research is needed as a result of unique or unusual project site conditions. Request assistance from ENV.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Asbestos and/or Lead in Paint Concerns:</b> The following are related to ACM and LBP identified in Section 2. Select below all that apply.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Bridge Demolition/ Renovation without Steel Structures
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Bridge Demolition/ Renovation with Steel Structures
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	ROW Structure(s) Demolition
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Enhancement Project Demolition/Renovation
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other- Describe
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Petroleum Storage Tank Concerns:</b> PSTs can be any underground or aboveground storage tanks that are used to store petroleum based fluids. Typically, these are gasoline and diesel refueling facilities. Select below all that apply.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	ROW acquisition or partial acquisition of a parcel with one or more PSTs.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other- Describe:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Leaking Petroleum Storage Tank (LPST) Concerns:</b> An LPST parcel will only need to be identified once in the following list. LPST sites are PSTs that have caused or suspected to have caused a release to the environment.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Additional Research is needed or uncertain of impacts from an LPST. Request assistance from ENV.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Acquisition of a Parcel with an LPST.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	An LPST is located within 0.25 miles of the project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other- Describe
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Oil and Gas Production Activity Concerns:</b> TxDOT is concerned with the acquisition of oil and gas production wells (and ancillary equipment). Typically, these are oil/gas wells, piping, ancillary production equipment, pipelines, etc. Select below all that apply.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Additional Research needed or uncertain of impacts. Request assistance from ENV.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified TRC VCP Site within 0.5 miles of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Oil/ Gas Wells within future ROW.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Pipelines requiring adjustment.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Other- Describe: A Non-HVL Liquid Products pipeline runs parallel to SH 114 on the north side.

8.1 Identify the Hazardous Material Concerns	
Concern Identified?	Type of Concern
Record the hazardous material concerns on an Issues Identification and Resolution (IIR) Form in ECOS.	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Non-LPST Source Contamination Concerns:</b> These parcels or locations have a potential for soil and/or groundwater contamination. Typically, they are contaminated locations (even potentially contaminated locations) that are not associated with LPST sites. Select below all that apply.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Additional Research is needed or uncertain of impacts from a Non-LPST site. Request assistance from ENV.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified a CERCLA NPL(s) site within 1 mile of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified CERCLA (to include NFRAP) within 0.5 miles of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified RCRA Corrective Action(s) site within 1 mile of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified RCRA TSD Facilities within 0.5 miles of project.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Database search identified TCEQ IHW Corrective Action Sites within 1 mile.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified TCEQ Superfund Sites within 1 mile of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified TCEQ VCP Sites within 0.5 miles of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified TCEQ IOP Sites within 0.5 miles of project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other- Describe:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Landfills/ Waste Pits/ Dump Site Concerns:</b> This is associated with any known or unknown (based on visual observations) landfills, dump sites, or waste pits. Typically, the local Council of Governments (COG) should maintain a list of all closed and open landfills in your project area. Select below all that apply.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Additional research is needed or uncertain of impacts. Request assistance from ENV.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Database search identified active/closed/abandoned MSW landfill sites within .5 miles of the project.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other- Describe
<b>8.2 Did the ISA identify any potential Hazardous material concerns?</b> <input checked="" type="checkbox"/> No hazardous materials concerns were identified as a result of the ISA performed for the proposed action. No further hazardous materials action is required. The ISA is complete for this project. Any unanticipated hazardous materials impacts encountered during the project construction phase will be addressed in accordance with regulatory requirements. No further assessment is required. Complete Sections 9 and 10 and maintain a copy of the ISA and all applicable attachments in the project administrative record.  <input type="checkbox"/> Yes, the ISA identified one or more hazardous materials concerns for this project. An IIR form has been completed in ECOS. Complete Sections 9 and 10 and maintain a copy of the ISA and all applicable attachments in the project administrative record.	

**Section 9: Reference Materials Utilized (Identify any referenced materials attached to this ISA)**

<b>Referenced Materials Used</b>	<input checked="" type="checkbox"/> Project Map	<input checked="" type="checkbox"/> USGS Topo Maps	<input checked="" type="checkbox"/> Aerial Photographs
	<input checked="" type="checkbox"/> ROW Maps/Files	<input type="checkbox"/> Sanborn Fire Insurance Maps	<input type="checkbox"/> Temporary Use Agreements
	<input type="checkbox"/> TxDOT As-Built Plans	<input type="checkbox"/> Notifications	<input type="checkbox"/> Photographs
	<input type="checkbox"/> Record of Communications	<input checked="" type="checkbox"/> Regulatory Database	<input type="checkbox"/> Record of Interviews
	<input type="checkbox"/> Other:		

**Section 10: Contact/Completed by**

<b>Name:</b>	David Wilkins	<b>Tel: 832-399-3400</b>
<b>Title:</b>	Environmental Scientist	
<b>Firm (District Section):</b>	Ecosystem Planning and Restoration, LLC.	
<b>Address:</b>	17442 North Eldridge Parkway, Tomball, TX 77377	
<b>Signature:</b>		<b>Date: 10/21/2015</b>

## Appendix A

The following table shows the revision history for this guidance document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
4/2014	Version 1 released in May 2014.
8/2014	Version 2 released in August 2014. Removed introductory note describing ISA threshold criteria. Note was removed because the ISA threshold criteria are located in other TxDOT guidance.
12/2014	<p>Version 3 released in December 2014. Modifications to Section 2: Clarified this section to better define what asbestos and lead-in-paint concerns are. Changes were made due to numerous comments from the end-user.</p> <p>An additional note was added to this section. This note directs end-users to ENV-HMM for further assistance related to lead-in-paint issues.</p> <p>Modifications to Section 3: The question concerning Project Excavations in Section 3.1 was modified to match the definition used in <i>Scoping Procedure for Categorically Excluded TxDOT Projects</i> for Hazardous Materials found in the NEPA and Project Development Toolkit.</p> <p>Modifications to Section 5: Web links were modified based on changes made by regulatory agency websites.</p> <p>Modifications to 8.2: Clarified the “Yes” answer in 8.2 to remove the need for additional assessments for all identified hazardous materials concerns. The question was modified due to comments by the end-user.</p>

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# Hazardous Materials Technical Report

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SH 114 (Trophy Lake Drive to Kirkwood Boulevard)

SH 170 (Roanoke Road to SH 114 Interchange)

CSJ: 0353-02-074

Prepared by: Ecosystem Planning and Restoration, LLC

Date: March 2016

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## I. Introduction

This initial site assessment (ISA) presents the potential effect from hazardous materials for two projects proposed by the Texas Department of Transportation (TxDOT) – Dallas District and the Federal Highway Administration (FHWA). The TxDOT Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas. The total project length for the SH 114/SH 170 projects combined is 3.4 miles (minus the interchange that separates the two projects, which is approximately 0.8 mile). A project vicinity map is included as **Figure 1** and project location map is included as **Figure 2**. Plan sheets showing the proposed project have been included in **Appendix A** and site photographs have been included in **Appendix B**.

The ISA was conducted to determine the potential for encountering hazardous substances and/or contamination within the vicinity of the proposed project. The preliminary investigation included a review of federal and state databases, historical aerial photographs, and a visual survey of the study area. A visual observation during field reconnaissance was conducted in October 2015 to verify the findings of the regulatory database report and to observe the general environmental conditions at the listed facilities and on properties located immediately adjacent to the proposed project.

## II. Existing Facility Description

### SH 170 from east of Roanoke Road to west of SH 114 Interchange

From East of Roanoke Road to West of SH 114 Interchange, SH 170 consist of two 11- foot lanes in each direction and 3-foot outside shoulders. The existing ROW for this section varies but is typically 150 to 180 foot ROW. At the intersection of SH 170 and SH 114, the roadway consists of two 11-foot lanes in each direction and 3-foot outside shoulders. The existing ROW for this section varies but is typically 380 feet wide with a maximum width of 680 feet.

### SH 114 From Trophy Lake Drive to Kirkwood Boulevard

From Trophy Lake Drive to Kirkwood Boulevard, the roadway consist of four 11 foot lanes (two in each direction), divided roadway with a depressed center grass median. Lane configuration includes, Four 11 foot through lanes (two in each direction), a 10 foot inside shoulder, and a 12 foot outside shoulder. The existing ROW for this section varies with a maximum width of 180 feet.

## III. Project Description

### SH 170 from east of Roanoke Road to west of SH 114 Interchange

The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard in Denton County, Texas. The proposed roadway for this section would consist

of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Noise walls are proposed on both sides of SH 114 and would require a total of approximately 5.3 acres of new easements. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard is approximately 2.4 miles.

#### SH 114 From Trophy Lake Drive to Kirkwood Boulevard

The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane would consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction. The total project length of SH 170 east of Roanoke Road to west of the SH 114 interchange is approximately 1.1 miles.

## **IV. Need and Purpose for the Proposed Project**

### *Need for the Proposed Project*

SH 170 and SH 114 is a major thoroughfare in Roanoke that is used by commuters traveling to and from Roanoke and surrounding communities for work and by Roanoke and Trophy Club residents traveling to local destinations. Transportation improvements are needed along SH 170 and SH 114 due to increasing population within the project area and surrounding communities. The increase in population would be expected to lead to increased traffic volumes and conflicting movements, which impairs safety and inhibits mobility along the facility.

Denton and Tarrant Counties and the City of Trophy Club are experiencing substantial growth and the existing facility would not effectively accommodate projected future traffic within the project area. With the anticipated traffic growth, there will be increased congestion and safety concerns with turning movements and increased through traffic along the existing facility.

### *Purpose of the Proposed Project*

The purpose of the proposed project is to alleviate traffic congestion, accommodate future traffic associated with the growth of Denton and Tarrant Counties, and improve mobility and safety.

## **V. Alternatives**

### *No Build Alternative*

The only alternative to the proposed design is the No-Build alternative. The No-Build Alternative would

leave the existing facility unimproved. Normal routine maintenance would continue and all other pending, previously authorized actions would proceed as long as they do not require additional travel lanes. The No-Build Alternative would not meet or satisfy the need and purpose of the proposed project since future transportation volume demands would not be met; therefore, the No-Build Alternative will receive no further consideration.

### *Build Alternative*

The Build Alternative would consist of widening the existing four-lane divided SH 170 and SH 114 roadway to a six-lane divided roadway with depressed median within a 180-foot ROW and a grade separation over Parrish Lane and the SH 170 and SH 114 intersections. The proposed project will occur within the existing ROW.

The Build alternative was determined to meet the stated need and purpose of the project because it would satisfy the need for improved mobility, turning movements, and improve access. The Build Alternative allows for construction of the project with no displacements, and no impacts to waters of the U.S.

## **VI. Regulatory Database Review**

Regulatory databases were reviewed for the project corridor in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-13 and TxDOT standard search radii. The regulatory database listings include only those sites that are known to the regulatory agencies to be contaminated or in the process of evaluation for potential contamination at the time of publication. The database report also shows federal and state regulated sites that could be within the standard search area, but were unplotable due to insufficient address or other locator information. These unplotable sites are called “Orphan Sites” in the regulatory report. A TxDOT Hazardous Material ISA was completed for the proposed project and has been included in **Appendix C**.

The regulatory database search identified 15 sites within the ASTM and TxDOT standard search radii. ROW would not be acquired from the fifteen sites that were identified. One LPST site identified in the radius report, was listed as adjacent to the ROW and could potentially affect the project. This regulatory database site is listed in **Table 1**. The location of the sites identified in the radius report with potential to affect the project are shown on **Figure 3** and a topographic map has been included as **Figure 4**. A complete listing of the federal and state regulated sites searched is located in the radius report (GeoSearch, 2015) included in **Appendix C**. No additional facilities were observed within the vicinity of the proposed project during field reconnaissance.

*Table 1: Regulatory Database Sites*

Map/ Radius Report ID #	Database Listing(s)	Site Name	Status	Facility ID#	Acquiring ROW from Yes/No
4	PST LPST	STOP N GO 0209	Final Concurrence Issued, Case Closed USTs removed from ground	PST #0039337 LPST #0039337	No
PST – Petroleum Storage Tank					
LPST – Leaking Petroleum Storage Tank					

Source: GeoSearch, 2015.

### *Environmental Consequences*

The No Build Alternative would not require the disturbance of soils potentially containing hazardous materials. The probability of encountering hazardous materials would remain the same as if no construction were to occur along SH 170 to west of the SH 114 interchange within the project area.

The Build Alternative would not require additional ROW from any of the 15 sites identified in the radius report. One LPST site (Stop N Go) was identified in the radius report and was listed as adjacent to the ROW. The tanks were removed from this LPST site in 1992 and a case closed was issued. The project ROW is located up-gradient of the identified LPST site. A tributary of Kirkwood Branch is located downgradient of the closed LPST. This site is not considered a concern based on the gradient, location outside of the ROW, and case closed status granted. Furthermore, a domestic water well is located in the immediate area. The LPST site would have been remediated to remove concerns regarding domestic water supply or the water well would have been plugged and abandoned. A site survey was conducted and revealed that Stop N Go is no longer at the location plotted in the radius report. A building in the location can only be seen on aerial images from 1990. The aerial photograph is included as **Figure 5**.

A Phase 1 Environmental Site Assessment (ESA) would be conducted at each site that may cause or already has caused a hazardous materials impact to the environment. Based on the results of the Phase 1 ESA, a plan would be developed to mitigate any impacts.

The proposed project does not include the demolition and/or relocation of building structures or the acquisition of new ROW. Buildings may contain asbestos or lead paint containing materials. Asbestos and lead paint inspections, specifications, notification, license, accreditation, abatement, and disposal, as applicable, would comply with federal and state regulations. Asbestos issues would be addressed during the ROW acquisition process or prior to construction. Based on no new ROW being required for the proposed project, and no demolition of existing structures, asbestos or lead paint issues are not anticipated as part of this project.

## VII. Oil/Gas Wells and Pipelines

A review of the Railroad Commission of Texas (RRC) Well Bore database was performed in October 2015 and indicated there are no oil/gas wells located within the project area. There are three oil/gas wells located within 0.5 mile of the project area (**Figure 3**). No oil/gas wells were identified within the project area or immediately adjacent to the project area; therefore, no impact to oil/gas wells are anticipated from the proposed project. A complete Texas Oil and Gas Detailed Report has been included in **Appendix C**.

The potential impacts typically associated with the production of oil and gas include surface soil contamination and Naturally Occurring Radioactive Material (NORM) issues. Elevated NORM issues may be an environmental concern in oil fields, especially where water injection has been used as a secondary recovery technique, or water disposal has occurred. However, no oil/gas wells are located within the project area; therefore, NORM hazards would likely not impact the project. Based on the absence of producing wells within the project area, the proposed project would have a minimal risk of NORM issues.

A review of the RCC indicated there is one petroleum pipeline located within the project area (**Figure 3**). The petroleum pipeline is located on the north side of the SH 114 frontage roads and runs parallel to SH 114. The 8.63 inch diameter pipeline transports non-high volatile liquid (HVL) products and is operated by Nustar Logistics LP. All work associated with the proposed project would take place within the existing ROW. The exact location of the petroleum pipeline should be identified, prior to construction, in order to avoid impacting the pipeline. Necessary coordination should be completed, prior to construction, with all utility owners that have been identified within the ROW. Additional information regarding the pipeline can be found in **Appendix C**.

## VIII. Conclusion

Based upon the results of the radius report, visual observations during site reconnaissance, and no need for additional ROW, there would be no environmental concerns from hazardous material for the proposed project. A petroleum pipeline may be located within or adjacent to the ROW and should be identified prior to construction.

TxDOT recommends implementation of the Build Alternative. Environmental studies conducted indicate that the proposed project would result in no significant effects to the quality of the human or natural environment.

## IX. References

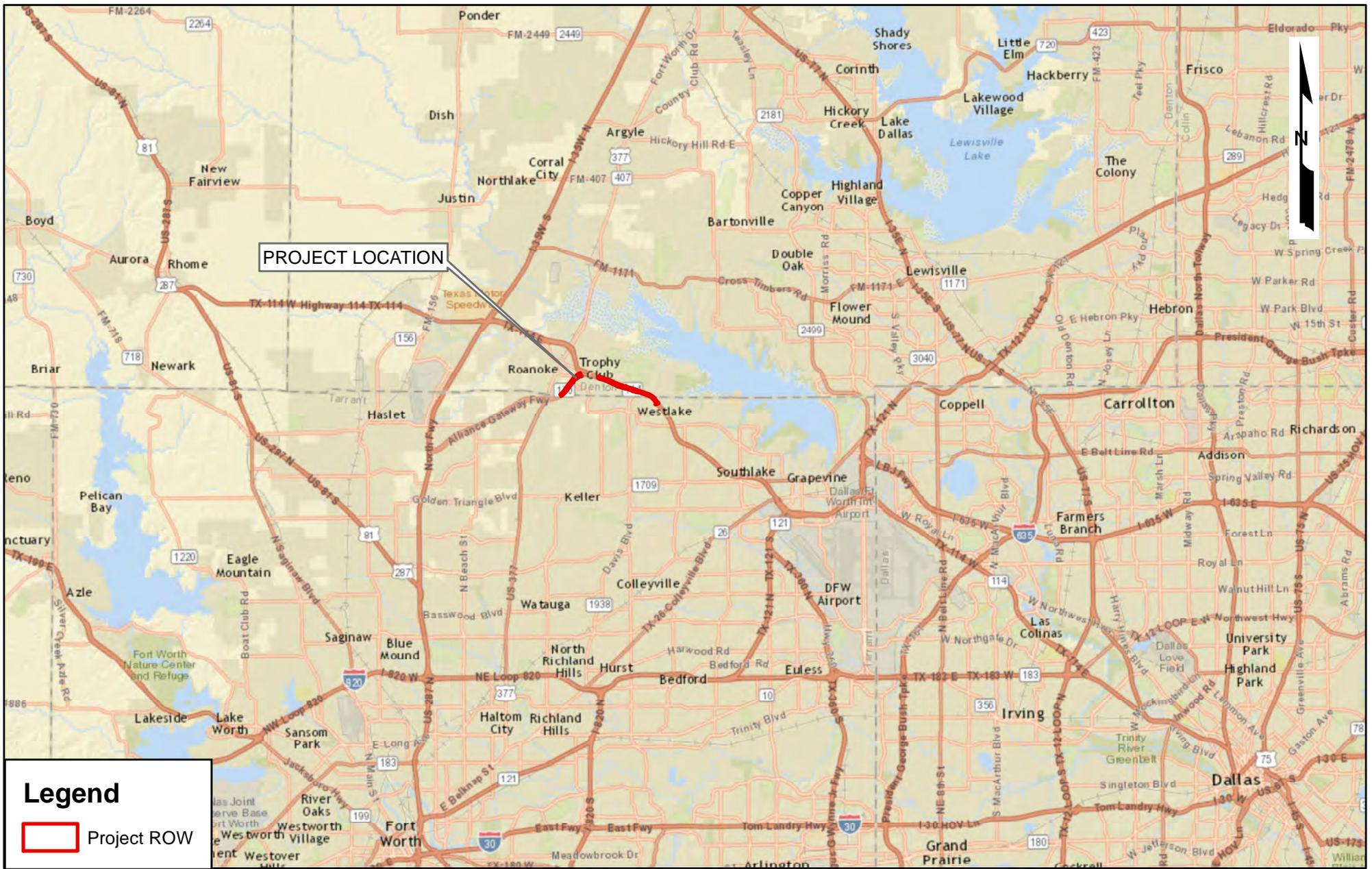
- 2015 Geo Search. Radius Report Target Property SH 170 and SH 114. 2015. Austin, Texas  
Geo Search. Texas Oil & Gas Detailed Report Target Property SH 170 and SH 114. 2015. Austin, Texas

Texas Department of Transportation (TxDOT)

- 2014 Environmental Handbook for Hazardous Materials  
2014 Hazardous Materials Initial Site Assessment

**FIGURES**  
FIGURE 1: PROJECT VICINITY MAP  
FIGURE 2: PROJECT LOCATION MAP  
FIGURE 3: HAZMAT SITES  
FIGURE 4: TOPOGRAPHIC MAP  
FIGURE 5: 1990 HISTORIC AERIAL

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**Legend**

 Project ROW



SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 VICINITY MAP



FIGURE 1

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY: ECOSYSTEM PLANNING & RESTORATION  


DATE: MARCH 2016



**Legend**

 Project ROW



SH 114 (TROPHY LAKE TO KIRKWOOD)  
 SH 170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

PROJECT LOCATION MAP



FIGURE 2

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
 ECOSYSTEM  
 PLANNING &  
 RESTORATION  


DATE:  
 MARCH  
 2016



**Legend**

-  Hazmat Site
-  O&G Well
-  Pipeline
-  Project ROW



SH 114 (TROPHY LAKE TO KIRKWOOD)  
 SH 170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 HAZMAT SITES MAP

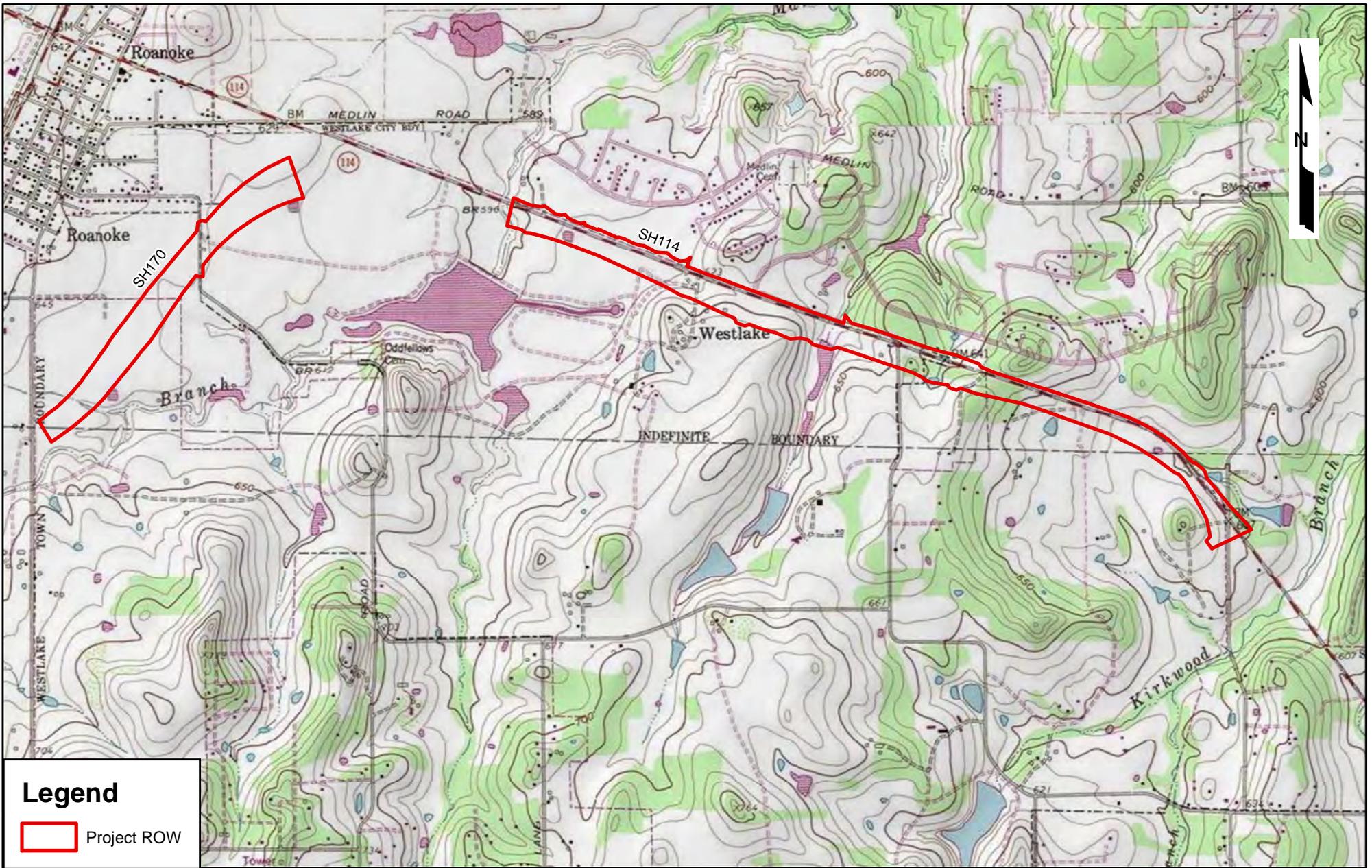


FIGURE 3

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
 ECOSYSTEM  
 PLANNING &  
 RESTORATION  


DATE:  
 MARCH  
 2016



**Legend**

 Project ROW



SH114 (TROPHY LAKE TO KIRKWOOD)  
SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

USGS TOPOGRAPHIC MAP



FIGURE 4

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
ECOSYSTEM  
PLANNING &  
RESTORATION  


DATE:  
MARCH  
2016



Suspected Map ID #4  
 Not on 1979 or 1995 aerial.  
 Close to Geo location. No  
 structures currently on the site.

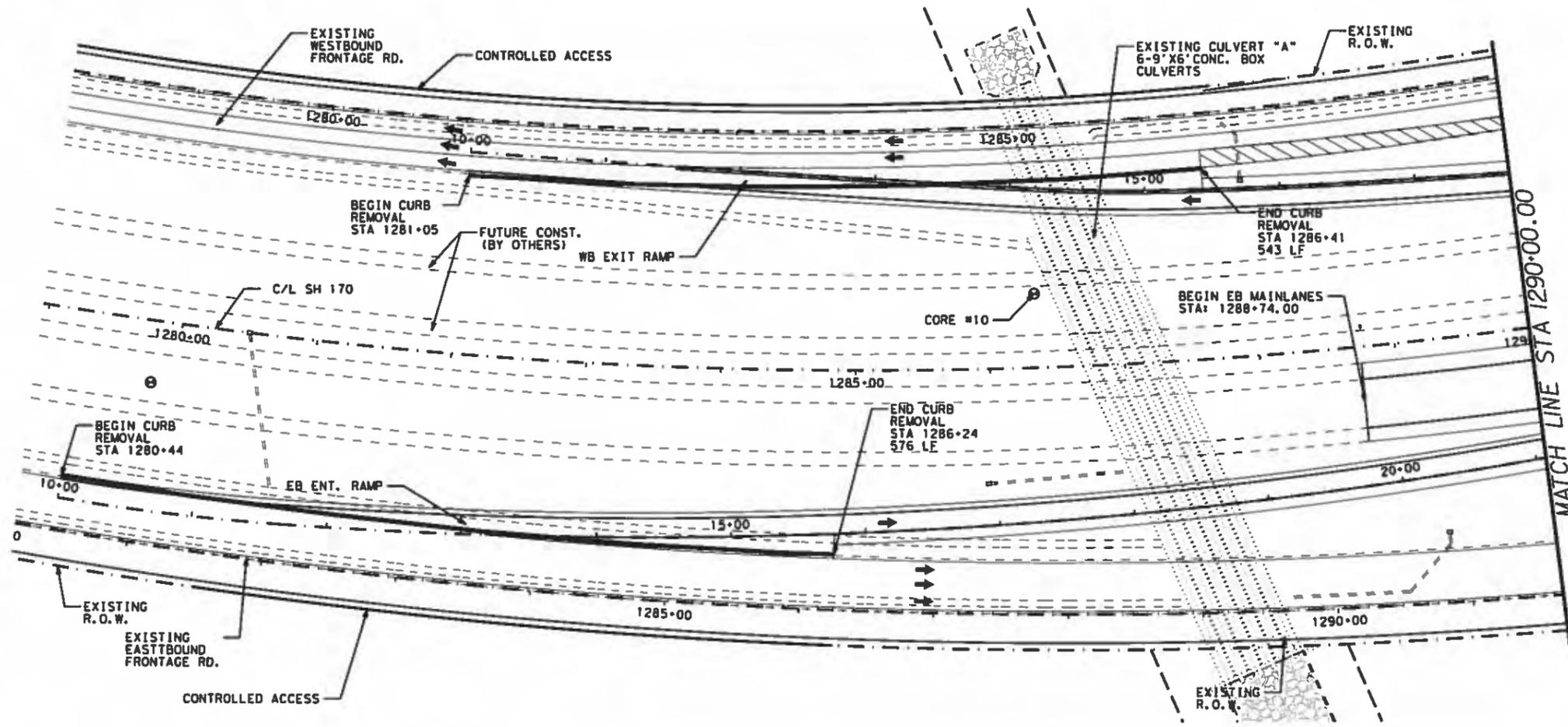


FIGURE 5	SH114 AND SH170 FROM KIRKWOOD BOULEVARD TO ROANOKE ROAD	 Texas Department of Transportation	
	DENTON AND TARRANT COUNTIES, TEXAS	PREPARED BY:  ECOSYSTEM PLANNING & RESTORATION	DATE: MARCH 2016

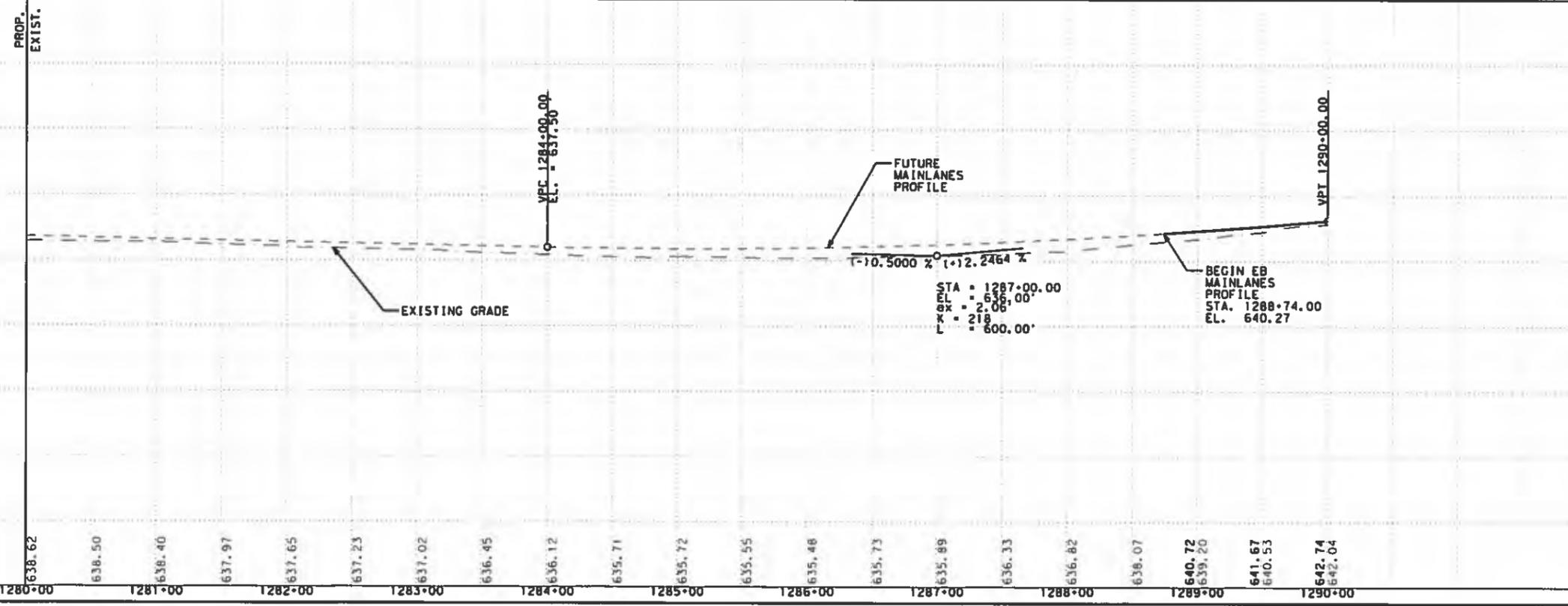
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**APPENDIX A  
ROW MAPS**

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- NOTES:**
- 1- SEE HORIZONTAL ALIGNMENT DATA SHEET FOR ADDITIONAL INFORMATION.
  - 2- SEE MISCELLANEOUS ROADWAY DETAILS FOR ADDITIONAL INFORMATION.
  - 3- SEE DRAINAGE PLAN AND PROFILE SHEETS FOR DRAINAGE DETAILS.



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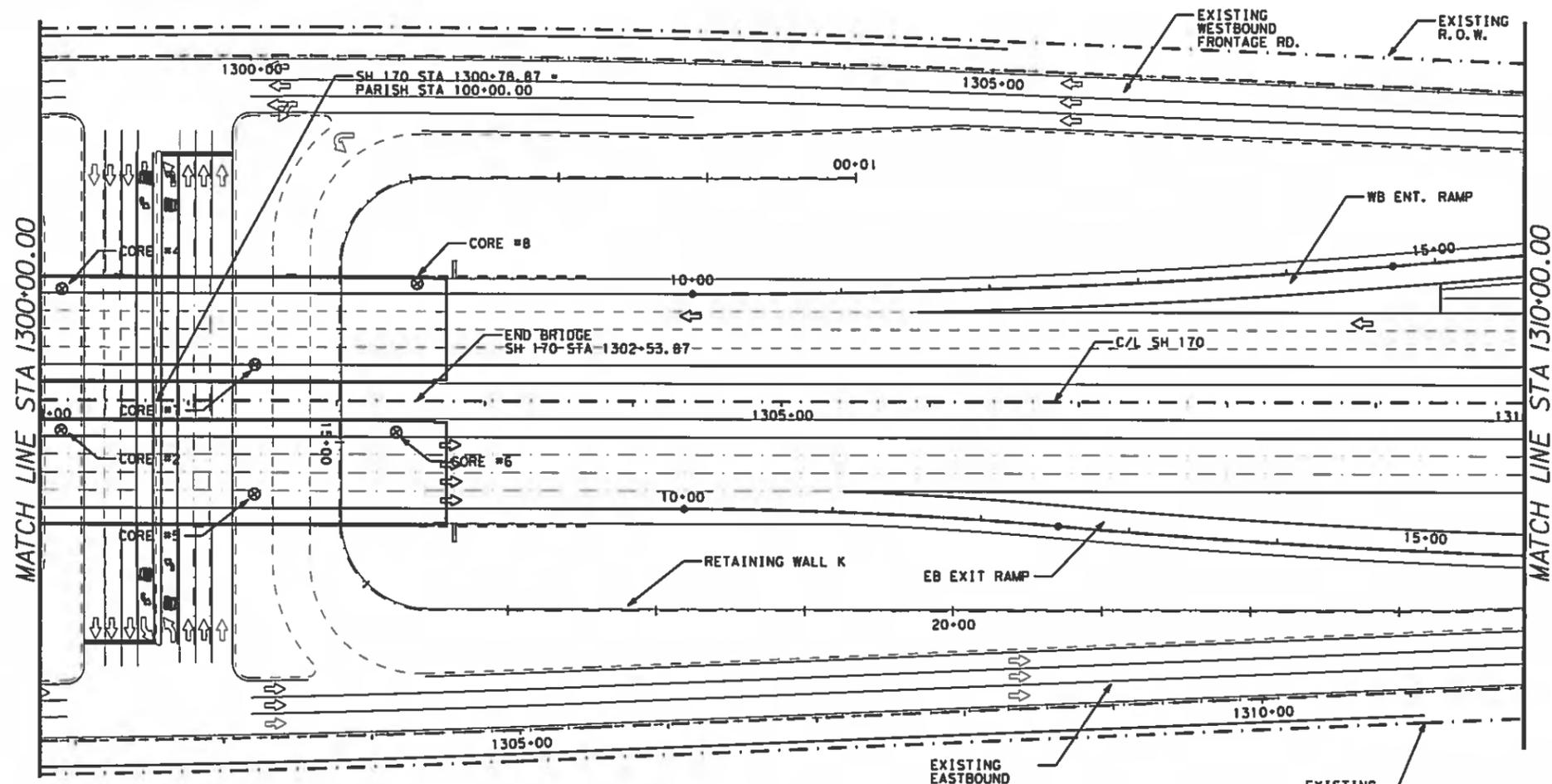


## SH 170 PLAN & PROFILE

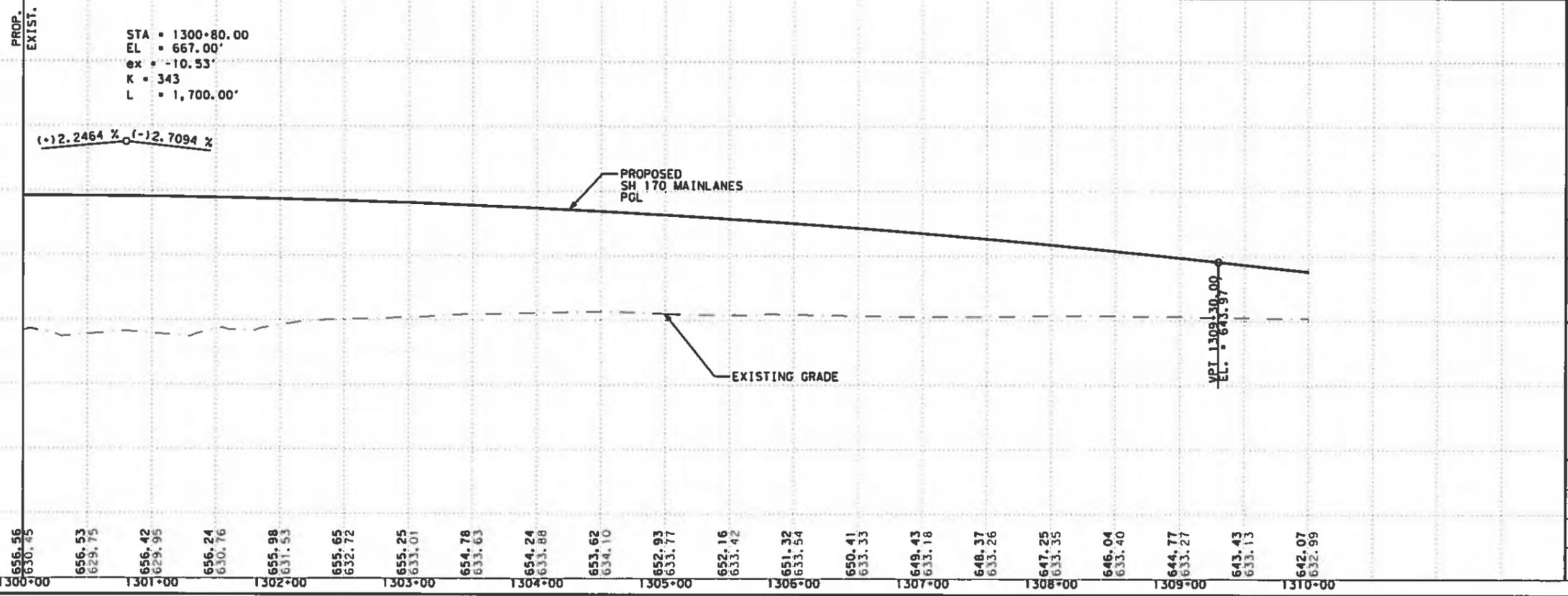
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AH	3559	01	005, ETC	
CHECK	SI			





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**SH 170  
 PLAN & PROFILE**

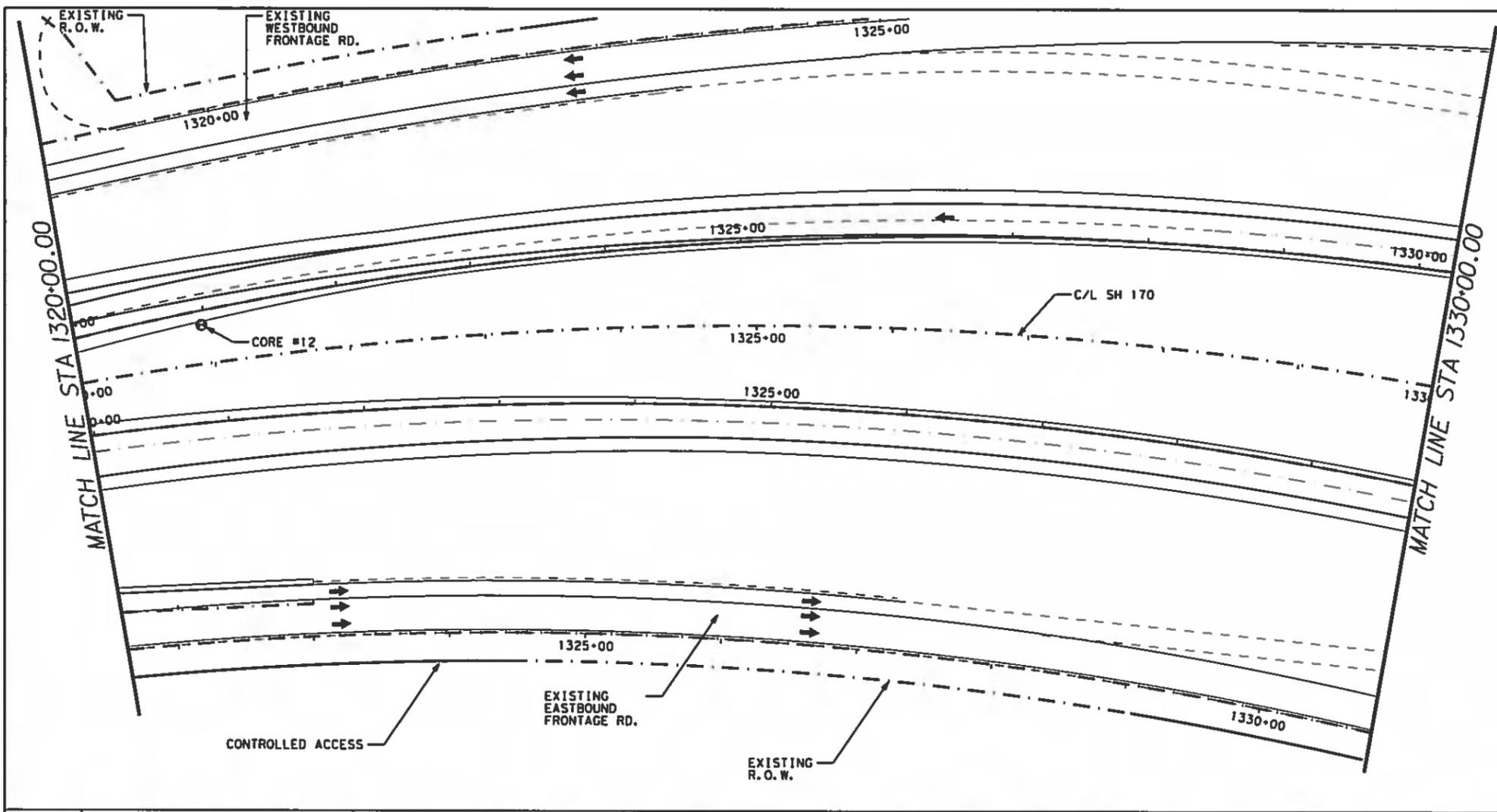
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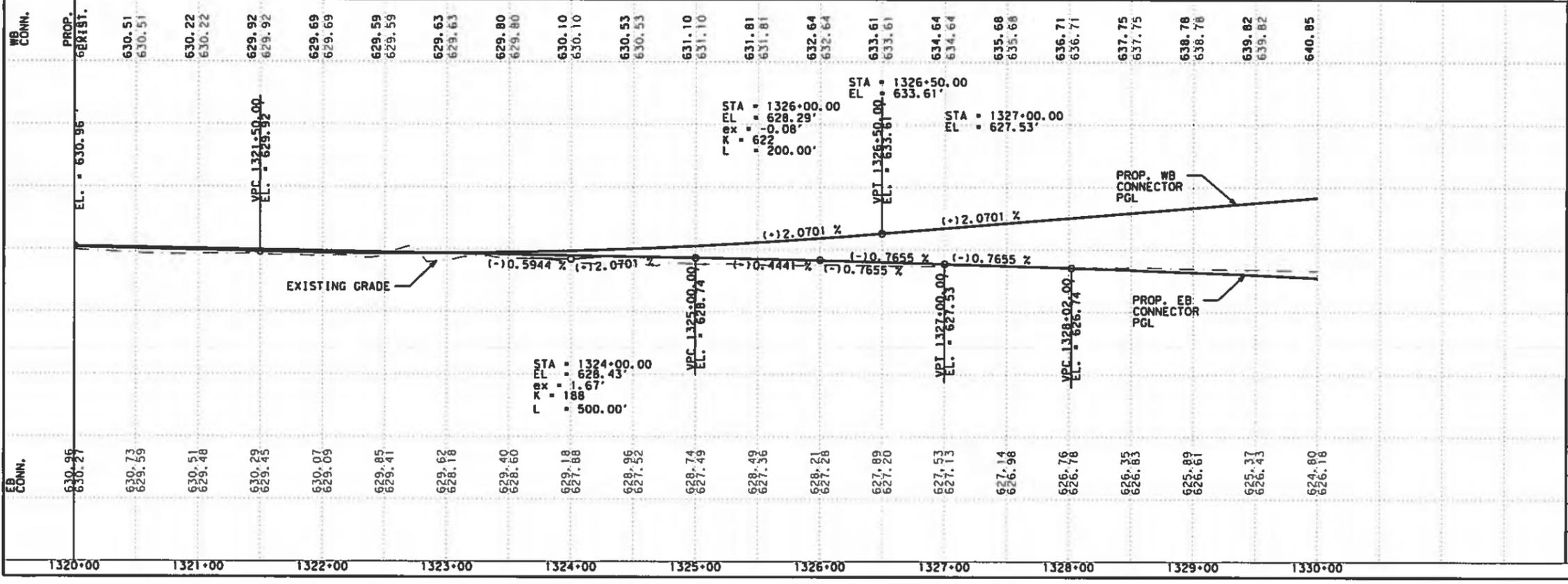


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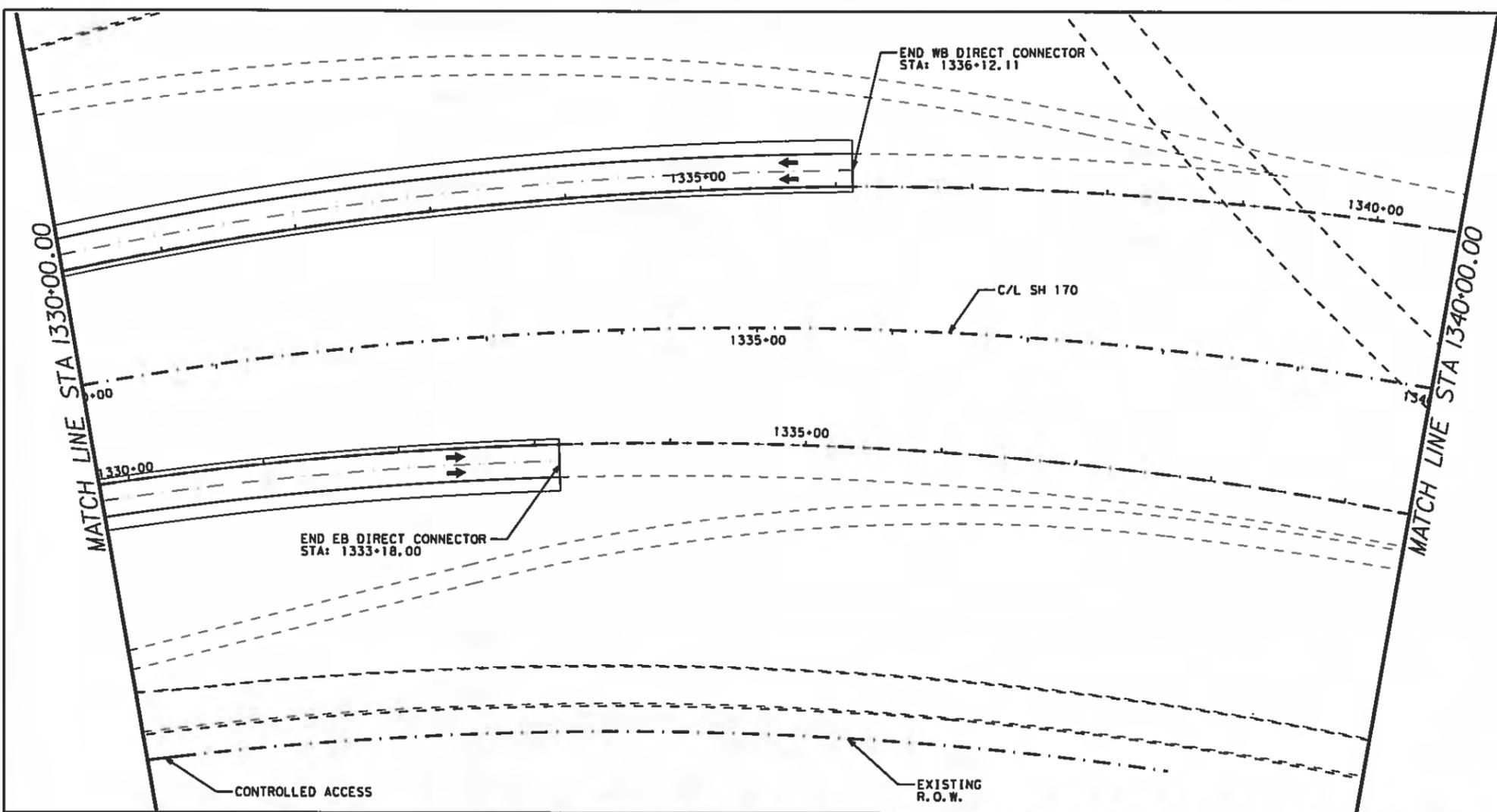
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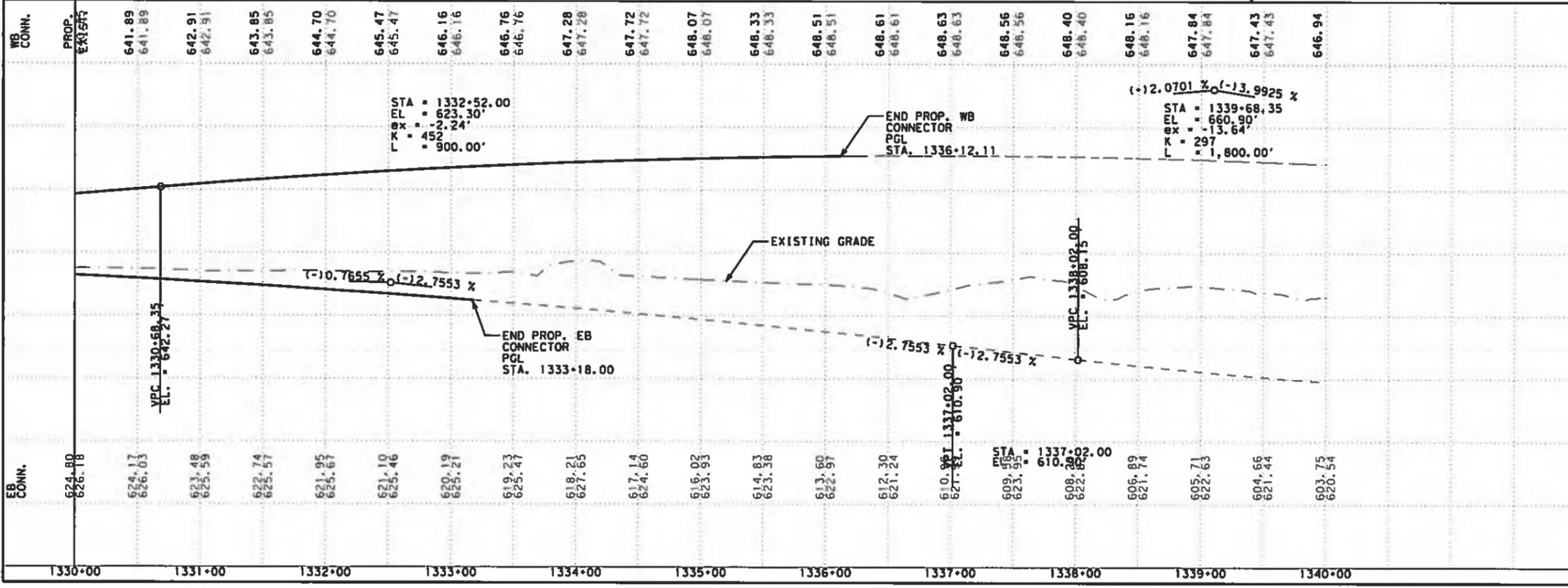
**SH 170  
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AH	3559	01	005, ETC	
CHECK				



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  - 2- SEE MISCELLANEOUS ROADWAY DETAILS FOR ADDITIONAL INFORMATION.
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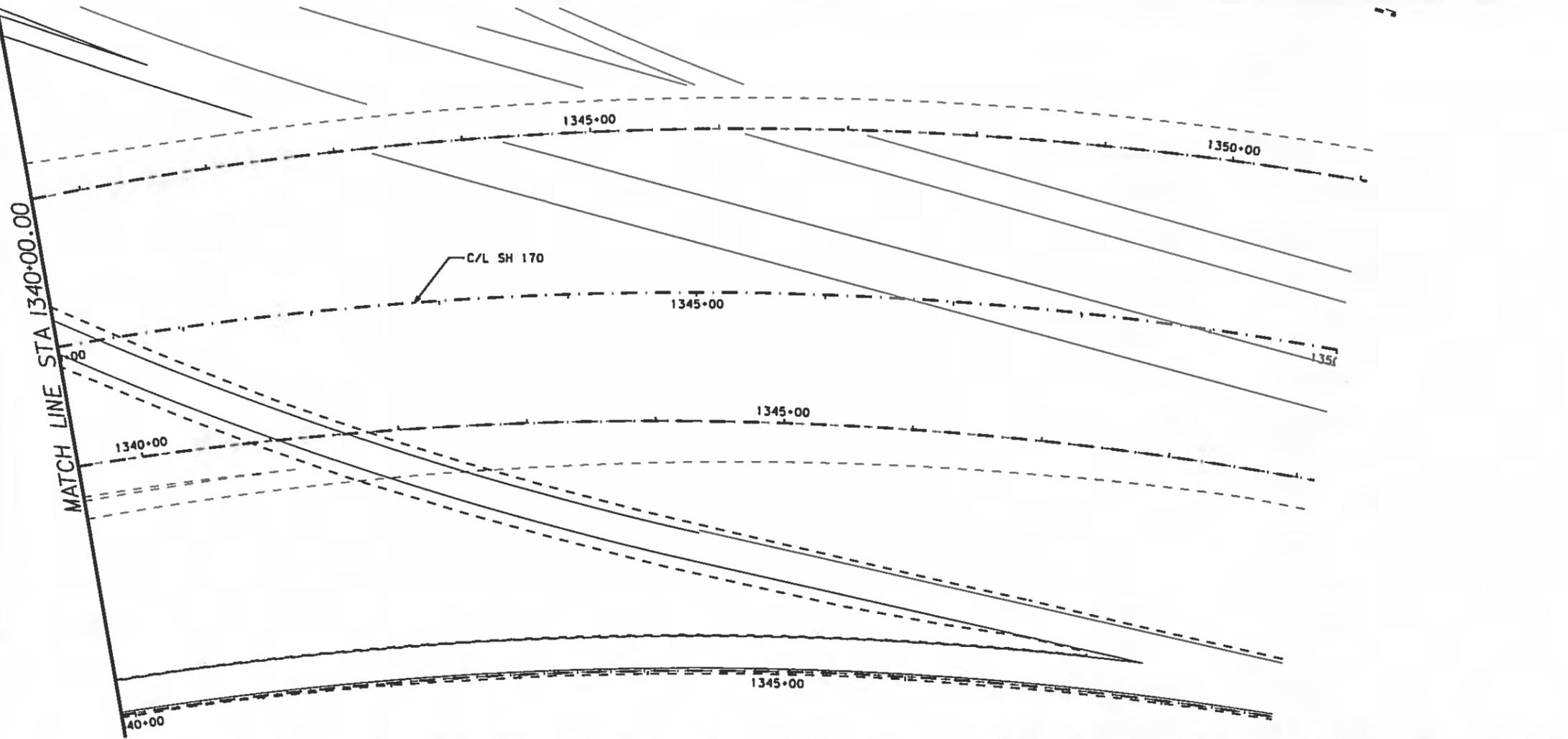


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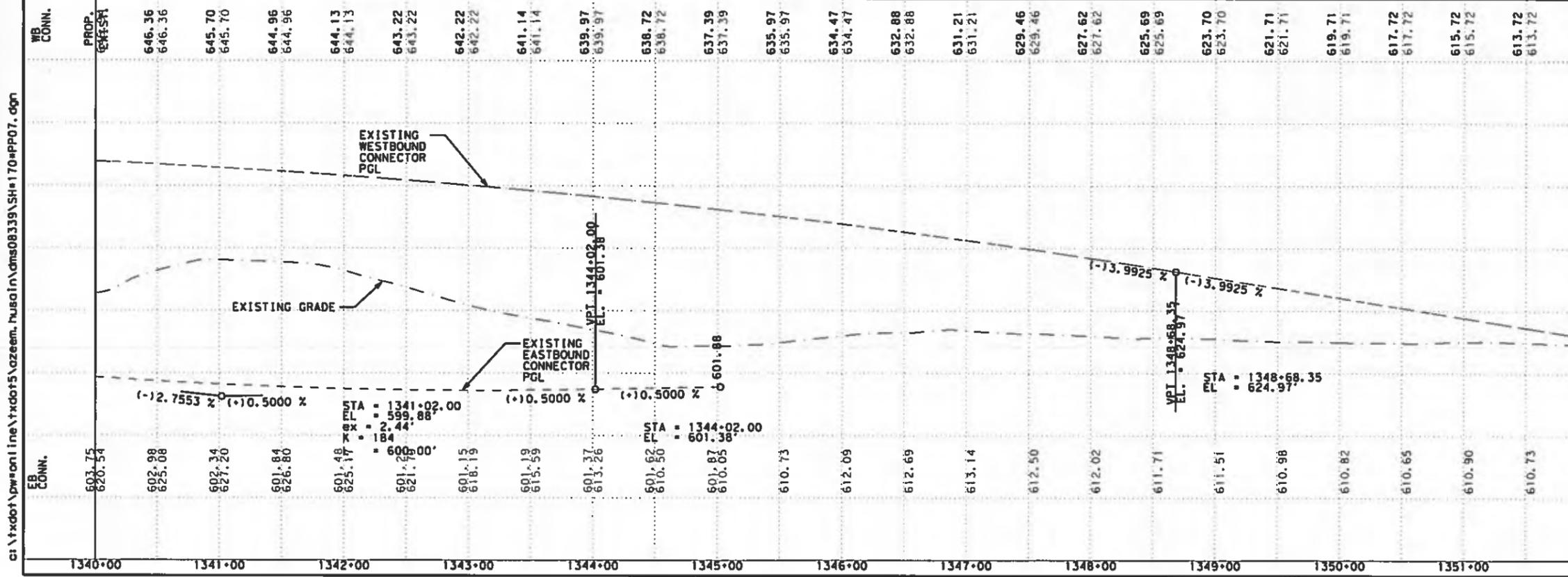
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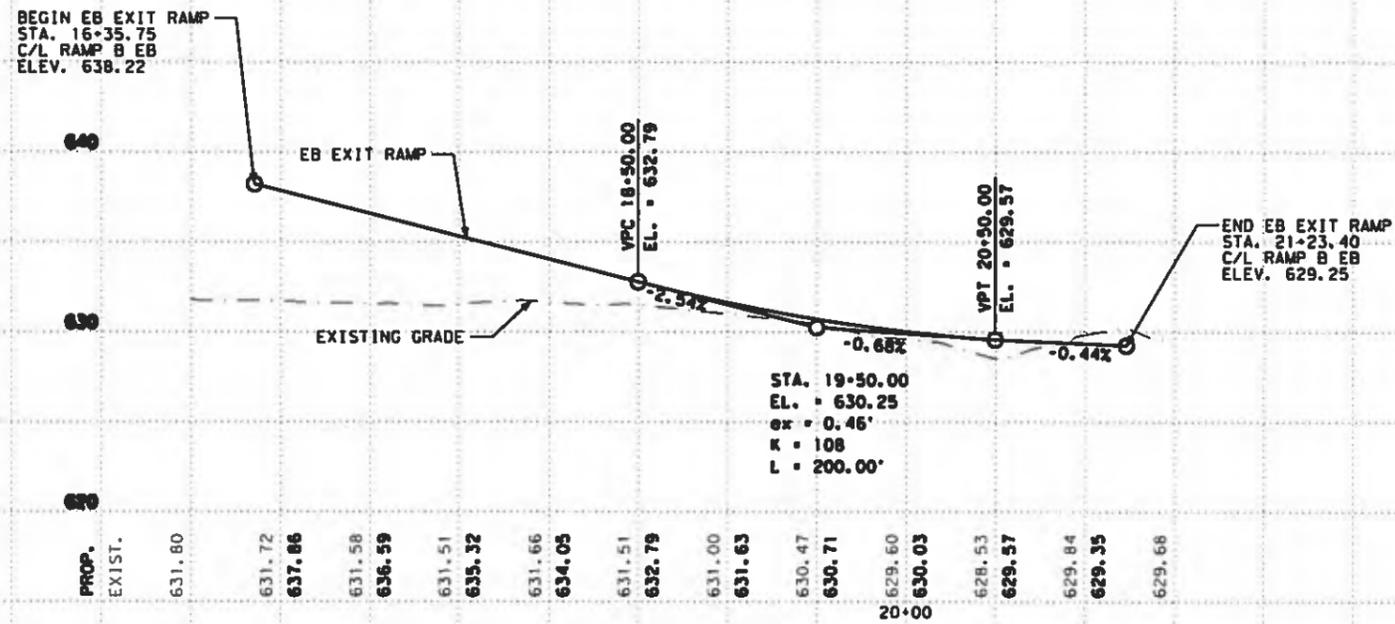


## SH 170 PLAN & PROFILE

SHEET 7 OF 7

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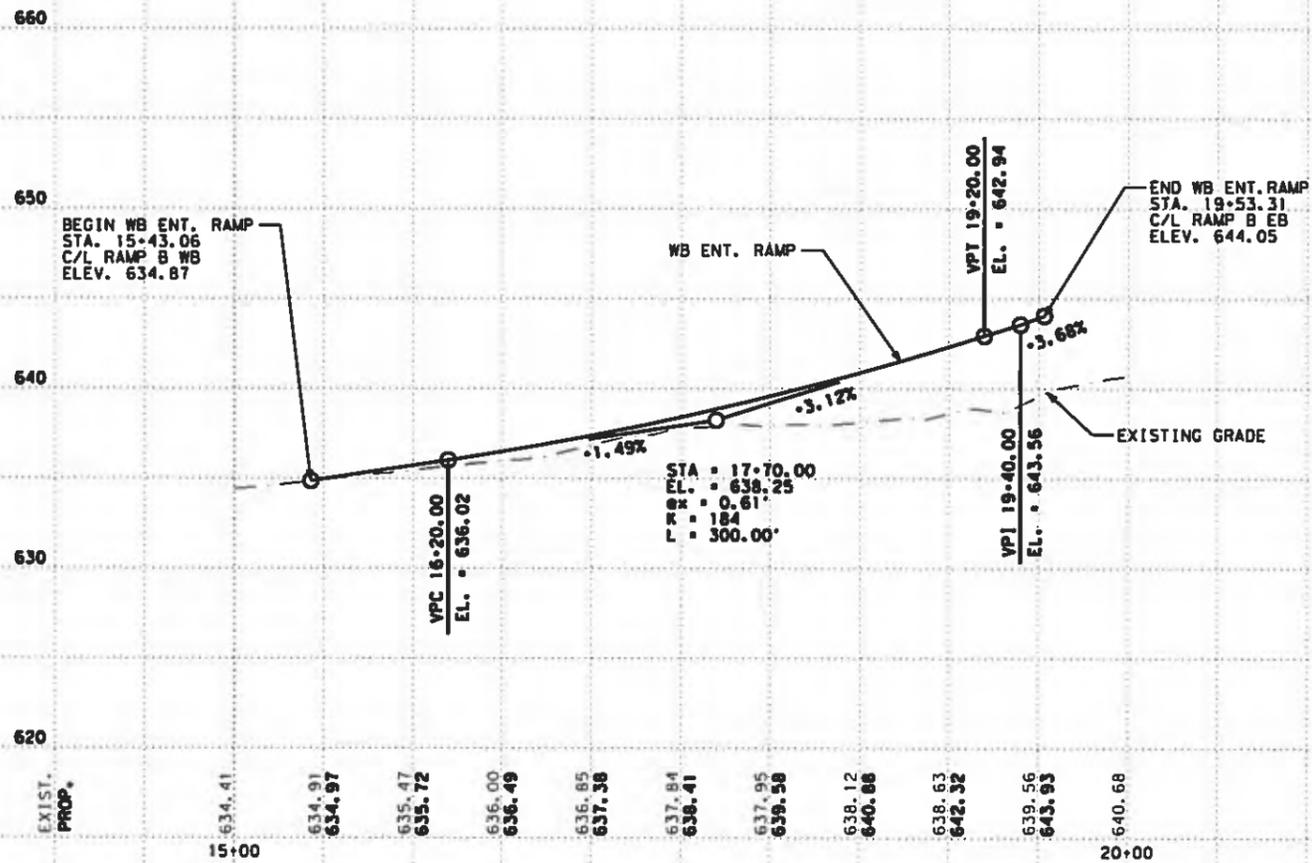
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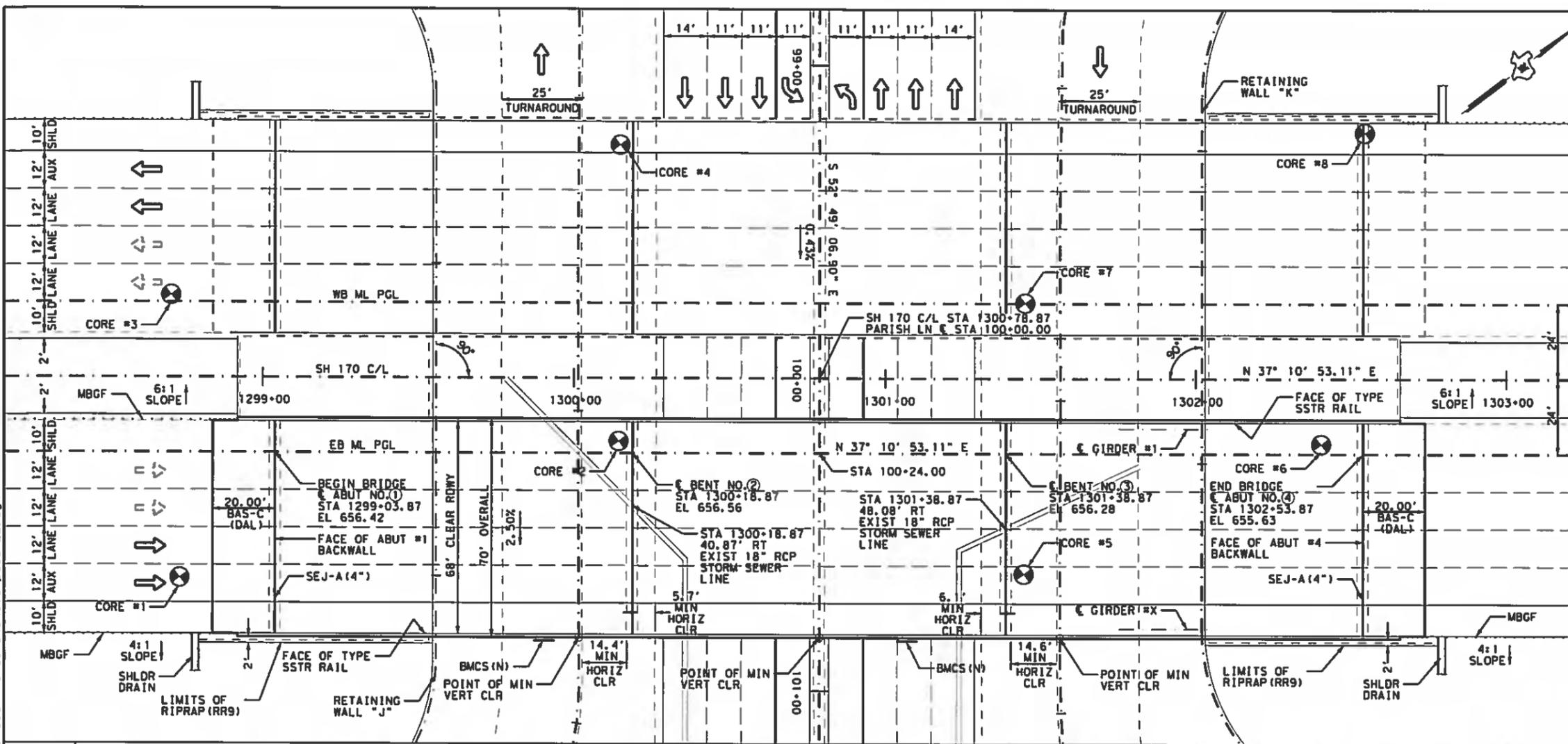
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CHECK	SI						39



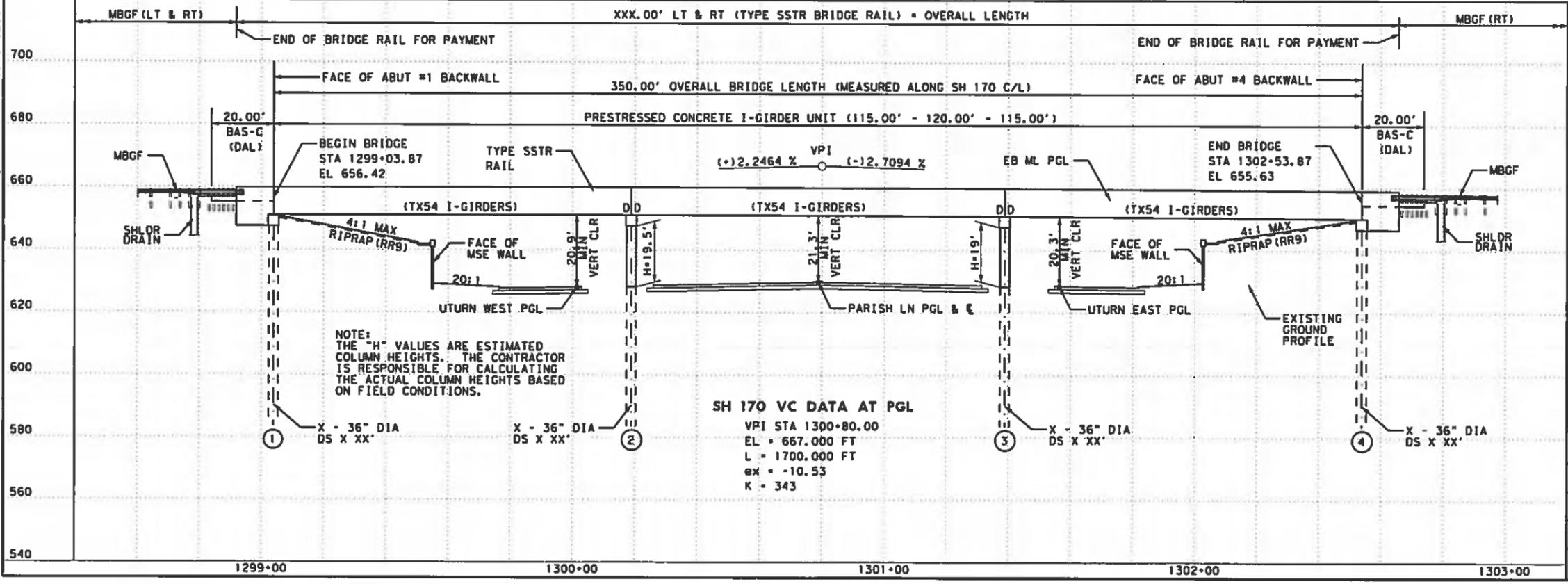
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**NOTES:**  
 ALL BENTS ARE ALONG S 52° 49' 06.90" E AND ARE NORMAL TO THE SH 170 CONTROL LINE.  
 SH 170 C/L IS 24' FROM EB ML PGL.  
 ALL ELEVATIONS ARE AT TOP OF SLAB OR TOP OF PAVEMENT.  
 SEE CORE BORING LOG SHEETS FOR CORE INFO.  
 SEE RETAINING WALL DETAILS FOR MORE INFORMATION.  
 SEE ROADWAY PLAN FOR RIPRAP LIMITS AND QUANTITIES.  
 SAW-CUT GROOVING OF THE BRIDGE SLAB AND BRIDGE APPROACH SLAB IS REQUIRED.

**DESIGN NOTES:**  
 BRIDGE DESIGNED FOR HL 93 LOADING UNDER 2012 AASHTO LRFD SPEC AND INTERIM REVISIONS THERETO.

EXIST NBI NUMBER: NA  
 PROP NBI NUMBER: 18-061-0-3559-01-174  
 DESIGN SPEED: 70 MPH  
 2020 ADT: 21,700 VPD  
 2040 ADT: 30,500 VPD  
 FUNC CLASS: URBAN FREEWAY



FOR INTERIM REVIEW ONLY  
 NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES

Susan A. Icke, P.E.  
 SERIAL NUMBER 87752  
 DATED: July 18, 2015

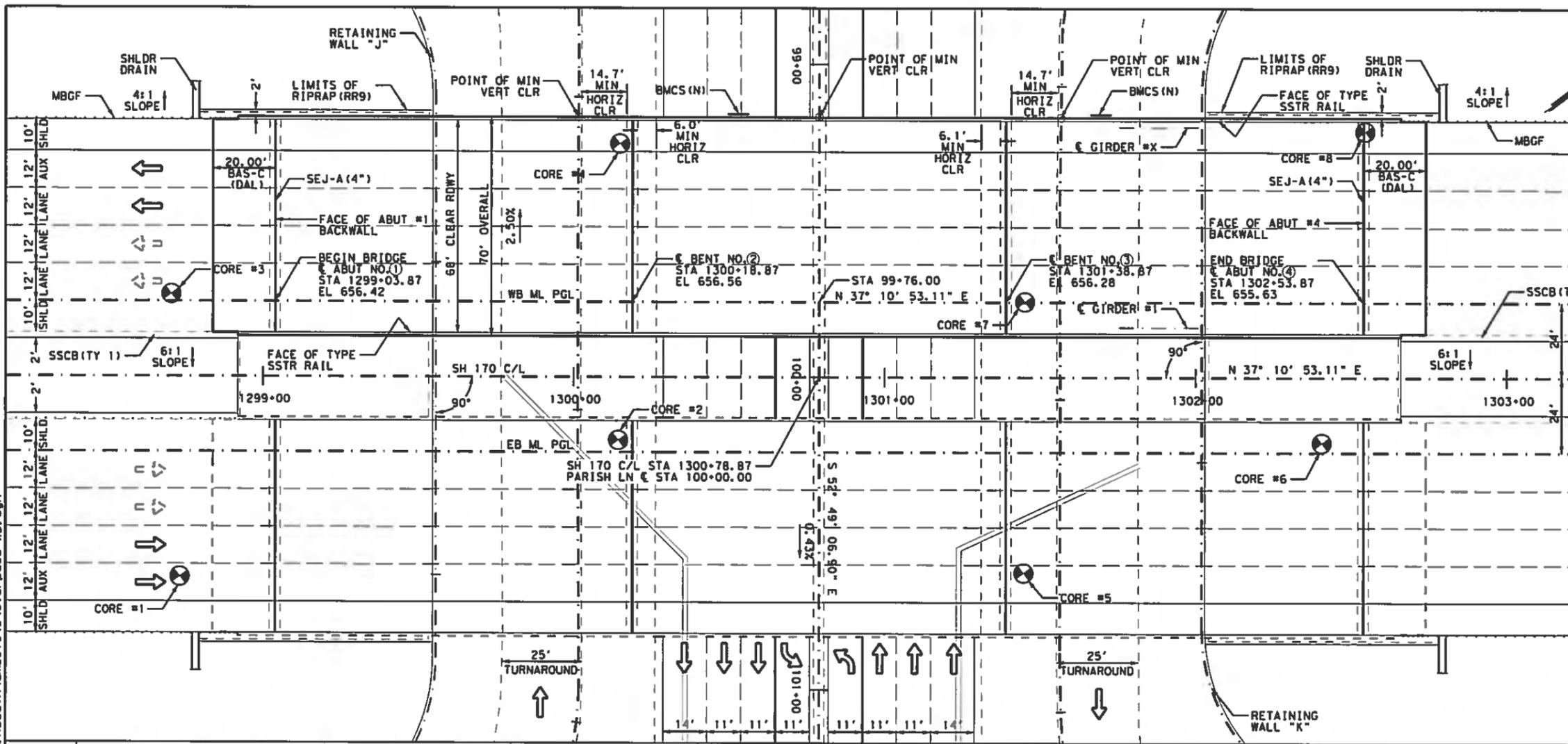
HORIZ SCALE 1"=40'      VERT SCALE 1"=40'

Texas Department of Transportation  
 © 2016

**SH 170  
 PARISH LN EASTBOUND  
 OVERPASS LAYOUT**

DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
GRAPHICS	6	SEE TITLE SHEET	SH170
CHECK	STATE	DISTRICT	COUNTY
CHECK	TEXAS	DAL	DENTON, ETC
CHECK	CONTROL	SECTION	JOB
	3559	01	005, ETC
			54

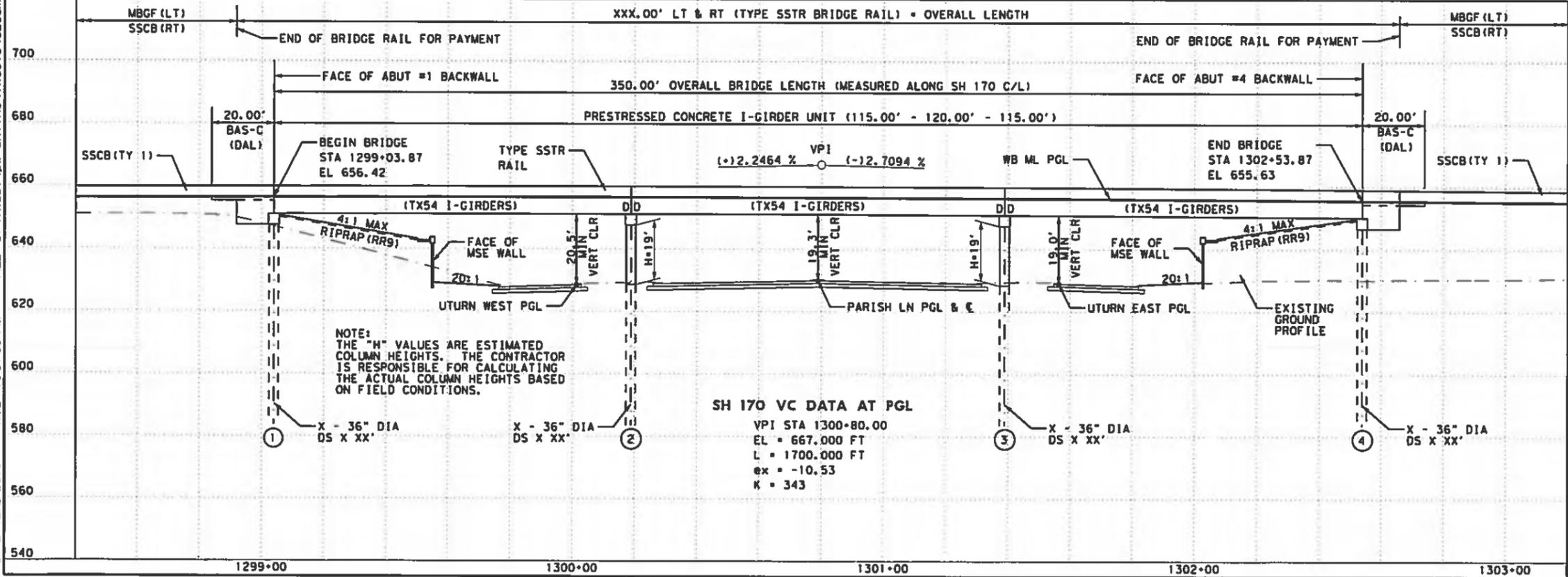
DATE: 12/2/2015 TIME: 10:57:03 PM FILE: c:\txdot\pwworking\ne\txdot5\azeem\_husa\in\dms07943\Overpass WB.dgn



**NOTES:**  
 ALL BENTS ARE ALONG S 52° 49' 06.90" E AND ARE NORMAL TO THE SH 170 CONTROL LINE.  
 SH 170 C/L IS 24' FROM WB ML PGL.  
 ALL ELEVATIONS ARE AT TOP OF SLAB OR TOP OF PAVEMENT.  
 SEE CORE BORING LOG SHEETS FOR CORE INFO.  
 SEE RETAINING WALL DETAILS FOR MORE INFORMATION.  
 SEE ROADWAY PLAN FOR RIPRAP LIMITS AND QUANTITIES.  
 SAW-CUT GROOVING OF THE BRIDGE SLAB AND BRIDGE APPROACH SLAB IS REQUIRED.

**DESIGN NOTES:**  
 BRIDGE DESIGNED FOR HL 93 LOADING UNDER 2012 AASHTO LRFD SPEC AND INTERIM REVISIONS THERETO.

EXIST NBI NUMBER: NA  
 PROP NBI NUMBER: 18-061-0-3559-01-175  
 DESIGN SPEED: 70 MPH  
 2020 ADT: 21,700 VPD  
 2040 ADT: 30,500 VPD  
 FUNC CLASS: URBAN FREEWAY



FOR INTERIM REVIEW ONLY  
 NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES

Susan A. Icke, P.E.  
 SERIAL NUMBER 87752  
 DATED: July 18, 2015

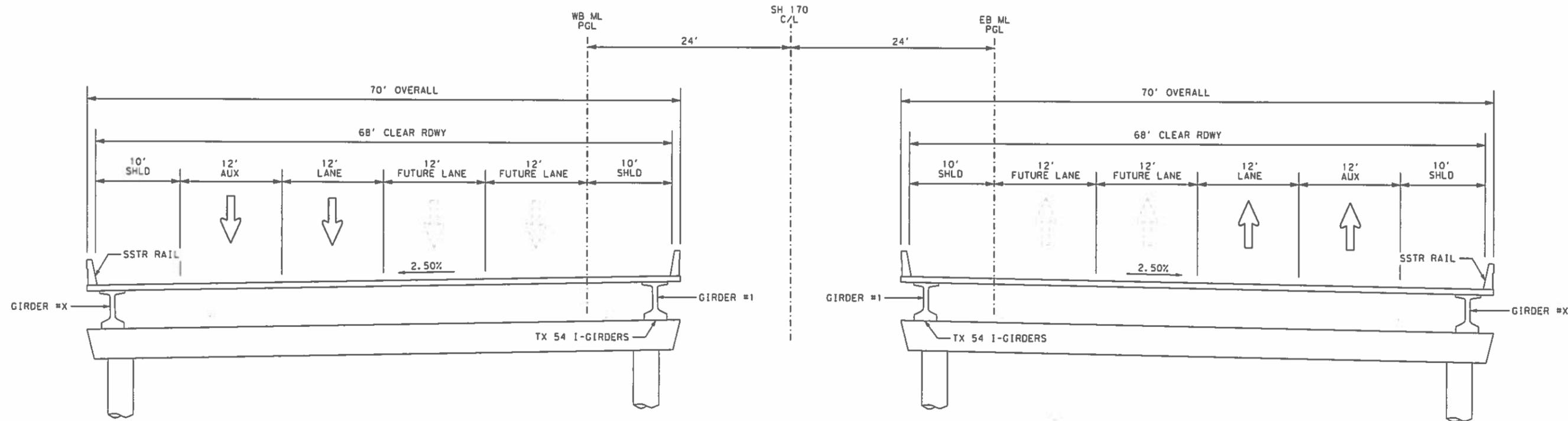
HORIZ SCALE 1"=40'  
 VERT SCALE 1"=40'

Texas Department of Transportation  
 © 2016

**SH 170  
 PARISH LN WESTBOUND  
 OVERPASS LAYOUT**

DESIGN	FED. RD. DIV. NO.	PROJECT NO.	HIGHWAY NO.
GRAPHICS	6	SEE TITLE SHEET	SH170
CHECK	STATE	DISTRICT	COUNTY
	TEXAS	DAL	DENTON, ETC
CHECK	CONTROL	SECTION	JOB
	3559	01	005, ETC
			55

\$TIMES  
\$DATES



**SH 170  
TYPICAL SUPERSTRUCTURE  
SECTION**

\$FILES

 **Texas Department of Transportation**  
© 2016

**PARISH LN OVERPASSES  
TYPICAL SUPERSTRUCTURE  
SECTION**

NOT TO SCALE SHEET 1 OF 1

DESIGN	FED. RD. DIV. NO.	STATE PROJECT NO.		HIGHWAY NO.
AH	6	SEE TITLE SHEET		SH 170
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
EM	TEXAS	DAL	DENTON, ETC	56A
CHECK	CONTROL	SECTION	JOB	
	3559	01	005, ETC	

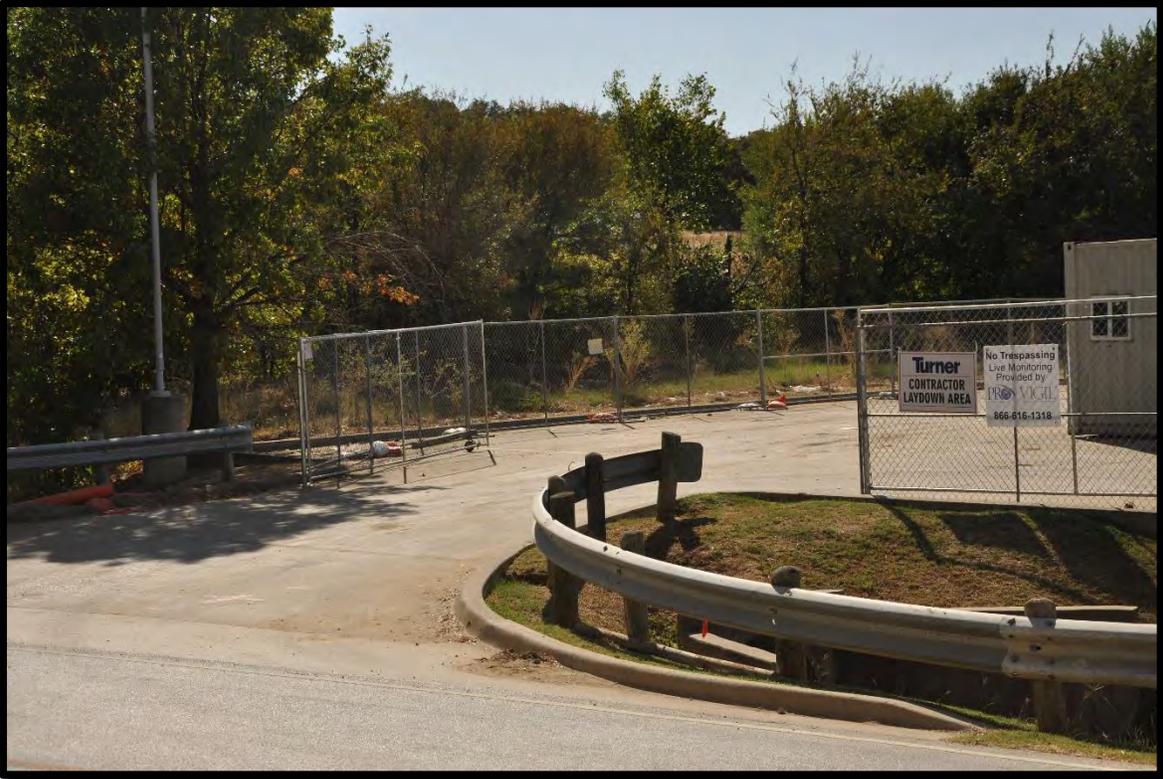
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**APPENDIX B**  
**SITE PHOTOGRAPHS**

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ROW along north side of SH 14 facing west. Pipeline markers are visible in distance.



Construction laydown area. Former Stop N Go site in background.



Frontage road and main lanes of SH 114 facing west.



SH 114 near Trophy Club facing west.



Heavily disturbed area between frontage roads of SH 170 facing north . Entire ROW has been disturbed.



Grassy area between frontage roads of SH 170 facing north. Soils have been disturbed and graded. Embankment in the background for Parish Lane grade separation.

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**APPENDIX C**  
**REGULATORY DATABASE REPORTS**

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## **Radius Report**

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[Satellite view](#)

*Target Property:*

**SH 170 and SH 114**

**Denton and tarrant County, Texas 76262**

*Prepared For:*

**Ecosystem Planning and Restoration LLC**

**Order #: 58056**

**Job #: 124834**

**Project #: HOU0076**

**Date: 10/12/2015**

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### **Disclaimer**

*This report was designed by GeoSearch to meet or exceed the records search requirements of the All Appropriate Inquires Rule (40 CFR §312.26) and the current version of the ASTM International E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process or, if applicable, the custom requirements requested by the entity that ordered this report. The records and databases of records used to compile this report were collected from various federal, state and local governmental entities. It is the goal of GeoSearch to meet or exceed the 40 CFR §312.26 and E1527 requirements for updating records by using the best available technology. GeoSearch contacts the appropriate governmental entities on a recurring basis. Depending on the frequency with which a record source or database of records is updated by the governmental entity, the data used to prepare this report may be updated monthly, quarterly, semi-annually, or annually.*

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## Target Property Summary

**SH 170 and SH 114**

**Denton and Tarrant County, Texas 76262**

USGS Quadrangle: **Colleyville, TX**

Target Property Geometry: **Area**

Target Property Longitude(s)/Latitude(s):

(-97.166210, 32.982684), (-97.165973, 32.982406), (-97.168429, 32.981342), (-97.169129, 32.982119),  
(-97.168865, 32.982308), (-97.170090, 32.984654), (-97.173267, 32.986473), (-97.179785, 32.988375),  
(-97.185353, 32.990028), (-97.190318, 32.991180), (-97.193847, 32.992260), (-97.203284, 32.995669),  
(-97.207429, 32.996540), (-97.210414, 32.997311), (-97.214117, 32.997415), (-97.217051, 32.996545),  
(-97.219434, 32.994970), (-97.222587, 32.991328), (-97.224208, 32.989679), (-97.225464, 32.988535),  
(-97.227816, 32.986839), (-97.228683, 32.986339), (-97.228886, 32.986266), (-97.228847, 32.987817),  
(-97.227934, 32.988197), (-97.226442, 32.989142), (-97.223115, 32.993040), (-97.219134, 32.996914),  
(-97.215562, 32.999019), (-97.215529, 32.999187), (-97.212105, 32.999689), (-97.199401, 32.995610),  
(-97.182540, 32.990267), (-97.182345, 32.990482), (-97.173892, 32.987724), (-97.170940, 32.986469),  
(-97.169091, 32.985081), (-97.166628, 32.982519), (-97.166210, 32.982684)

County/Parish Covered:

**Tarrant (TX) , Denton (TX)**

Zipcode(s) Covered:

**Southlake TX: 76092**

**Fort Worth TX: 76177**

**Roanoke TX: 76262**

State(s) Covered:

**TX**

**\*Target property is located in Radon Zone 3.**

**Zone 3 areas have a predicted average indoor radon screening level less than 2 pCi/L  
(picocuries per liter).**

*This report may have unlocatable records. Please see the Unlocatables Report, attached to this file.*

## Database Findings Summary

### FEDERAL LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	<a href="#">AIRSAFS</a>	0	0	TP/AP
BIENNIAL REPORTING SYSTEM	<a href="#">BRS</a>	0	0	TP/AP
CLANDESTINE DRUG LABORATORY LOCATIONS	<a href="#">CDL</a>	0	0	TP/AP
EPA DOCKET DATA	<a href="#">DOCKETS</a>	0	0	TP/AP
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	<a href="#">EC</a>	0	0	TP/AP
EMERGENCY RESPONSE NOTIFICATION SYSTEM	<a href="#">ERNSTX</a>	0	0	TP/AP
FACILITY REGISTRY SYSTEM	<a href="#">FRSTX</a>	4	1	TP/AP
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	<a href="#">HMIRSR06</a>	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	<a href="#">ICIS</a>	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	<a href="#">ICISNPDES</a>	0	0	TP/AP
LAND USE CONTROL INFORMATION SYSTEM	<a href="#">LUCIS</a>	0	0	TP/AP
MATERIAL LICENSING TRACKING SYSTEM	<a href="#">MLTS</a>	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	<a href="#">NPDESR06</a>	0	0	TP/AP
PCB ACTIVITY DATABASE SYSTEM	<a href="#">PADS</a>	0	0	TP/AP
PERMIT COMPLIANCE SYSTEM	<a href="#">PCSR06</a>	0	0	TP/AP
RCRA SITES WITH CONTROLS	<a href="#">RCRASC</a>	0	0	TP/AP
CERCLIS LIENS	<a href="#">SFLIENS</a>	0	0	TP/AP
SECTION SEVEN TRACKING SYSTEM	<a href="#">SSTS</a>	0	0	TP/AP
TOXICS RELEASE INVENTORY	<a href="#">TRI</a>	0	0	TP/AP
TOXIC SUBSTANCE CONTROL ACT INVENTORY	<a href="#">TSCA</a>	0	0	TP/AP
NO LONGER REGULATED RCRA GENERATOR FACILITIES	<a href="#">NLRRCRAG</a>	0	0	0.1250
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR FACILITIES	<a href="#">RCRAGR06</a>	1	0	0.1250
RESOURCE CONSERVATION & RECOVERY ACT - NON-GENERATOR FACILITIES	<a href="#">RCRANGR06</a>	1	1	0.1250
HISTORICAL GAS STATIONS	<a href="#">HISTPST</a>	0	0	0.2500
BROWNFIELDS MANAGEMENT SYSTEM	<a href="#">BF</a>	1	0	0.5000
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY INFORMATION SYSTEM	<a href="#">CERCLIS</a>	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	<a href="#">DNPL</a>	0	0	0.5000
NO FURTHER REMEDIAL ACTION PLANNED SITES	<a href="#">NFRAP</a>	0	0	0.5000
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	<a href="#">NLRRCRAT</a>	0	0	0.5000
OPEN DUMP INVENTORY	<a href="#">ODI</a>	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - TREATMENT, STORAGE & DISPOSAL FACILITIES	<a href="#">RCRAT</a>	0	0	0.5000
DEPARTMENT OF DEFENSE SITES	<a href="#">DOD</a>	0	0	1.0000

## Database Findings Summary

<b>Database</b>	<b>Acronym</b>	<b>Locatable</b>	<b>Unlocatable</b>	<b>Search Radius (miles)</b>
FORMERLY USED DEFENSE SITES	<a href="#">FUDS</a>	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	<a href="#">NLRRCRAC</a>	0	0	1.0000
NATIONAL PRIORITIES LIST	<a href="#">NPL</a>	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	<a href="#">PNPL</a>	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	<a href="#">RCRAC</a>	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO CORRECTIVE ACTION FACILITIES	<a href="#">RCRASUBC</a>	0	0	1.0000
RECORD OF DECISION SYSTEM	<a href="#">RODS</a>	0	0	1.0000
<b>SUB-TOTAL</b>		<b>7</b>	<b>2</b>	

## Database Findings Summary

### STATE (TX) LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
GROUNDWATER CONTAMINATION CASES	<a href="#">GWCC</a>	0	0	TP/AP
HISTORIC GROUNDWATER CONTAMINATION CASES	<a href="#">HISTGWCC</a>	0	0	TP/AP
TCEQ LIENS	<a href="#">LIENS</a>	0	0	TP/AP
MUNICIPAL SETTING DESIGNATIONS	<a href="#">MSD</a>	0	0	TP/AP
NOTICE OF VIOLATIONS	<a href="#">NOV</a>	1	0	TP/AP
STATE INSTITUTIONAL/ENGINEERING CONTROL SITES	<a href="#">SIEC01</a>	0	0	TP/AP
SPILLS LISTING	<a href="#">SPILLS</a>	1	0	TP/AP
TIER II CHEMICAL REPORTING PROGRAM FACILITIES	<a href="#">TIERII</a>	0	0	TP/AP
DRY CLEANER REGISTRATION DATABASE	<a href="#">DCR</a>	3	0	0.2500
INDUSTRIAL AND HAZARDOUS WASTE SITES	<a href="#">IHW</a>	1	1	0.2500
PERMITTED INDUSTRIAL HAZARDOUS WASTE SITES	<a href="#">PIHW</a>	0	0	0.2500
PETROLEUM STORAGE TANKS	<a href="#">PST</a>	8	1	0.2500
AFFECTED PROPERTY ASSESSMENT REPORTS	<a href="#">APAR</a>	0	0	0.5000
BROWNFIELDS SITE ASSESSMENTS	<a href="#">BSA</a>	1	0	0.5000
CLOSED & ABANDONED LANDFILL INVENTORY	<a href="#">CALF</a>	0	0	0.5000
DRY CLEANER REMEDIATION PROGRAM SITES	<a href="#">DCRPS</a>	0	0	0.5000
INNOCENT OWNER / OPERATOR DATABASE	<a href="#">IOP</a>	0	0	0.5000
LEAKING PETROLEUM STORAGE TANKS	<a href="#">LPST</a>	2	1	0.5000
MUNICIPAL SOLID WASTE LANDFILL SITES	<a href="#">MSWLF</a>	0	0	0.5000
RAILROAD COMMISSION VCP AND BROWNFIELD SITES	<a href="#">RRCVCP</a>	0	0	0.5000
RADIOACTIVE WASTE SITES	<a href="#">RWS</a>	0	0	0.5000
VOLUNTARY CLEANUP PROGRAM SITES	<a href="#">VCP</a>	0	0	0.5000
RECYCLING FACILITIES	<a href="#">WMRF</a>	0	0	0.5000
INDUSTRIAL AND HAZARDOUS WASTE CORRECTIVE ACTION SITES	<a href="#">IHWCA</a>	1	0	1.0000
STATE SUPERFUND SITES	<a href="#">SF</a>	0	0	1.0000
<b>SUB-TOTAL</b>		<b>18</b>	<b>3</b>	

## Database Findings Summary

### TRIBAL LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	<a href="#">USTR06</a>	0	0	0.2500
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	<a href="#">LUSTR06</a>	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	<a href="#">ODINDIAN</a>	0	0	0.5000
INDIAN RESERVATIONS	<a href="#">INDIANRES</a>	0	0	1.0000
<b>SUB-TOTAL</b>				
		0	0	
<b>TOTAL</b>				
		25	5	

## Locatable Database Findings

### FEDERAL LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRSAFS	0.0200	0	NS	NS	NS	NS	NS	0
BRS	0.0200	0	NS	NS	NS	NS	NS	0
CDL	0.0200	0	NS	NS	NS	NS	NS	0
DOCKETS	0.0200	0	NS	NS	NS	NS	NS	0
EC	0.0200	0	NS	NS	NS	NS	NS	0
ERNSTX	0.0200	0	NS	NS	NS	NS	NS	0
FRSTX	0.0200	4	NS	NS	NS	NS	NS	4
HMIRSR06	0.0200	0	NS	NS	NS	NS	NS	0
ICIS	0.0200	0	NS	NS	NS	NS	NS	0
ICISNPDES	0.0200	0	NS	NS	NS	NS	NS	0
LUCIS	0.0200	0	NS	NS	NS	NS	NS	0
MLTS	0.0200	0	NS	NS	NS	NS	NS	0
NPDES06	0.0200	0	NS	NS	NS	NS	NS	0
PADS	0.0200	0	NS	NS	NS	NS	NS	0
PCSR06	0.0200	0	NS	NS	NS	NS	NS	0
RCRASC	0.0200	0	NS	NS	NS	NS	NS	0
SFLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SSTS	0.0200	0	NS	NS	NS	NS	NS	0
TRI	0.0200	0	NS	NS	NS	NS	NS	0
TSCA	0.0200	0	NS	NS	NS	NS	NS	0
NLRRCRAG	0.1250	0	0	NS	NS	NS	NS	0
RCRAGR06	0.1250	0	1	NS	NS	NS	NS	1
RCRANGR06	0.1250	0	1	NS	NS	NS	NS	1
HISTPST	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	1	NS	NS	1
CERCLIS	0.5000	0	0	0	0	NS	NS	0
DNPL	0.5000	0	0	0	0	NS	NS	0
NFRAP	0.5000	0	0	0	0	NS	NS	0
NLRRCRAT	0.5000	0	0	0	0	NS	NS	0
ODI	0.5000	0	0	0	0	NS	NS	0
RCRAT	0.5000	0	0	0	0	NS	NS	0
DOD	1.0000	0	0	0	0	0	NS	0
FUDS	1.0000	0	0	0	0	0	NS	0
NLRRCRAC	1.0000	0	0	0	0	0	NS	0
NPL	1.0000	0	0	0	0	0	NS	0
PNPL	1.0000	0	0	0	0	0	NS	0

## Locatable Database Findings

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
RCRAC	1.0000	0	0	0	0	0	NS	0
RCRASUBC	1.0000	0	0	0	0	0	NS	0
RODS	1.0000	0	0	0	0	0	NS	0
<b>SUB-TOTAL</b>		4	2	0	1	0	0	7

## Locatable Database Findings

### STATE (TX) LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
GWCC	0.0200	0	NS	NS	NS	NS	NS	0
HISTGWCC	0.0200	0	NS	NS	NS	NS	NS	0
LIENS	0.0200	0	NS	NS	NS	NS	NS	0
MSD	0.0200	0	NS	NS	NS	NS	NS	0
NOV	0.0200	1	NS	NS	NS	NS	NS	1
SIEC01	0.0200	0	NS	NS	NS	NS	NS	0
SPILLS	0.0200	1	NS	NS	NS	NS	NS	1
TIERII	0.0200	0	NS	NS	NS	NS	NS	0
DCR	0.2500	1	1	1	NS	NS	NS	3
IHW	0.2500	1	0	0	NS	NS	NS	1
PIHW	0.2500	0	0	0	NS	NS	NS	0
PST	0.2500	2	2	4	NS	NS	NS	8
APAR	0.5000	0	0	0	0	NS	NS	0
BSA	0.5000	0	0	0	1	NS	NS	1
CALF	0.5000	0	0	0	0	NS	NS	0
DCRPS	0.5000	0	0	0	0	NS	NS	0
IOP	0.5000	0	0	0	0	NS	NS	0
LPST	0.5000	1	0	0	1	NS	NS	2
MSWLF	0.5000	0	0	0	0	NS	NS	0
RRCVCP	0.5000	0	0	0	0	NS	NS	0
RWS	0.5000	0	0	0	0	NS	NS	0
VCP	0.5000	0	0	0	0	NS	NS	0
WMRF	0.5000	0	0	0	0	NS	NS	0
IHWCA	1.0000	0	0	0	1	0	NS	1
SF	1.0000	0	0	0	0	0	NS	0
<b>SUB-TOTAL</b>		<b>7</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>

## Locatable Database Findings

### TRIBAL LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
USTR06	0.2500	0	0	0	NS	NS	NS	0
LUSTR06	0.5000	0	0	0	0	NS	NS	0
ODINDIAN	0.5000	0	0	0	0	NS	NS	0
INDIANRES	1.0000	0	0	0	0	0	NS	0

SUB-TOTAL		0	0	0	0	0	0	0
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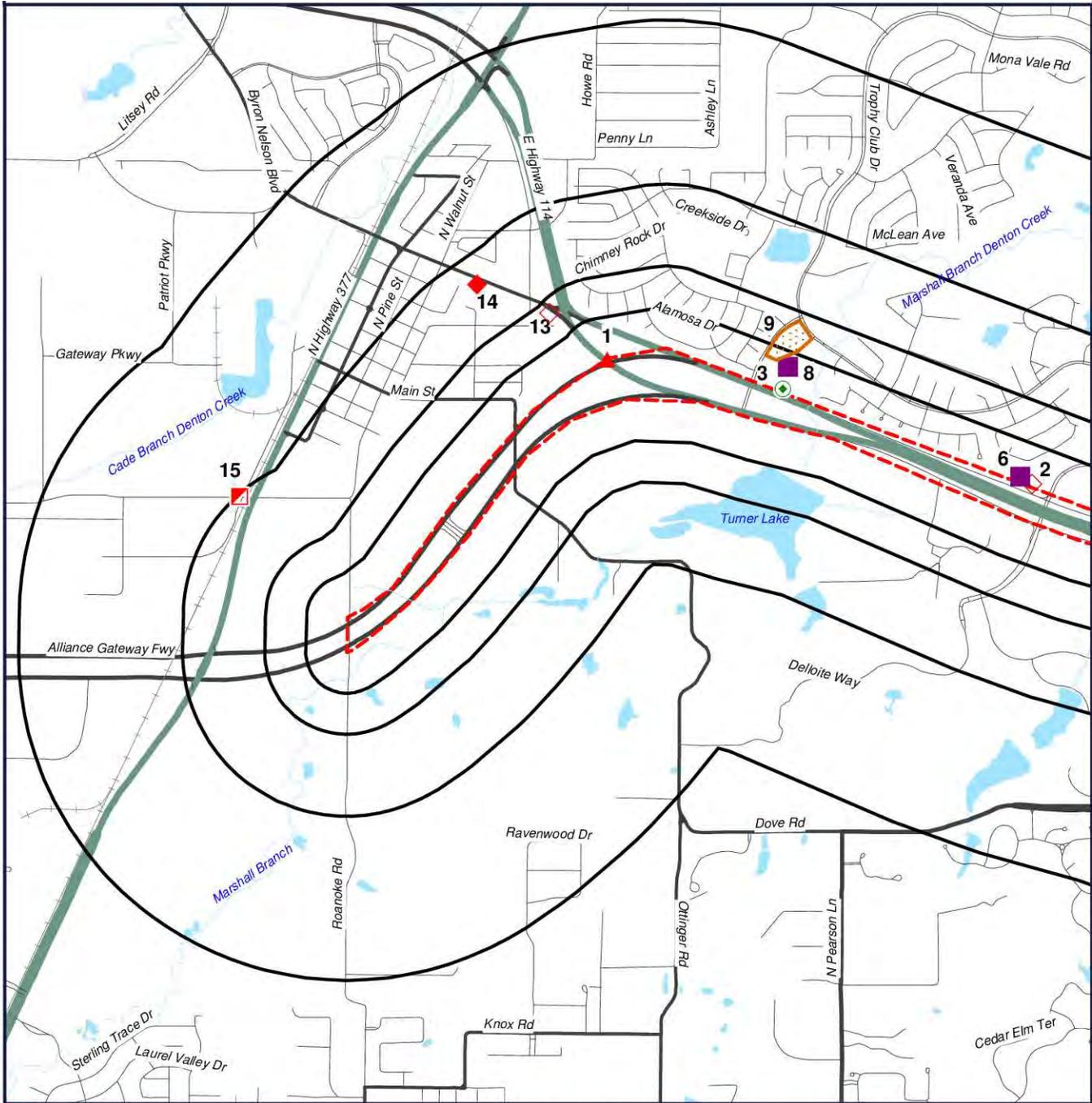
TOTAL		11	5	5	4	0	0	25
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**NOTES:**

NS = NOT SEARCHED

TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

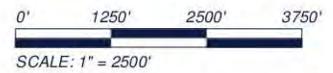
# Radius Map 1



- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST

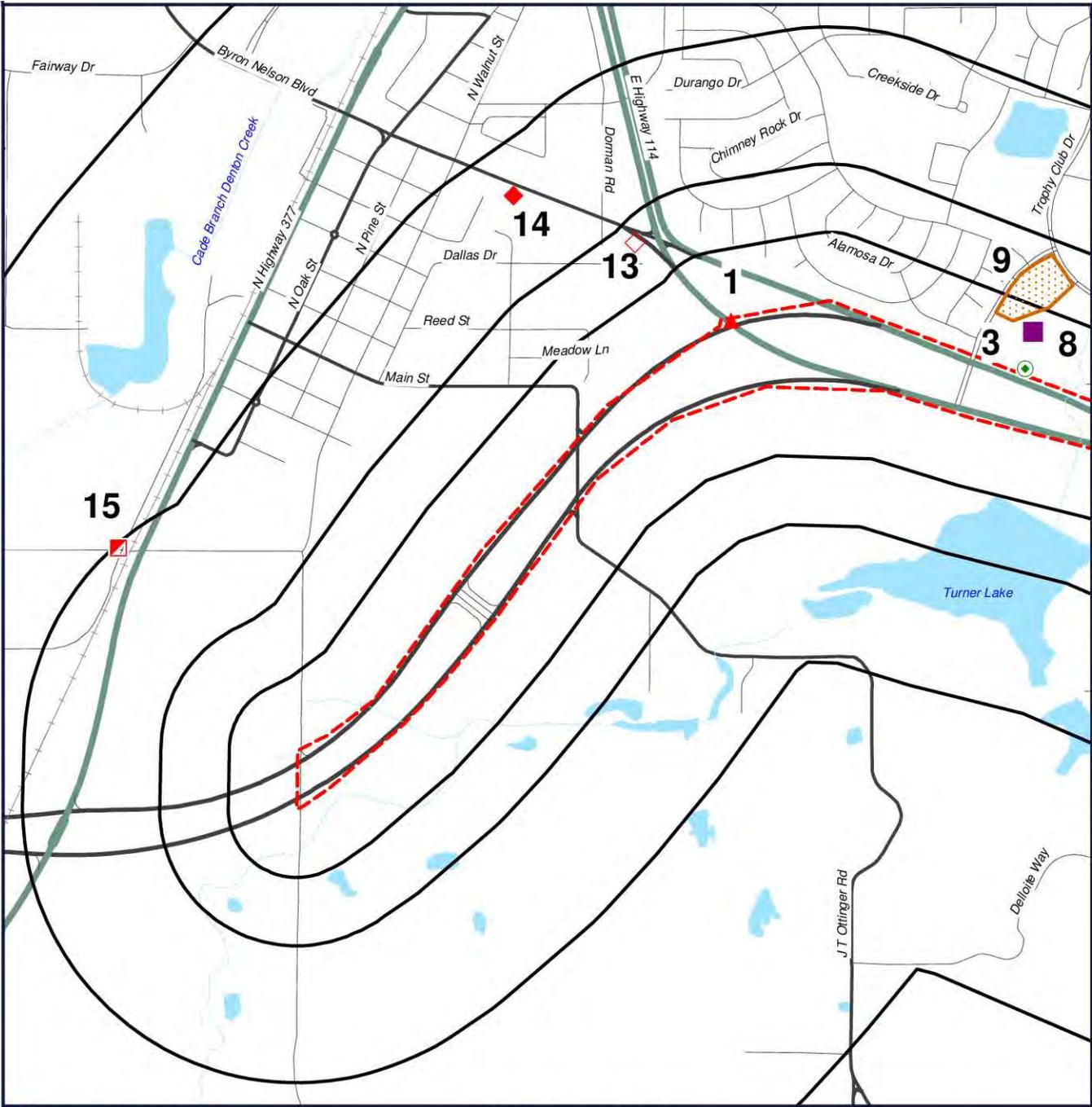
- RCRANGR06
- IHWCA

**SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



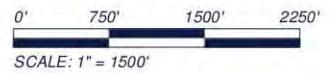
[Click here to access Satellite view](#)

# Radius Map 2



- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST
- RCRANGR06
- IHWCA

**SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



[Click here to access Satellite view](#)

# Ortho Map

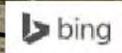
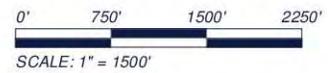


Image courtesy of USGS Image courtesy of ImagePatch.com © 2015 Microsoft Corporation

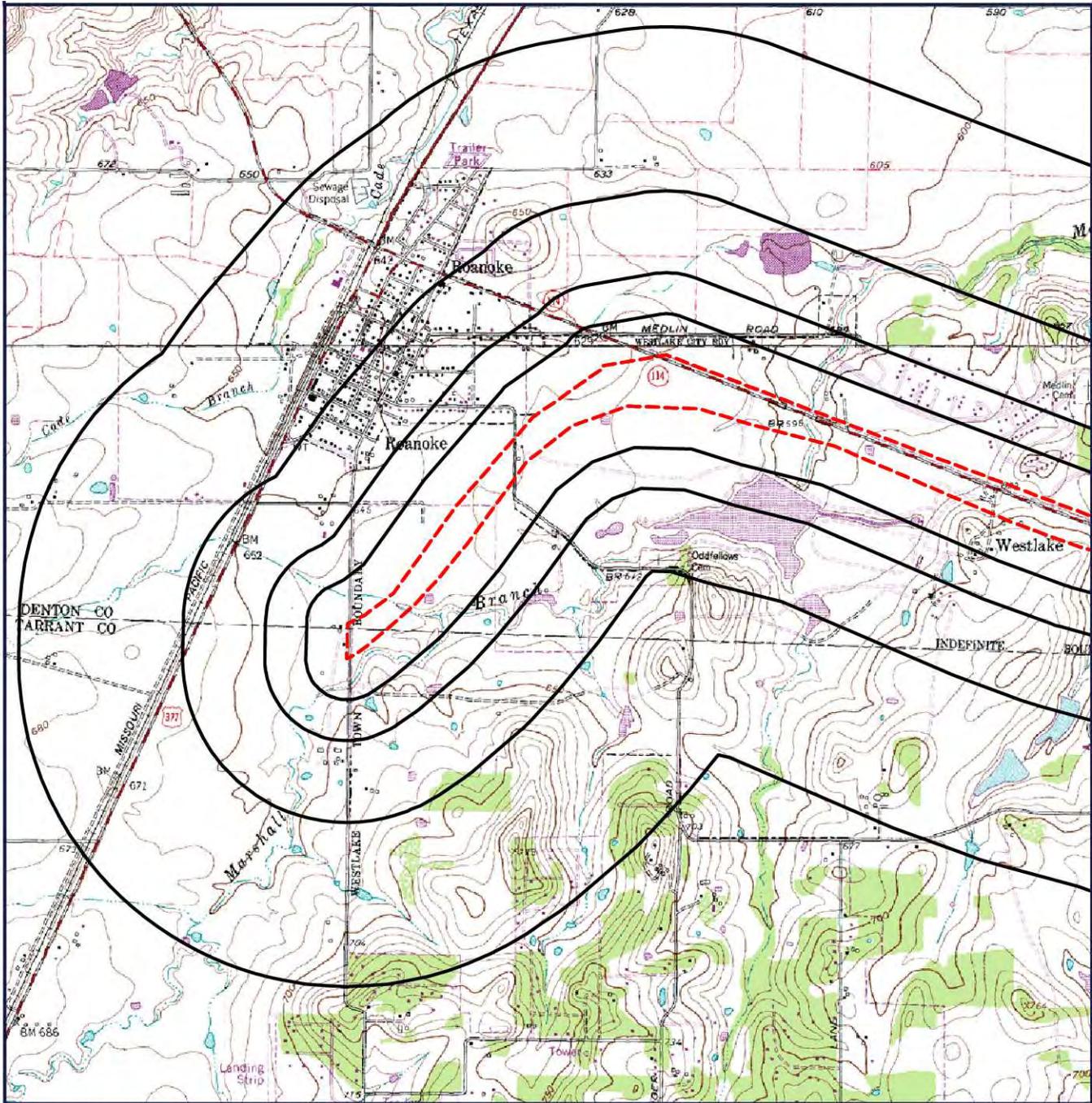
-  Target Property (TP)
-  SPILLS
-  PST
-  IHW
-  LPST
-  FRSTX
-  DCR
-  RCRAGR06
-  PST
-  RCRAGR06
-  IHWCA

**Quadrangle(s): Colleyville  
SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



[Click here to access Satellite view](#)

# Topographic Map



 Target Property (TP)

**Quadrangle(s): Colleyville**  
**Source: USGS, 1981**  
**SH 170 and SH 114**  
**Denton And Tarrant County,**  
**Texas**  
**76262**



0' 1250' 2500' 3750'  
SCALE: 1" = 2500'

[Click here to access Satellite view](#)

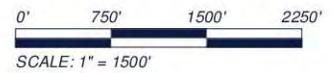
# Ortho (A) Map



- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST

- RCRANGR06
- IHWCA

**Quadrangle(s): Colleyville  
SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



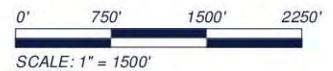
[Click here to access Satellite view](#)

# Ortho (B) Map



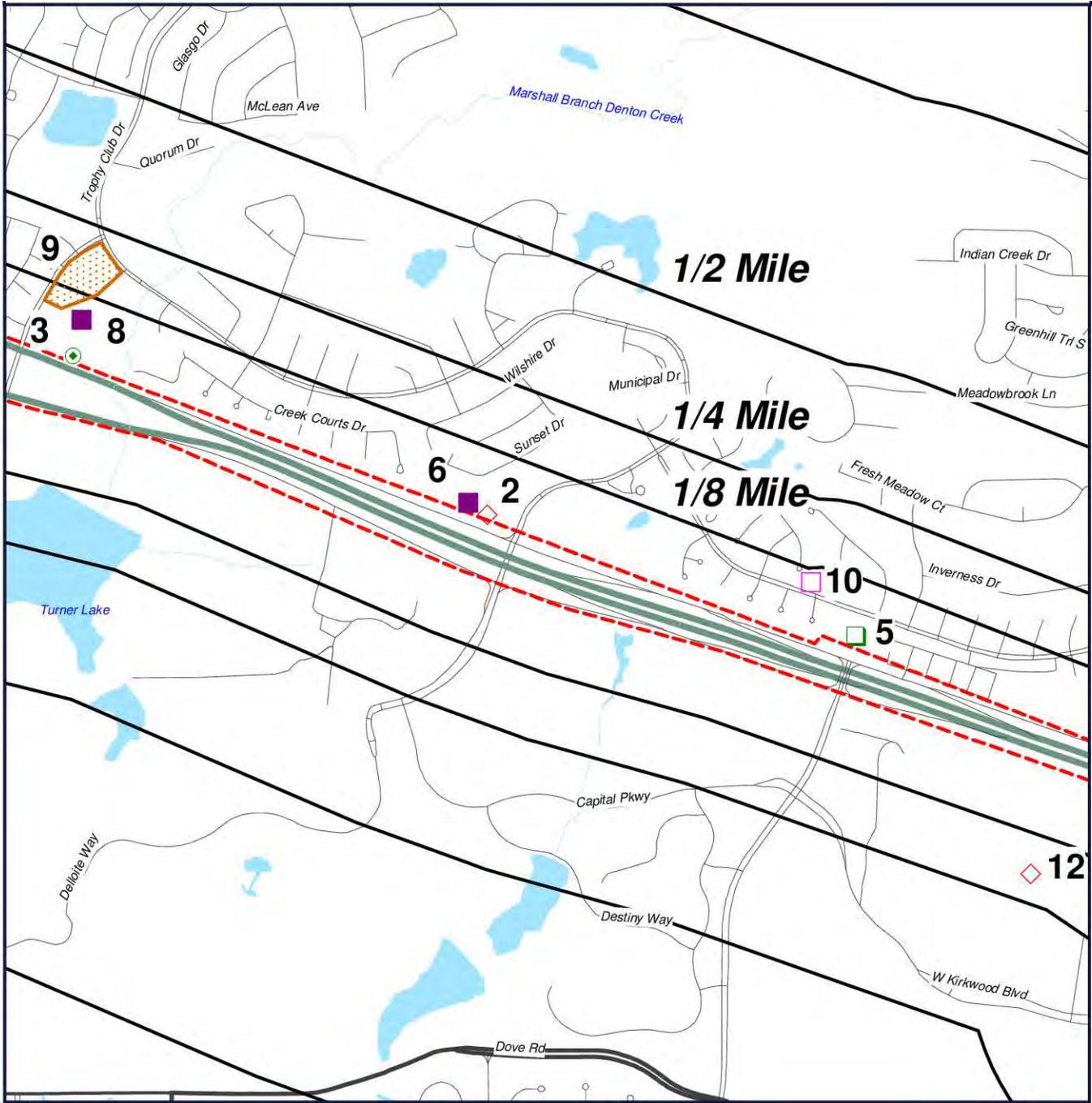
- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST
- RCRANGR06
- IHWCA

**Quadrangle(s): Colleyville  
SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



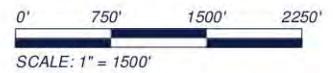
[Click here to access Satellite view](#)

# Radius1K (A) Map



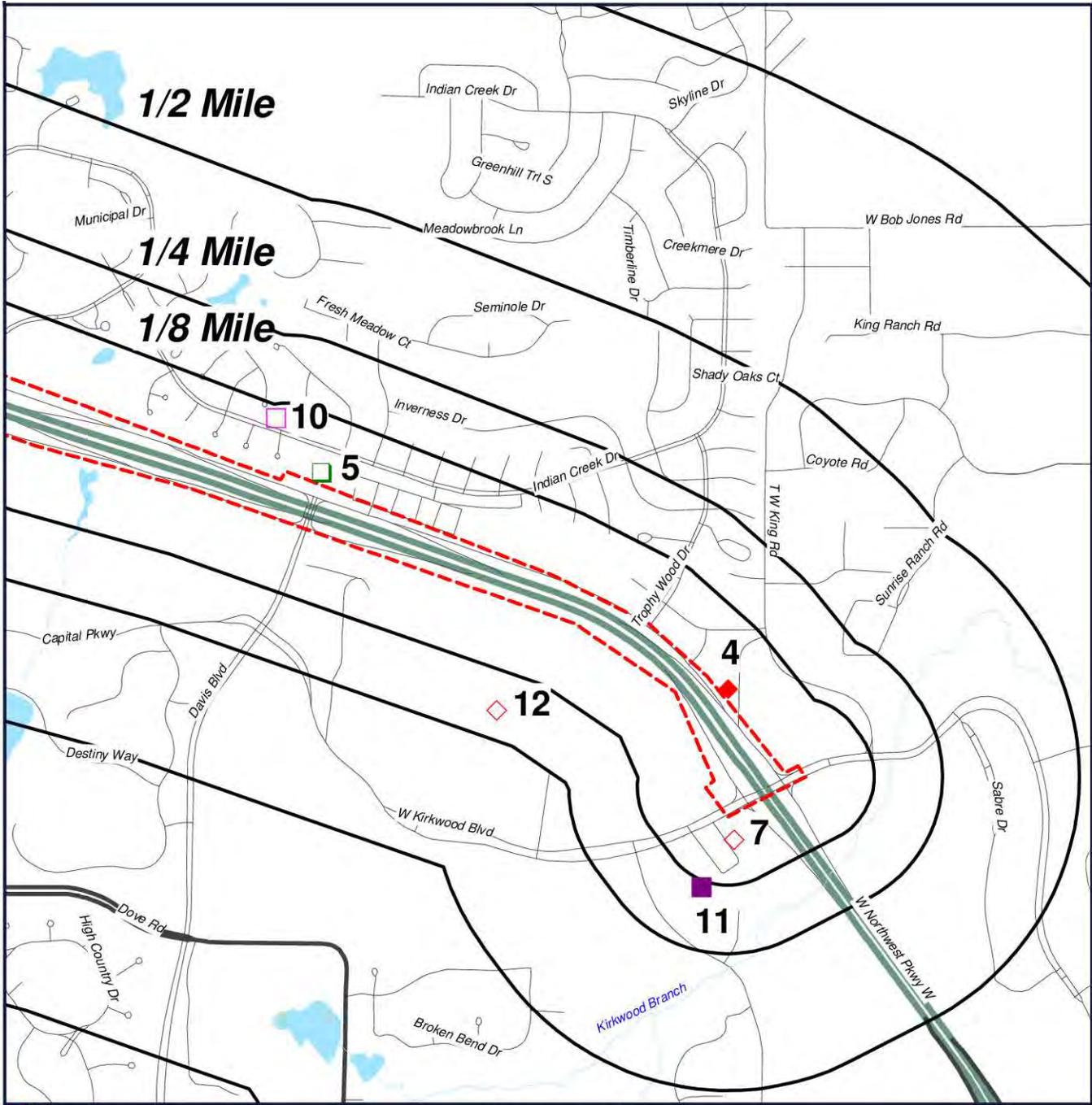
- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST
- RCRANGR06
- IHWCA

**SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



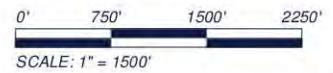
[Click here to access Satellite view](#)

# Radius1K (B) Map



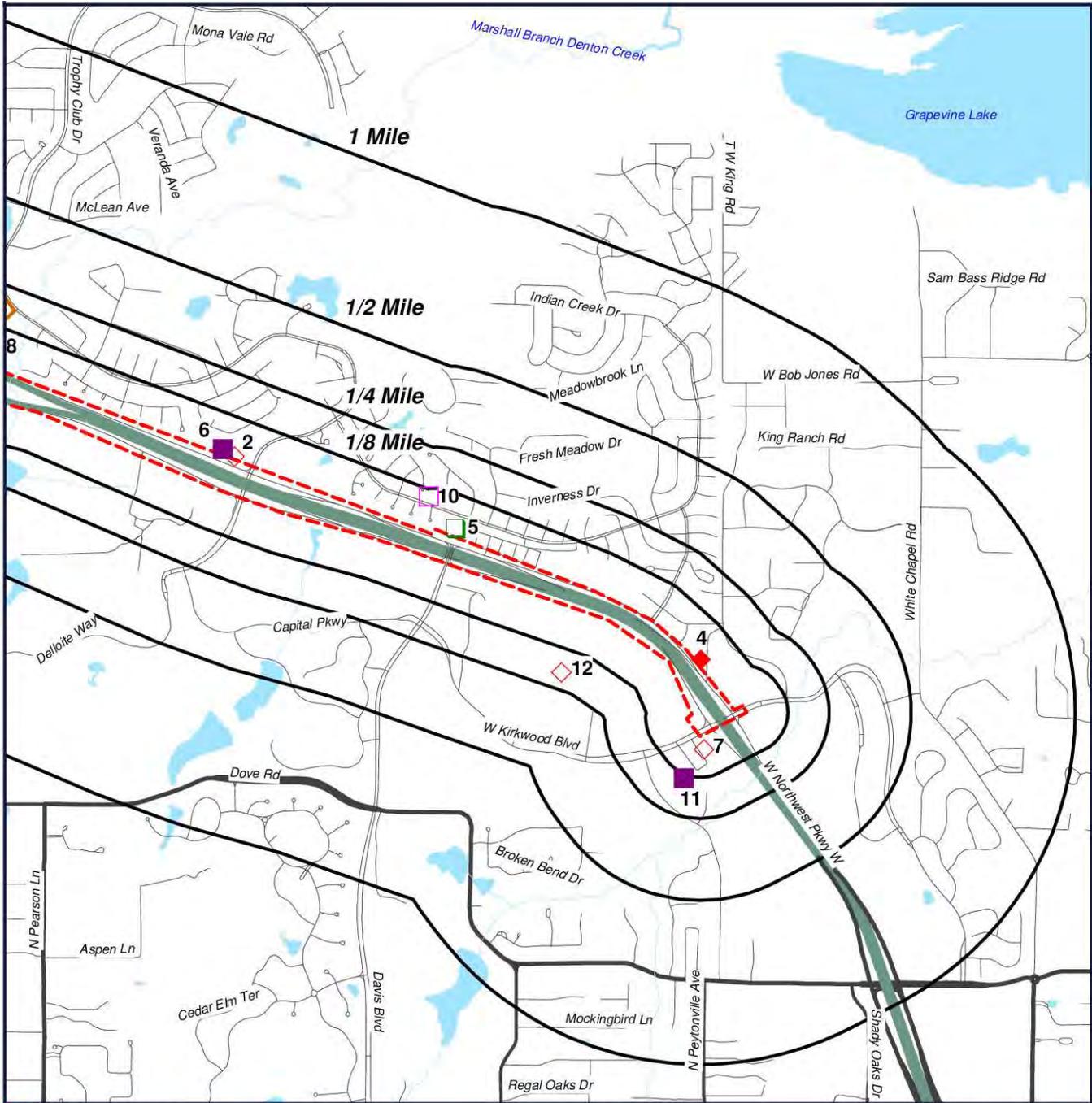
- Target Property (TP)
- SPILLS
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST
- RCRANGR06
- IHWCA

**SH 170 and SH 114**  
**Denton And Tarrant County,**  
**Texas**  
**76262**



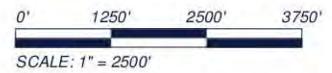
[Click here to access Satellite view](#)

# Radius2K (A) Map



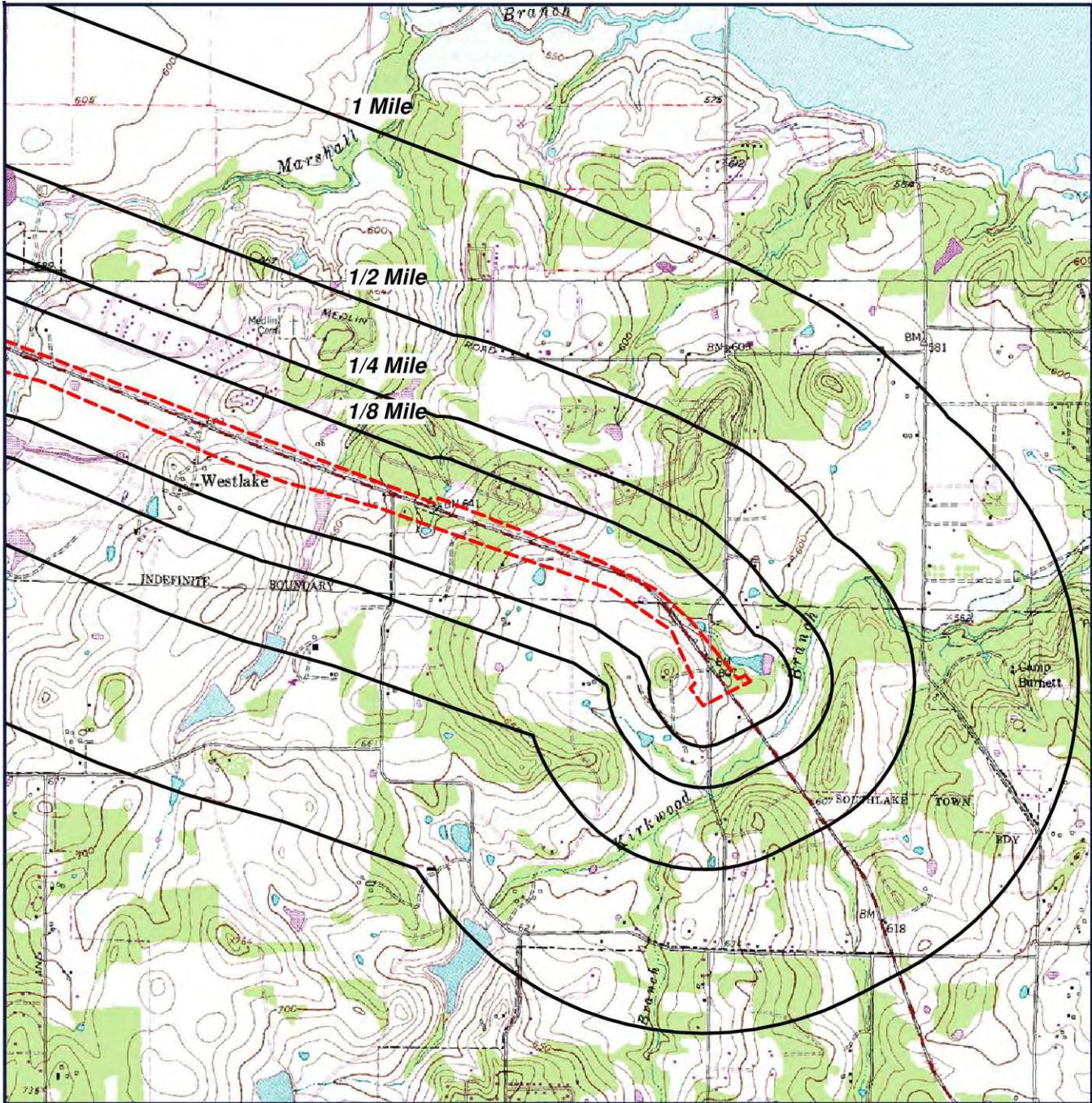
- Target Property (TP)
- SPILLS
- RCRANGR06
- PST
- IHW
- LPST
- FRSTX
- DCR
- RCRAGR06
- PST
- IHWCA

**SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



[Click here to access Satellite view](#)

# Topographic (A) Map



 Target Property (TP)

**Quadrangle(s): Colleyville**  
**Source: USGS, 1981**  
**SH 170 and SH 114**  
**Denton And Tarrant County,**  
**Texas**  
**76262**



0' 1250' 2500' 3750'  
SCALE: 1" = 2500'

[Click here to access Satellite view](#)

## Report Summary of Locatable Sites

Map ID#	Database Name	Site ID#	Distance From Site	Site Name	Address	City, Zip Code	PAGE #
<a href="#">1</a>	SPILLS	2352	0.001 W		INTERSECTON OF HWY 114 AND HWY 170	TROPHY CLUB, 76262	<a href="#">21</a>
<a href="#">2</a>	PST	69516	0.01 NW	7-ELEVEN 32921	2101 E HIGHWAY 114	TROPHY CLUB, 76262	<a href="#">22</a>
<a href="#">2</a>	FRSTX	110033225999	0.01 NW	7 ELEVEN 32921	2101 E HIGHWAY 114	ROANOKE, 76262	<a href="#">27</a>
<a href="#">2</a>	NOV	RN102061603	0.01 NW	7 ELEVEN 32921	2101 E HIGHWAY 114	TROPHY CLUB, 76262	<a href="#">28</a>
<a href="#">3</a>	FRSTX	110037533265	0.02 NW	COMPASS TRUCKING	501 TROPHY LAKE DR STE 314	TROPHY CLUB, 76262	<a href="#">30</a>
<a href="#">3</a>	IHW	88534	0.02 NW	COMPASS TRUCKING	501 TROPHY LAKE DR STE 314	TROPHY CLUB, 76262	<a href="#">31</a>
<a href="#">4</a>	PST	39337	0.02 NW	PARCEL 1 4002 1 3			<a href="#">32</a>
<a href="#">4</a>	LPST	0039337	0.02 NW	STOP N GO 0209	HWY 141 @ T W KING RD	ROANOKE, 76262	<a href="#">36</a>
<a href="#">5</a>	FRSTX	110033822166	0.02 NW	LAKE CITIES CHURCH OF CHRIST	280 INDIAN CREEK DR	TROPHY CLUB, 76262	<a href="#">39</a>
<a href="#">6</a>	FRSTX	110035311025	0.02 NW	POLO CLEANERS	2003 E HIGHWAY 114 STE 390	TROPHY CLUB, 76262	<a href="#">40</a>
<a href="#">6</a>	DCR	RN104960067	0.02 NW	POLO CLEANERS	2003 E HIGHWAY 114 STE 390	TROPHY CLUB, 76262	<a href="#">41</a>
<a href="#">7</a>	PST	86261	0.05 SW	WELLS FARGO WESTLAKE PHONE BANK	9 VILLAGE CIR	WESTLAKE, 76262	<a href="#">42</a>
<a href="#">8</a>	DCR	RN103953352	0.08 NW	TROPHY CLUB CLEANERS	301 TROPHY LAKE DR UNIT 104	TROPHY CLUB, 76262	<a href="#">44</a>
<a href="#">9</a>	RCRAGR06	TXR000082059	0.09 N	TOM THUMB STORE #1789	101 TROPHY LAKE DRIV	TROPHY CLUB, 76262	<a href="#">46</a>
<a href="#">9</a>	PST	86341	0.09 N	TOM THUMB 1789	101 TROPHY LAKE DR	TROPHY CLUB, 76262	<a href="#">48</a>
<a href="#">10</a>	RCRANGR06	TXR000043851	0.1 NW	CADIT CO	1 CYPRESS CT	ROANOKE, 76262	<a href="#">52</a>
<a href="#">11</a>	DCR	RN104097167	0.14 SW	TOWN & COUNTRY CLEANERS	3 VILLAGE CIR STE 110	WESTLAKE, 76262	<a href="#">54</a>
<a href="#">12</a>	PST	70004	0.2 W	SOLANA DATA CENTER	8 CAMPUS CIR STE 400	WESTLAKE, 76262	<a href="#">55</a>
<a href="#">12</a>	PST	82602	0.2 W	DALLAS TECHNOLOGY CENTER	8 CAMPUS CIR STE 300	WESTLAKE, 76262	<a href="#">57</a>
<a href="#">12</a>	PST	68751	0.2 W	WESTLAKE DATA CENTER	8 CAMPUS CIR	WESTLAKE, 76262	<a href="#">61</a>
<a href="#">13</a>	PST	70597	0.22 NW	LOVELY FOOD MART 1	704 E BYRON NELSON BLVD	ROANOKE, 76262	<a href="#">63</a>
<a href="#">14</a>	LPST	0043429	0.42 NW	TEXACO METRO MART	508 HWY 114	ROANOKE, 76262	<a href="#">69</a>
<a href="#">15</a>	IHWCA	31398	0.5 W	FREEDOM OIL PROPERTY	NW CORNER HENRIETTA CREEK & HWY 377		<a href="#">73</a>
<a href="#">15</a>	BF	10931	0.5 W	FREEDOM OIL PROPERTY	ROUTE 2 HENRIETTA CREEK	ROANOKE, 76262	<a href="#">74</a>
<a href="#">15</a>	BSA	G045	0.5 W	FREEDOM OIL PROPERTY	NWC HENRIETTA CREEK RD AND HIGHWAY	ROANOKE, 76262	<a href="#">75</a>

## Spills Listing (SPILLS)

[MAP ID# 1](#)

Distance from Property: 0.00 mi. W

### **INCIDENT INFORMATION**

GEOSEARCH ID: 2352

SPILL DATE: 05/21/02

SPILL LOCATION / COUNTY:

**INTERSECTION OF HWY 114 AND HWY 170 TROPHY CLUB, TX 76262 / TX 76262**

RESPONSIBLE PARTY: **HWY 114 AT HWY 170 TROPHY CLUB**

REGULATED ENTITY #: **RN102333531**

CUSTOMER: **JAM INDUSTRIES**

MATERIAL SPILLED / AMOUNT: **DIESEL FUEL 2-D / 80 GALLONS**

MEDIA: **WASTE**

NATURE: **MUNICIPAL**

WATER BODY: **STORMWATER DRAINAGE**

AIR SOURCE: **TRACTOR TRAILERS (2 OF THEM)**

DISPUTED STATUS: **NOT REPORTED**

DISPUTED DATE: **12/30/99**

INCIDENT STATUS: **CLOSED**

CLASS: **CLOSED**

COMMENTS:

**2 TRACTOR TRAILER ACCIDENT. SADDLE TANKS RUPTURED, RELEASING FUELS TO ROADWAY AND ADJACENT STORMWATER DRAINAGE.**

---

[Back to Report Summary](#)

# Petroleum Storage Tanks (PST)

**MAP ID# 2**

Distance from Property: 0.01 mi. NW

## FACILITY INFORMATION

ID#: 69516  
NAME: 7-ELEVEN 32921  
ADDRESS: 2101 E HIGHWAY 114  
TROPHY CLUB, TX 76262-6668  
COUNTY: TARRANT  
REGION: 4  
TYPE: RETAIL  
BEGIN DATE: 08/31/1987  
STATUS: ACTIVE  
EXEMPT STATUS: NO  
RECORDS OFF-SITE: YES  
NUMBER OF ACTIVE UNDERGROUND TANKS: 2  
NUMBER OF ACTIVE ABOVEGROUND TANKS: 0

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: 04/23/1997  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: 04/03/1997  
SIGNATURE NAME & TITLE: MICHAEL K GARROTT, ENVIRON COMP MGR  
ENFORCEMENT ACTION DATE: NOT REPORTED

## OWNER

OWNER NUMBER: CN600240329  
NAME: 7-ELEVEN INC  
CONTACT ADDRESS: 1722 ROUTH ST STE 1000  
DALLAS TX 75201

TYPE: CORPORATION/COMPANY  
BEGIN DATE: 11/15/2000  
CONTACT ROLE: OWNCON  
CONTACT NAME: SCOTT JOHNSON  
CONTACT TITLE: GAS & ENV COMP MGR  
ORGANIZATION: 7-ELEVEN INC  
PHONE: (847) 6081136 0  
FAX: NOT REPORTED  
EMAIL: NOT REPORTED

## OPERATOR

OPERATOR NUMBER: CN600240329  
NAME: 7-ELEVEN INC  
CONTACT ADDRESS: 1722 ROUTH ST STE 1000  
DALLAS TX 75201

TYPE: CORPORATION/COMPANY  
BEGIN DATE: 11/15/2000  
CONTACT ROLE: OWNOPRCON  
CONTACT NAME: RAYMOND MCNIECE  
CONTACT TITLE: ENV MGR

## CONTACT INFORMATION

NAME: SHANE PARTRIDGE  
TITLE: NOT REPORTED  
ORGANIZATION: 7-ELEVEN 32921  
MAIL ADDRESS: MAILING ADDRESS NOT REPORTED  
CITY NOT REPORTED  
PHONE: (214) 8611277 0

## Petroleum Storage Tanks (PST)

ORGANIZATION: 7-ELEVEN INC

PHONE: (210) 5070913 0

FAX: (972) 8288968 0

EMAIL: NOT REPORTED

### **SELF-CERTIFICATION**

SELF-CERTIFICATION ID: 247090

SIGNATURE DATE: 01/16/2015

SIGNATURE NAME & TITLE: RAYMOND MCNIECE, ENVIRONMENTAL MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 229734

SIGNATURE DATE: 01/06/2014

SIGNATURE NAME & TITLE: RAYMOND MCNIECE, ENVIRONMENTAL MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173703

SIGNATURE DATE: 12/19/2012

SIGNATURE NAME & TITLE: SCOTT T JOHNSON, REGION GAS MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173702

SIGNATURE DATE: 12/18/2011

SIGNATURE NAME & TITLE: SCOTT T JOHNSON, REGION GAS MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173701

SIGNATURE DATE: 01/05/2011

SIGNATURE NAME & TITLE: SCOTT T JOHNSON, REGION GAS MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173700

SIGNATURE DATE: 01/07/2010

SIGNATURE NAME & TITLE: SCOTT T JOHNSON, REGION GAS MGR

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173699

SIGNATURE DATE: 01/05/2009

SIGNATURE NAME & TITLE: SHANE PARTRIDGE, GAS COMPLIANCE MGR.

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173698

SIGNATURE DATE: 12/18/2007

SIGNATURE NAME & TITLE: SHANE PARTRIDGE, GAS COMPLIANCE MGR.

FILING STATUS: RENEWAL

REGISTRATION FLAG: YES

SELF-CERTIFICATION ID: 173697

SIGNATURE DATE: 11/21/2006

## Petroleum Storage Tanks (PST)

SIGNATURE NAME & TITLE: **SHANE PARTRIDGE, GAS & ENV COMP MGR**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173696**

SIGNATURE DATE: **12/12/2005**

SIGNATURE NAME & TITLE: **RON FULENCHEK, GAS & ENV COMP MGR**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173695**

SIGNATURE DATE: **12/10/2004**

SIGNATURE NAME & TITLE: **RON FULENCHEK, ENV COMP MGR**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173694**

SIGNATURE DATE: **11/03/2003**

SIGNATURE NAME & TITLE: **WILLO A SMITH, NOT REPORTED**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173693**

SIGNATURE DATE: **11/14/2002**

SIGNATURE NAME & TITLE: **WILLO A SMITH, REG ENVIRO MGR**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173692**

SIGNATURE DATE: **11/28/2001**

SIGNATURE NAME & TITLE: **WILLO A SMITH, ENVIRONMENTAL MGR**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **173691**

SIGNATURE DATE: **11/17/2000**

SIGNATURE NAME & TITLE: **WILLO A SMITH, ENVIRO MGR**

FILING STATUS: **INITIAL**

REGISTRATION FLAG: **YES**

### **CONSTRUCTION NOTIFICATION**

NOTIFICATION CONSTRUCTION ID: **19658**

APPLICATION RECEIVED DATE: **02/12/2007**

SCHEDULE CONSTRUCTION DATE: **02/08/2007**

GENERAL DESCRIPTION OF PROPOSED CONSTRUCTION:

**NOT REPORTED**

### **UNDERGROUND STORAGE TANK**

TANK ID: **1**

INSTALLATION DATE: **01/07/1997**

TANK CAPACITY (GAL): **15000**

STATUS: **IN USE**

INTERNAL PROTECTION DATE: **NOT REPORTED**

TANK DESIGN SINGLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

NUMBER OF COMPARTMENTS: **1**

REGISTRATION DATE: **04/23/1997**

EMPTY TANK: **NOT EMPTY**

STATUS BEGIN DATE: **01/07/1997**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN DOUBLE WALL: **YES**

PIPE DESIGN DOUBLE WALL: **YES**

# Petroleum Storage Tanks (PST)

## TANK DETAILS

MATERIAL:

**FRP**

CORROSION PROTECTION:

**FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

## COMPARTMENT DETAILS

UST COMPARTMENT ID: **173914**

TANK ID: **1**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **15000**

COMPARTMENT RELEASE DETECTION: **INTERSTITIAL MONITORING WITHIN SECONDARY WALL/JACKET**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT**

**SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE,FLOW RESTRICTOR VALUE,ALARM (SET@<=90%) W3A OR 3B**

## PIPING SYSTEMS

MATERIAL: **NONMETALLIC FLEXIBLE PIPING**

CORROSION PROTECTION: **NONMETALLIC FLEXIBLE PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**INTERSTITIAL MONITORING WITHIN SECONDARY WALL/JACKET,AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **01/07/1997**

REGISTRATION DATE: **04/23/1997**

TANK CAPACITY (GAL): **15000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **01/07/1997**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **YES**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **YES**

## TANK DETAILS

MATERIAL:

**FRP**

CORROSION PROTECTION:

**FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

## Petroleum Storage Tanks (PST)

### TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **173915**

TANK ID: **2**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **15000**

COMPARTMENT RELEASE DETECTION: **INTERSTITIAL MONITORING WITHIN SECONDARY WALL/JACKET**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT**

**SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE,FLOW RESTRICTOR VALVE,ALARM (SET@<=90%) W3A OR 3B**

### PIPING SYSTEMS

MATERIAL: **NONMETALLIC FLEXIBLE PIPING**

CORROSION PROTECTION: **NONMETALLIC FLEXIBLE PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**INTERSTITIAL MONITORING WITHIN SECONDARY WALL/JACKET,AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### ABOVEGROUND STORAGE TANK INFORMATION

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

---

[Back to Report Summary](#)

## Facility Registry System (FRSTX)

[MAP ID# 2](#)

Distance from Property: 0.01 mi. NW

### **FACILITY INFORMATION**

REGISTRY ID: 110033225999

NAME: 7 ELEVEN 32921

LOCATION ADDRESS: 2101 E HIGHWAY 114

ROANOKE, TX 76262-6668

COUNTY: TARRANT

EPA REGION: 06

FEDERAL FACILITY: NOT REPORTED

TRIBAL LAND: NOT REPORTED

ALTERNATIVE NAME/S:

7 ELEVEN 32921

PROGRAM/S LISTED FOR THIS FACILITY

TX-TCEQ ACR - TEXAS COMMISSION ON ENVIRONMENTAL QUALITY - AGENCY CENTRAL REGISTRY

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

NO SIC DATA REPORTED

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

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[Back to Report Summary](#)

## Notice of Violations (NOV)

**MAP ID# 2**

Distance from Property: 0.01 mi. NW

### **SITE INFORMATION**

REFERENCE #: RN102061603  
CUSTOMER #: CN600240329  
NAME: 7 ELEVEN 32921  
ADDRESS: 2101 E HIGHWAY 114  
CITY: TROPHY CLUB  
STATE: TX  
ZIPCODE: 76262-6668  
COUNTY: TARRANT  
BUSINESS: RETAIL  
CONTACT: RON FULENCHEK

### **SITE DETAILS**

VIOLATION ISSUED: 04/13/06  
CATEGORY: MODERATE  
MEDIA: WASTE  
STATUS: A CLEAR DE  
ALLEGATION:  
**FAILURE TO POST OPERATING INSTRUCTIONS CONSPICUOUSLY ON THE FRONT OF EACH DISPENSER EQUIPPED WITH A STAGE II SYSTEM. THESE INSTRUCTIONS SHALL, AT A MINIMUM, INCLUDE: A.**  
RESOLUTION DESCRIPTION:  
**NOT REPORTED**

VIOLATION ISSUED: 04/13/06  
CATEGORY: MODERATE  
MEDIA: WASTE  
STATUS: RESOLVED  
ALLEGATION:  
**FAILURE TO POST OPERATING INSTRUCTIONS CONSPICUOUSLY ON THE FRONT OF EACH DISPENSER EQUIPPED WITH A STAGE II SYSTEM. THESE INSTRUCTIONS SHALL, AT A MINIMUM, INCLUDE: A.**  
RESOLUTION DESCRIPTION:  
**NOT REPORTED**

VIOLATION ISSUED: 04/13/06  
CATEGORY: MODERATE  
MEDIA: WASTE  
STATUS: RESOLVED  
ALLEGATION:  
**FAILURE TO POST OPERATING INSTRUCTIONS CONSPICUOUSLY ON THE FRONT OF EACH DISPENSER EQUIPPED WITH A STAGE II SYSTEM. THESE INSTRUCTIONS SHALL, AT A MINIMUM, INCLUDE: A.**  
RESOLUTION DESCRIPTION:  
**NOT REPORTED**

VIOLATION ISSUED: 04/13/06  
CATEGORY: MODERATE

## ***Notice of Violations (NOV)***

MEDIA: **WASTE**

STATUS: **RESOLVED**

ALLEGATION:

**FAILURE TO POST OPERATING INSTRUCTIONS CONSPICUOUSLY ON THE FRONT OF EACH DISPENSER EQUIPPED WITH A STAGE II SYSTEM. THESE INSTRUCTIONS SHALL, AT A MINIMUM, INCLUDE: A.**

RESOLUTION DESCRIPTION:

**NOT REPORTED**

---

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## Facility Registry System (FRSTX)

**MAP ID# 3**

Distance from Property: 0.02 mi. NW

### **FACILITY INFORMATION**

REGISTRY ID: 110037533265

NAME: **COMPASS TRUCKING**

LOCATION ADDRESS: 501 TROPHY LAKE DR STE 314  
TROPHY CLUB, TX 76262-5239

COUNTY: **DENTON**

EPA REGION: **06**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**COMPASS TRUCKING**

PROGRAM/S LISTED FOR THIS FACILITY

**TX-TCEQ ACR - TEXAS COMMISSION ON ENVIRONMENTAL QUALITY - AGENCY CENTRAL REGISTRY**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**4212 - LOCAL TRUCKING WITHOUT STORAGE**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**484110 - GENERAL FREIGHT TRUCKING, LOCAL.**

---

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## Industrial and Hazardous Waste Sites (IHW)

**MAP ID# 3**

Distance from Property: 0.02 mi. NW

### FACILITY INFORMATION

REGISTRATION#: **88534** EPA ID: **NOT REPORTED**

TNRCC ID #: **122659**

NAME: **COMPASS TRUCKING**

ADDRESS: **501 TROPHY LAKE DR STE 314**

**TROPHY CLUB, TX 76262**

CONTACT: **DIANE HARDEN**

PHONE: **682-4380668**

BUSINESS DESCRIPTION: **TRANSPORTING NON-HAZARDOUS WASTEWATER**

INDUSTRIAL WASTE PERMIT #: **NOT REPORTED**

MUNICIPAL WASTE PERMIT #: **NOT REPORTED**

SIC CODE: **NOT REPORTED**

WASTE GENERATOR: **NO**

WASTE RECEIVER: **NO**

WASTE TRANSPORTER: **YES**

TRANSFER FACILITY: **NO**

MAQUILADORA (MEXICAN FACILITY): **NO**

STATUS: **ACTIVE**

AMOUNT OF WASTE GENERATED: **NOT REPORTED**

GENERATOR TYPE: **NOT REPORTED**

THIS FACILITY IS A NOTIFIER

THIS FACILITY IS NOT A STEERS REPORTER - (STATE OF TEXAS ENVIRONMENTAL ELECTRONIC REPORTING SYSTEM)

THIS FACILITY IS NOT REQUIRED TO SUBMIT AN ANNUAL WASTE SUMMARY REPORT

THIS FACILITY IS NOT INVOLVED IN RECYCLING ACTIVITIES

LAST UPDATE TO TRACS (TCEQ REGULATORY ACTIVITIES AND COMPLIANCE SYSTEM): **05/09/2008**

### ACTIVITIES

ACTIVITY TYPE: **UNKNOWN**

ACTIVITY DESCRIPTION: **NOT REPORTED**

### WASTE

**NO RECORDS**

---

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# Petroleum Storage Tanks (PST)

**MAP ID# 4**

Distance from Property: 0.02 mi. NW

## FACILITY INFORMATION

ID#: 39337  
NAME: PARCEL 1 4002 1 3  
ADDRESS: NOT REPORTED  
NOT REPORTED, TX  
COUNTY: TARRANT  
REGION: 4  
TYPE: FLEET REFUELING  
BEGIN DATE: 08/31/1990  
STATUS: INACTIVE  
EXEMPT STATUS: NO  
RECORDS OFF-SITE: NO  
NUMBER OF ACTIVE UNDERGROUND TANKS: 0  
NUMBER OF ACTIVE ABOVEGROUND TANKS: 0

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: 05/08/1986  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: 05/21/1992  
SIGNATURE NAME & TITLE: KELLY B PRICERT, R O W AGENT  
ENFORCEMENT ACTION DATE: NOT REPORTED

## OWNER

OWNER NUMBER: CN600803456  
NAME: TEXAS DEPARTMENT OF TRANSPORTATION  
CONTACT ADDRESS: OWNER ADDRESS NOT REPORTED  
CITY NOT REPORTED

TYPE: STATE GOVERNMENT  
BEGIN DATE: 09/01/1990  
CONTACT ROLE: NOT REPORTED  
CONTACT NAME: NOT REPORTED  
CONTACT TITLE: NOT REPORTED  
ORGANIZATION: NOT REPORTED  
PHONE: NOT REPORTED  
FAX: NOT REPORTED  
EMAIL: NOT REPORTED

OWNER NUMBER: CN603915554  
NAME: TEXAS DEPARTMENT OF TRANSPORTATION  
CONTACT ADDRESS: OWNER ADDRESS NOT REPORTED  
CITY NOT REPORTED

TYPE: OTHER  
BEGIN DATE: 09/01/1990  
CONTACT ROLE: NOT REPORTED  
CONTACT NAME: NOT REPORTED  
CONTACT TITLE: NOT REPORTED  
ORGANIZATION: NOT REPORTED  
PHONE: NOT REPORTED

## CONTACT INFORMATION

NAME: NOT REPORTED  
TITLE: NOT REPORTED  
ORGANIZATION: NOT REPORTED  
MAIL ADDRESS: MAILING ADDRESS NOT REPORTED  
CITY NOT REPORTED  
PHONE: NOT REPORTED

# Petroleum Storage Tanks (PST)

FAX: **NOT REPORTED**

EMAIL: **NOT REPORTED**

## OPERATOR

**NO OPERATOR INFORMATION REPORTED**

## SELF-CERTIFICATION

**-NO SELF-CERTIFICATION INFORMATION REPORTED-**

## CONSTRUCTION NOTIFICATION

**NO CONSTRUCTION NOTIFICATION DATA REPORTED FOR THIS FACILITY**

## UNDERGROUND STORAGE TANK

TANK ID: 1

NUMBER OF COMPARTMENTS: 1

INSTALLATION DATE: **01/01/1983**

REGISTRATION DATE: **05/08/1986**

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/16/1992**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

## TANK DETAILS

MATERIAL:

**FRP**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

## COMPARTMENT DETAILS

UST COMPARTMENT ID: **108704**

TANK ID: 1

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

## PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**NOT REPORTED**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

## Petroleum Storage Tanks (PST)

TANK ID: 2  
INSTALLATION DATE: 01/01/1983  
TANK CAPACITY (GAL): 10000  
STATUS: **REMOVED FROM GROUND**  
INTERNAL PROTECTION DATE: **NOT REPORTED**  
TANK DESIGN SINGLE WALL: **NO**  
PIPE DESIGN SINGLE WALL: **NO**

NUMBER OF COMPARTMENTS: 1  
REGISTRATION DATE: 05/08/1986  
EMPTY TANK: **EMPTY**  
STATUS BEGIN DATE: 11/16/1992  
REGULATORY STATUS: **FULLY REGULATED**  
TANK DESIGN DOUBLE WALL: **NO**  
PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

MATERIAL:

**FRP**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **108706**

TANK ID: 2

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**NOT REPORTED**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: 3  
INSTALLATION DATE: 01/01/1983  
TANK CAPACITY (GAL): 10000  
STATUS: **REMOVED FROM GROUND**  
INTERNAL PROTECTION DATE: **NOT REPORTED**  
TANK DESIGN SINGLE WALL: **NO**  
PIPE DESIGN SINGLE WALL: **NO**

NUMBER OF COMPARTMENTS: 1  
REGISTRATION DATE: 05/08/1986  
EMPTY TANK: **EMPTY**  
STATUS BEGIN DATE: 11/16/1992  
REGULATORY STATUS: **FULLY REGULATED**  
TANK DESIGN DOUBLE WALL: **NO**  
PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

## Petroleum Storage Tanks (PST)

MATERIAL:

**FRP**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

**COMPARTMENT DETAILS**

UST COMPARTMENT ID: **108705**

TANK ID: **3**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

**PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**NOT REPORTED**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

**ABOVEGROUND STORAGE TANK INFORMATION**

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

---

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# Leaking Petroleum Storage Tanks (LPST)

MAP ID# 4

Distance from Property: 0.02 mi. NW

## FACILITY INFORMATION

Geosearch ID: 0039337  
FACILITY ID: 0039337  
NAME: STOP N GO 0209  
ADDRESS: HWY 141 @ T W KING RD  
ROANOKE, TX 76262

## FACILITY DETAILS

LPST ID#: 091237  
NAME: STOP N GO 0209  
FACILITY LOCATION: HWY 141 @ T W KING RD  
PRIORITY CODE: (3.1) GROUNDWATER IMPACT, PUBLIC/DOMESTIC WATER SUPPLY WELL W/IN 0.25 -0.5 MILES  
STATUS CODE: (6A) FINAL CONCURRENCE ISSUED, CASE CLOSED  
REPORTED DATE: 2/3/1987  
ENTERED DATE: 2/3/1987

## PRP INFORMATION

NAME: NATIONAL CONVENIENCE STORES  
ADDRESS: PO BOX 758  
HOUSTON TX 77001  
CONTACT: JOHN WILLRODT  
PHONE: 713/863-2318

## UNDERGROUND STORAGE TANK

TANK ID: 1	NUMBER OF COMPARTMENTS: 1
INSTALLATION DATE: 01/01/1983	REGISTRATION DATE: 05/08/1986
TANK CAPACITY (GAL): 10000	EMPTY TANK: EMPTY
STATUS: REMOVED FROM GROUND	STATUS BEGIN DATE: 11/16/1992
INTERNAL PROTECTION DATE: NOT REPORTED	REGULATORY STATUS: FULLY REGULATED
TANK DESIGN SINGLE WALL: NO	TANK DESIGN DOUBLE WALL: NO
PIPE DESIGN SINGLE WALL: NO	PIPE DESIGN DOUBLE WALL: NO

## TANK DETAILS

MATERIAL:

FRP

CORROSION PROTECTION:

NOT REPORTED

EXTERNAL CONTAINMENT:

NOT REPORTED

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: NO

CORROSION PROTECTION VARIANCE: NO VARIANCE

## COMPARTMENT DETAILS

UST COMPARTMENT ID: 108704

TANK ID: 1

COMPARTMENT LETTER: A

## Leaking Petroleum Storage Tanks (LPST)

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **NOT REPORTED**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **01/01/1983**

REGISTRATION DATE: **05/08/1986**

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/16/1992**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

### **TANK DETAILS**

MATERIAL:

**FRP**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **COMPARTMENT DETAILS**

UST COMPARTMENT ID: **108706**

TANK ID: **2**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

## Leaking Petroleum Storage Tanks (LPST)

### NOT REPORTED

CORROSION PROTECTION: **NOT REPORTED**

#### PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **3**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **01/01/1983**

REGISTRATION DATE: **05/08/1986**

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/16/1992**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

MATERIAL:

**FRP**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

#### TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **108705**

TANK ID: **3**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **NOT REPORTED**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **NOT REPORTED**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **NOT REPORTED**

EXTERNAL CONTAINMENT: **NOT REPORTED**

#### CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **NOT REPORTED**

#### PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### ABOVEGROUND STORAGE TANK INFORMATION

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

---

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## Facility Registry System (FRSTX)

**MAP ID# 5**

Distance from Property: 0.02 mi. NW

### **FACILITY INFORMATION**

REGISTRY ID: 110033822166

NAME: LAKE CITIES CHURCH OF CHRIST

LOCATION ADDRESS: 280 INDIAN CREEK DR  
TROPHY CLUB, TX 76262-5547

COUNTY: DENTON

EPA REGION: 06

FEDERAL FACILITY: NOT REPORTED

TRIBAL LAND: NOT REPORTED

ALTERNATIVE NAME/S:

LAKE CITIES CHURCH OF CHRIST

PROGRAM/S LISTED FOR THIS FACILITY

TX-TCEQ ACR - TEXAS COMMISSION ON ENVIRONMENTAL QUALITY - AGENCY CENTRAL REGISTRY

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

1542 - GENERAL CONTRACTORS-NONRESIDENTIAL BUILDINGS, OTHER THAN INDUSTRIAL BUILDINGS AND WAREHOUSES

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

---

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## Facility Registry System (FRSTX)

**MAP ID# 6**

Distance from Property: 0.02 mi. NW

### **FACILITY INFORMATION**

REGISTRY ID: 110035311025

NAME: **POLO CLEANERS**

LOCATION ADDRESS: **2003 E HIGHWAY 114 STE 390**  
**TROPHY CLUB, TX 76262-6607**

COUNTY: **DENTON**

EPA REGION: **06**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**POLO CLEANERS**

PROGRAM/S LISTED FOR THIS FACILITY

**TX-TCEQ ACR - TEXAS COMMISSION ON ENVIRONMENTAL QUALITY - AGENCY CENTRAL REGISTRY**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**NO SIC DATA REPORTED**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**812320 - DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED).**

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## Dry Cleaner Registration Database (DCR)

**MAP ID# 6**

Distance from Property: 0.02 mi. NW

### **FACILITY INFORMATION**

REGISTRATION #: **RN104960067**

CUSTOMER #: **NOT REPORTED**

NAME: **POLO CLEANERS**

ADDRESS: **2003 E HIGHWAY 114 STE 390  
TROPHY CLUB, TX 76262**

ACCOUNT NUMBER: **NOT REPORTED**

PRINCIPAL NAME: **NOT REPORTED**

PHONE NUMBER: **NOT REPORTED**

SITE TYPE: **DROP STATION REGISTRATION**

FISCAL YEAR: **FY2007**

SOLVENT: **NOT REPORTED**

QUANTITY: **NOT REPORTED**

FISCAL YEAR: **FY2006**

SOLVENT: **NOT REPORTED**

QUANTITY: **NOT REPORTED**

FISCAL YEAR: **FY2005**

SOLVENT: **NOT REPORTED**

QUANTITY: **NOT REPORTED**

---

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# Petroleum Storage Tanks (PST)

**MAP ID# 7**

Distance from Property: 0.05 mi. SW

## FACILITY INFORMATION

ID#: **86261**  
NAME: **WELLS FARGO WESTLAKE PHONE BANK**  
ADDRESS: **9 VILLAGE CIR**  
**WESTLAKE, TX 76262-5917**  
COUNTY: **TRAVIS**  
REGION: **11**  
TYPE: **EMERGENCY GENERATOR**  
BEGIN DATE: **01/17/2012**  
STATUS: **ACTIVE**  
EXEMPT STATUS: **NO**  
RECORDS OFF-SITE: **YES**  
NUMBER OF ACTIVE UNDERGROUND TANKS: **NOT REPORTED**  
NUMBER OF ACTIVE ABOVEGROUND TANKS: **1**

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: **08/16/2013**  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: **08/16/2013**  
SIGNATURE NAME & TITLE: **MIKE WILBUR, NOT REPORTED**  
ENFORCEMENT ACTION DATE: **NOT REPORTED**

## OWNER

OWNER NUMBER: **CN600133110**  
NAME: **WELLS FARGO BANK NA**  
CONTACT ADDRESS: **2975 REGENT BLVD**  
**IRVING TX 75063**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **01/17/2012**  
CONTACT ROLE: **OWNCON**  
CONTACT NAME: **MIKE WILEMAN**  
CONTACT TITLE: **NOT REPORTED**  
ORGANIZATION: **WELLS FARGO BANK NA**  
PHONE: **(972) 5797911 0**  
FAX: **NOT REPORTED**  
EMAIL: **NOT REPORTED**

## OPERATOR

OPERATOR NUMBER: **CN600133110**  
NAME: **WELLS FARGO BANK NA**  
CONTACT ADDRESS: **2975 REGENT BLVD**  
**IRVING TX 75063**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **01/17/2012**  
CONTACT ROLE: **OPRCON**  
CONTACT NAME: **MIKE WILEMAN**  
CONTACT TITLE: **NOT REPORTED**

## CONTACT INFORMATION

NAME: **MIKE WILBUR**  
TITLE: **NOT REPORTED**  
ORGANIZATION: **WELLS FARGO BANK NA**  
MAIL ADDRESS: **9 VILLAGE CIR**  
**WESTLAKE TX 76262**  
PHONE: **(940) 3957659 0**

## Petroleum Storage Tanks (PST)

ORGANIZATION: **WELLS FARGO BANK NA**

PHONE: **(214) 5994359 0**

FAX: **NOT REPORTED**

EMAIL: **NOT REPORTED**

### **SELF-CERTIFICATION**

**-NO SELF-CERTIFICATION INFORMATION REPORTED-**

### **CONSTRUCTION NOTIFICATION**

**NO CONSTRUCTION NOTIFICATION DATA REPORTED FOR THIS FACILITY**

### **UNDERGROUND STORAGE TANK**

**NO UNDERGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

### **ABOVEGROUND STORAGE TANK INFORMATION**

AST ID #: **218837**      MULTIPLE COMPARTMENT FLAG: **NO**

TANK ID: **1**      REGISTRATION DATE: **08/16/2013**

INSTALLATION DATE: **01/17/2012**      STATUS BEGIN DATE: **01/17/2012**

TANK CAPACITY (GAL): **1500**      REGULATORY STATUS: **FULLY REGULATED**

STATUS: **IN USE**      SUBSTANCES: **DIESEL**

### **MATERIAL OF CONSTRUCTION**

STEEL: **NO**      CORRUGATED METAL: **NO**

FIBERGLASS: **NO**      CONCRETE: **NO**

ALUMINIUM: **NO**

### **CONTAINMENT**

EARTHEN DIKE: **NO**      CONCRETE: **NO**

CONTAINMENT LINER: **NO**      NONE: **NO**

STAGE I VAPOR RECOVERY: **NOT REPORTED**

STAGE I INSTALLATION DATE: **NOT REPORTED**

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# Dry Cleaner Registration Database (DCR)

**MAP ID# 8**

Distance from Property: 0.08 mi. NW

## **FACILITY INFORMATION**

REGISTRATION #: RN103953352  
CUSTOMER #: CN602902785  
NAME: TROPHY CLUB CLEANERS  
ADDRESS: 301 TROPHY LAKE DR UNIT 104  
TROPHY CLUB, TX 76262  
ACCOUNT NUMBER: 24003159  
PRINCIPAL NAME: H2C INC  
PHONE NUMBER: 469-7672577  
SITE TYPE: FACILITY REGISTRATION  
FISCAL YEAR: FY2015  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2014  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2013  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2012  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2011  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2010  
SOLVENT: PETROLEUM  
QUANTITY: 70 GALLONS

FISCAL YEAR: FY2009  
SOLVENT: PETROLEUM  
QUANTITY: 240 GALLONS

FISCAL YEAR: FY2008  
SOLVENT: PETROLEUM  
QUANTITY: 240 GALLONS

FISCAL YEAR: FY2007  
SOLVENT: PETROLEUM

## Dry Cleaner Registration Database (DCR)

QUANTITY: **220 GALLONS**

FISCAL YEAR: **FY2006**

SOLVENT: **PETROLEUM**

QUANTITY: **180 GALLONS**

FISCAL YEAR: **FY2005**

SOLVENT: **PETROLEUM**

QUANTITY: **0 GALLONS**

FISCAL YEAR: **FY2004**

SOLVENT: **NOT REPORTED**

QUANTITY: **NOT REPORTED**

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# Resource Conservation & Recovery Act - Generator Facilities (RCRAGR06)

MAP ID# 9

Distance from Property: 0.09 mi. N

## FACILITY INFORMATION

EPA ID#: TXR000082059

OWNER TYPE: PRIVATE

NAME: TOM THUMB STORE #1789

OWNER NAME: TROPHY CLUB 12 LLC

ADDRESS: 101 TROPHY LAKE DRIV

OPERATOR TYPE: PRIVATE

TROPHY CLUB, TX 76262

OPERATOR NAME: TOM THUMB

CONTACT NAME: KEITH B POWERS

CONTACT ADDRESS: 5918 STONERIDGE MALL ROD

PLEASANTON CA 94588

CONTACT PHONE: 925-226-5655

NON-NOTIFIER: E - INITIALLY A NON-NOTIFIER, SUBSEQUENTLY DETERMINED TO BE EXEMPT FROM REQUIREMENTS TO NOTIFY.

DATE RECEIVED BY AGENCY: 10/03/2014

## CERTIFICATION

CERTIFICATION NAME:

CERTIFICATION TITLE:

CERTIFICATION SIGNED DATE:

KEITH B POWERS

ENV. COMPLIANCE MGR

08/20/2014

## INDUSTRY CLASSIFICATION (NAICS)

445110 - SUPERMARKETS AND OTHER GROCERY (EXCEPT CONVENIENCE) STORES

## SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)

DATE RECEIVED BY AGENCY: 10/03/2014

NAME: TOM THUMB STORE #1789

GENERATOR CLASSIFICATION: LARGE QUANTITY GENERATOR

## CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR** LAST UPDATED DATE: 04/14/2015

SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**

TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**

TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**

NON TDSFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**

CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**

UNDERGROUND INJECTION: **NO**

MIXED WASTE GENERATOR: **NO**

UNIVERSAL WASTE DESTINATION FACILITY: **NO**

RECYCLER: **NO**

TRANSFER FACILITY: **NO**

TRANSPORTER: **NO**

USED OIL FUEL BURNER: **NO**

ONSITE BURNER EXEMPTION: **NO**

USED OIL PROCESSOR: **NO**

FURNACE EXEMPTION: **NO**

USED OIL FUEL MARKETER TO BURNER: **NO**

USED OIL REFINER: **NO**

SPECIFICATION USED OIL MARKETER: **NO**

USED OIL TRANSFER FACILITY: **NO**

USED OIL TRANSPORTER: **NO**

## COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS - **NO EVALUATIONS REPORTED** -

VIOLATIONS - **NO VIOLATIONS REPORTED** -

ENFORCEMENTS - **NO ENFORCEMENTS REPORTED** -

## HAZARDOUS WASTE

**Resource Conservation & Recovery Act - Generator Facilities  
(RCRAGR06)**

D001      IGNITABLE WASTE  
D002      CORROSIVE WASTE  
P075      NICOTINE, & SALTS  
P075      PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

UNIVERSAL WASTE      - NO UNIVERSAL WASTE REPORTED -

CORRECTIVE ACTION AREA      - NO CORRECTIVE ACTION AREA INFORMATION REPORTED -

CORRECTIVE ACTION EVENT      - NO CORRECTIVE ACTION EVENT REPORTED -

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# Petroleum Storage Tanks (PST)

MAP ID# 9

Distance from Property: 0.09 mi. N

## FACILITY INFORMATION

ID#: 86341  
NAME: TOM THUMB 1789  
ADDRESS: 101 TROPHY LAKE DR  
TROPHY CLUB, TX 76262-5233  
COUNTY: DENTON  
REGION: 4  
TYPE: RETAIL  
BEGIN DATE: 11/20/2013  
STATUS: ACTIVE  
EXEMPT STATUS: NO  
RECORDS OFF-SITE: NO  
NUMBER OF ACTIVE UNDERGROUND TANKS: 2  
NUMBER OF ACTIVE ABOVEGROUND TANKS: NOT REPORTED

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: 03/14/2014  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: 03/11/2014  
SIGNATURE NAME & TITLE: LYNN BRANECKY, NOT REPORTED  
ENFORCEMENT ACTION DATE: NOT REPORTED

## OWNER

OWNER NUMBER: CN601213366  
NAME: RANDALLS FOOD & DRUGS LP  
CONTACT ADDRESS: 3663 BRIARPARK DR  
HOUSTON TX 77042  
TYPE: PARTNERSHIP  
BEGIN DATE: 09/12/2013  
CONTACT ROLE: OWNOPRCON  
CONTACT NAME: LYNN BRANECKY  
CONTACT TITLE: NOT REPORTED  
ORGANIZATION: RANDALLS FOOD & DRUGS LP  
PHONE: (713) 4352379 0  
FAX: NOT REPORTED  
EMAIL: NOT REPORTED

## OPERATOR

OPERATOR NUMBER: CN601213366  
NAME: RANDALLS FOOD & DRUGS LP  
CONTACT ADDRESS: 3663 BRIARPARK DR  
HOUSTON TX 77042  
TYPE: PARTNERSHIP  
BEGIN DATE: 09/12/2013  
CONTACT ROLE: OPRCON  
CONTACT NAME: BRIAN BRAATEN  
CONTACT TITLE: NOT REPORTED

## CONTACT INFORMATION

NAME: NOT REPORTED  
TITLE: NOT REPORTED  
ORGANIZATION: NOT REPORTED  
MAIL ADDRESS: MAILING ADDRESS NOT REPORTED  
CITY NOT REPORTED  
PHONE: NOT REPORTED

## Petroleum Storage Tanks (PST)

ORGANIZATION: **RANDALLS FOOD & DRUGS LP**

PHONE: **(713) 2683661 0**

FAX: **(713) 2683601 0**

EMAIL: **MARK.PALMER@SAFEWAY.COM**

### **SELF-CERTIFICATION**

SELF-CERTIFICATION ID: **233813**

SIGNATURE DATE: **03/11/2014**

SIGNATURE NAME & TITLE: **LYNN BRANECKY, FUEL OPS MANAGER**

FILING STATUS: **INITIAL**

REGISTRATION FLAG: **YES**

### **CONSTRUCTION NOTIFICATION**

NOTIFICATION CONSTRUCTION ID: **24673**

APPLICATION RECEIVED DATE: **09/12/2013**

SCHEDULE CONSTRUCTION DATE: **09/26/2013**

GENERAL DESCRIPTION OF PROPOSED CONSTRUCTION:

**NEW INSTALLATION OF UST TANKS, PIPING, DISPENSERS AND MONITORING EQUIPMENT.**

### **UNDERGROUND STORAGE TANK**

TANK ID: **1**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **11/20/2013**

REGISTRATION DATE: **03/14/2014**

TANK CAPACITY (GAL): **20000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **11/20/2013**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **YES**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **YES**

### **TANK DETAILS**

MATERIAL:

**COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **COMPARTMENT DETAILS**

UST COMPARTMENT ID: **186933**

TANK ID: **1**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **20000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT**

**SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **EXTERNAL DIELECTRIC COATING/LAMINATE/TAPE/WRAP,FRP TANK OR PIPING**

## Petroleum Storage Tanks (PST)

(NONCORRODIBLE),NONMETALLIC FLEXIBLE PIPING (NONCORRODIBLE)

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**MONTHLY PIPING TIGHTNESS TEST (@ 0.2 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **2**

INSTALLATION DATE: **11/20/2013**

REGISTRATION DATE: **03/14/2014**

TANK CAPACITY (GAL): **20000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **11/20/2013**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **NO**

TANK DESIGN DOUBLE WALL: **YES**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **YES**

### TANK DETAILS

MATERIAL:

**COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **186934**

TANK ID: **2**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT**

**SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **EXTERNAL DIELECTRIC COATING/LAMINATE/TAPE/WRAP,FRP TANK OR PIPING**

(NONCORRODIBLE),NONMETALLIC FLEXIBLE PIPING (NONCORRODIBLE)

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**MONTHLY PIPING TIGHTNESS TEST (@ 0.2 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

## Petroleum Storage Tanks (PST)

CORROSION PROTECTION COMPLIANCE FLAG: **YES**  
CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: <b>2</b>	NUMBER OF COMPARTMENTS: <b>2</b>
INSTALLATION DATE: <b>11/20/2013</b>	REGISTRATION DATE: <b>03/14/2014</b>
TANK CAPACITY (GAL): <b>20000</b>	EMPTY TANK: <b>NOT EMPTY</b>
STATUS: <b>IN USE</b>	STATUS BEGIN DATE: <b>11/20/2013</b>
INTERNAL PROTECTION DATE: <b>NOT REPORTED</b>	REGULATORY STATUS: <b>FULLY REGULATED</b>
TANK DESIGN SINGLE WALL: <b>NO</b>	TANK DESIGN DOUBLE WALL: <b>YES</b>
PIPE DESIGN SINGLE WALL: <b>NO</b>	PIPE DESIGN DOUBLE WALL: <b>YES</b>

### TANK DETAILS

MATERIAL:

#### **COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

### TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**  
CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **186935**

TANK ID: **2**

COMPARTMENT LETTER: **B**

SUBSTANCES: **DIESEL**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT  
SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **EXTERNAL DIELECTRIC COATING/LAMINATE/TAPE/WRAP,FRP TANK OR PIPING  
(NONCORRODIBLE),NONMETALLIC FLEXIBLE PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

### CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**MONTHLY PIPING TIGHTNESS TEST (@ 0.2 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

### PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**  
CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### ABOVEGROUND STORAGE TANK INFORMATION

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

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**Resource Conservation & Recovery Act - Non-Generator Facilities  
(RCRANGR06)**

**MAP ID# 10**

Distance from Property: 0.10 mi. NW

**FACILITY INFORMATION**

EPA ID#: TXR000043851

NAME: CADIT CO

ADDRESS: 1 CYPRESS CT

ROANOKE, TX 76262

OWNER TYPE: PRIVATE

OWNER NAME: UNKNOWN

OPERATOR TYPE: NOT REPORTED

OPERATOR NAME: NOT REPORTED

CONTACT NAME: NOT REPORTED

CONTACT ADDRESS: 1 CYPRESS CT

ROANOKE TX 76262

CONTACT PHONE: NOT REPORTED

NON-NOTIFIER: E - INITIALLY A NON-NOTIFIER, SUBSEQUENTLY DETERMINED TO BE EXEMPT FROM REQUIREMENTS TO NOTIFY.

DATE RECEIVED BY AGENCY: 09/07/2001

CERTIFICATION - NO CERTIFICATION REPORTED -

INDUSTRY CLASSIFICATION (NAICS) - NO NAICS INFORMATION REPORTED -

SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)

DATE RECEIVED BY AGENCY: 09/07/2001

NAME: CADIT CO

GENERATOR CLASSIFICATION: NOT A GENERATOR

**CURRENT ACTIVITY INFORMATION**

GENERATOR STATUS: NOT A GENERATOR LAST UPDATED DATE: 04/14/2015

SUBJECT TO CORRECTIVE ACTION UNIVERSE: NO

TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: NO

TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: NO

NON TDSFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: NO

CORRECTIVE ACTION WORKLOAD UNIVERSE: NO

IMPORTER: NO

UNDERGROUND INJECTION: NO

MIXED WASTE GENERATOR: NO

UNIVERSAL WASTE DESTINATION FACILITY: NO

RECYCLER: NO

TRANSFER FACILITY: NO

TRANSPORTER: NO

USED OIL FUEL BURNER: NO

ONSITE BURNER EXEMPTION: NO

USED OIL PROCESSOR: NO

FURNACE EXEMPTION: NO

USED OIL FUEL MARKETER TO BURNER: NO

USED OIL REFINER: NO

SPECIFICATION USED OIL MARKETER: NO

USED OIL TRANSFER FACILITY: NO

USED OIL TRANSPORTER: NO

**COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION**

EVALUATIONS - NO EVALUATIONS REPORTED -

VIOLATIONS - NO VIOLATIONS REPORTED -

ENFORCEMENTS - NO ENFORCEMENTS REPORTED -

**HAZARDOUS WASTE**

- NO HAZARDOUS WASTE INFORMATION REPORTED -

UNIVERSAL WASTE - NO UNIVERSAL WASTE REPORTED -

**Resource Conservation & Recovery Act - Non-Generator Facilities  
(RCRANGR06)**

CORRECTIVE ACTION AREA - NO CORRECTIVE ACTION AREA INFORMATION REPORTED -

CORRECTIVE ACTION EVENT - NO CORRECTIVE ACTION EVENT REPORTED -

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## Dry Cleaner Registration Database (DCR)

[MAP ID# 11](#)

Distance from Property: 0.14 mi. SW

### **FACILITY INFORMATION**

REGISTRATION #: RN104097167

CUSTOMER #: CN602522302

NAME: TOWN & COUNTRY CLEANERS

ADDRESS: 3 VILLAGE CIR STE 110  
WESTLAKE, TX 76262

ACCOUNT NUMBER: 24001832

PRINCIPAL NAME: FATIMID PARTNERS LP

PHONE NUMBER: NOT REPORTED

SITE TYPE: DROP STATION REGISTRATION

FISCAL YEAR: FY2004

SOLVENT: NOT REPORTED

QUANTITY: NOT REPORTED

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# Petroleum Storage Tanks (PST)

**MAP ID# 12**

Distance from Property: 0.20 mi. W

## FACILITY INFORMATION

ID#: **70004**  
NAME: **SOLANA DATA CENTER**  
ADDRESS: **8 CAMPUS CIR STE 400**  
**WESTLAKE, TX 76262-8288**  
COUNTY: **DENTON**  
REGION: **4**  
TYPE: **NOT REPORTED**  
BEGIN DATE: **08/31/1987**  
STATUS: **INACTIVE**  
EXEMPT STATUS: **NO**  
RECORDS OFF-SITE: **NO**  
NUMBER OF ACTIVE UNDERGROUND TANKS: **0**  
NUMBER OF ACTIVE ABOVEGROUND TANKS: **0**

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: **09/29/1997**  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: **09/24/1997**  
SIGNATURE NAME & TITLE: **WARREN L CARLEY, FAC MGR**  
ENFORCEMENT ACTION DATE: **NOT REPORTED**

## OWNER

OWNER NUMBER: **CN602557183**  
NAME: **CITICORP NORTH AMERICA INC**  
CONTACT ADDRESS: **201 BLUE RIDGE DR**  
**GEORGETOWN TX 78626**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **11/27/2006**  
CONTACT ROLE: **OWNCON**  
CONTACT NAME: **JEFFREY A VAUGHN**  
CONTACT TITLE: **FAC MGR**  
ORGANIZATION: **CITICORP NORTH AMERICA INC**  
PHONE: **(512) 8646200 0**  
FAX: **NOT REPORTED**  
EMAIL: **NOT REPORTED**

## OPERATOR

OPERATOR NUMBER: **CN602557183**  
NAME: **CITICORP NORTH AMERICA INC**  
CONTACT ADDRESS: **931 LITSEY RD**  
**ROANOKE TX 76262**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **11/27/2006**  
CONTACT ROLE: **OPRCON**  
CONTACT NAME: **WILLIAM BUTLER**  
CONTACT TITLE: **VICE PRESIDENT**

## CONTACT INFORMATION

NAME: **STEVE DONE**  
TITLE: **NOT REPORTED**  
ORGANIZATION: **SOLANA DATA CENTER**  
MAIL ADDRESS: **MAILING ADDRESS NOT REPORTED**  
**CITY NOT REPORTED**  
PHONE: **(817) 8377913 0**

## Petroleum Storage Tanks (PST)

ORGANIZATION: CITICORP NORTH AMERICA INC

PHONE: (817) 8377900 0

FAX: NOT REPORTED

EMAIL: NOT REPORTED

### **SELF-CERTIFICATION**

-NO SELF-CERTIFICATION INFORMATION REPORTED-

### **CONSTRUCTION NOTIFICATION**

NO CONSTRUCTION NOTIFICATION DATA REPORTED FOR THIS FACILITY

### **UNDERGROUND STORAGE TANK**

NO UNDERGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY

### **ABOVEGROUND STORAGE TANK INFORMATION**

AST ID #: 184536      MULTIPLE COMPARTMENT FLAG: NO

TANK ID: 1      REGISTRATION DATE: 09/29/1997

INSTALLATION DATE: 03/03/1997      STATUS BEGIN DATE: 09/08/2008

TANK CAPACITY (GAL): 8000      REGULATORY STATUS: FULLY REGULATED

STATUS: OUT OF USE      SUBSTANCES: DIESEL

### **MATERIAL OF CONSTRUCTION**

STEEL: YES      CORRUGATED METAL: NO

FIBERGLASS: NO      CONCRETE: NO

ALUMINIUM: NO

### **CONTAINMENT**

EARTHEN DIKE: NO      CONCRETE: YES

CONTAINMENT LINER: YES      NONE: NO

STAGE I VAPOR RECOVERY: NOT REPORTED

STAGE I INSTALLATION DATE: NOT REPORTED

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# Petroleum Storage Tanks (PST)

**MAP ID# 12**

Distance from Property: 0.20 mi. W

## FACILITY INFORMATION

ID#: **82602**  
NAME: **DALLAS TECHNOLOGY CENTER**  
ADDRESS: **8 CAMPUS CIR STE 300**  
**WESTLAKE, TX 76262-8211**  
COUNTY: **DENTON**  
REGION: **4**  
TYPE: **NOT REPORTED**  
BEGIN DATE: **04/16/2007**  
STATUS: **ACTIVE**  
EXEMPT STATUS: **NO**  
RECORDS OFF-SITE: **NO**  
NUMBER OF ACTIVE UNDERGROUND TANKS: **0**  
NUMBER OF ACTIVE ABOVEGROUND TANKS: **6**

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: **06/21/2010**  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: **06/09/2010**  
SIGNATURE NAME & TITLE: **LEE A PROPST, FAC ENGR**  
ENFORCEMENT ACTION DATE: **NOT REPORTED**

## OWNER

OWNER NUMBER: **CN603727371**  
NAME: **FIRST AMERICAN REAL ESTATE SOLUTIONS LLC**  
CONTACT ADDRESS: **4 FIRST AMERICAN WAY**  
**SANTA ANA CA 92707**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **04/16/2007**  
CONTACT ROLE: **OWNCON**  
CONTACT NAME: **NOT REPORTED**  
CONTACT TITLE: **NOT REPORTED**  
ORGANIZATION: **FIRST AMERICAN REAL ESTATE SOLUTIONS LLC**  
PHONE: **NOT REPORTED**  
FAX: **NOT REPORTED**  
EMAIL: **NOT REPORTED**

## OPERATOR

OPERATOR NUMBER: **CN603727371**  
NAME: **FIRST AMERICAN REAL ESTATE SOLUTIONS LLC**  
CONTACT ADDRESS: **8 CAMPUS CIR STE 300**  
**WESTLAKE TX 76262**  
TYPE: **CORPORATION/COMPANY**  
BEGIN DATE: **04/16/2007**  
CONTACT ROLE: **OPRCON**  
CONTACT NAME: **LEE PROPST**  
CONTACT TITLE: **NOT REPORTED**

## CONTACT INFORMATION

NAME: **LEE PROPST**  
TITLE: **NOT REPORTED**  
ORGANIZATION: **DALLAS TECHNOLOGY CENTER**  
MAIL ADDRESS: **MAILING ADDRESS NOT REPORTED**  
**CITY NOT REPORTED**  
PHONE: **(817) 6993353 0**

## Petroleum Storage Tanks (PST)

ORGANIZATION: **FIRST AMERICAN REAL ESTATE SOLUTIONS LLC**

PHONE: **(817) 8261368 0**

FAX: **NOT REPORTED**

EMAIL: **NOT REPORTED**

### **SELF-CERTIFICATION**

**-NO SELF-CERTIFICATION INFORMATION REPORTED-**

### **CONSTRUCTION NOTIFICATION**

NOTIFICATION CONSTRUCTION ID: **23647**

APPLICATION RECEIVED DATE: **06/08/2006**

SCHEDULE CONSTRUCTION DATE: **07/01/2006**

GENERAL DESCRIPTION OF PROPOSED CONSTRUCTION:

**NOT REPORTED**

### **UNDERGROUND STORAGE TANK**

**NO UNDERGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

### **ABOVEGROUND STORAGE TANK INFORMATION**

AST ID #: **213591** MULTIPLE COMPARTMENT FLAG: **NO**

TANK ID: **A** REGISTRATION DATE: **06/21/2010**

INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**

TANK CAPACITY (GAL): **3000** REGULATORY STATUS: **FULLY REGULATED**

STATUS: **IN USE** SUBSTANCES: **DIESEL**

### **MATERIAL OF CONSTRUCTION**

STEEL: **YES** CORRUGATED METAL: **NO**

FIBERGLASS: **NO** CONCRETE: **NO**

ALUMINIUM: **NO**

### **CONTAINMENT**

EARTHEN DIKE: **NO** CONCRETE: **YES**

CONTAINMENT LINER: **NO** NONE: **NO**

STAGE I VAPOR RECOVERY: **NOT REPORTED**

STAGE I INSTALLATION DATE: **NOT REPORTED**

AST ID #: **213592** MULTIPLE COMPARTMENT FLAG: **NO**

TANK ID: **B** REGISTRATION DATE: **06/21/2010**

INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**

TANK CAPACITY (GAL): **3000** REGULATORY STATUS: **FULLY REGULATED**

STATUS: **IN USE** SUBSTANCES: **DIESEL**

### **MATERIAL OF CONSTRUCTION**

STEEL: **YES** CORRUGATED METAL: **NO**

FIBERGLASS: **NO** CONCRETE: **NO**

ALUMINIUM: **NO**

### **CONTAINMENT**

EARTHEN DIKE: **NO** CONCRETE: **YES**

CONTAINMENT LINER: **NO** NONE: **NO**

STAGE I VAPOR RECOVERY: **NOT REPORTED**

STAGE I INSTALLATION DATE: **NOT REPORTED**

AST ID #: **213593** MULTIPLE COMPARTMENT FLAG: **NO**

TANK ID: **C** REGISTRATION DATE: **06/21/2010**

## Petroleum Storage Tanks (PST)

INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**  
TANK CAPACITY (GAL): **3000** REGULATORY STATUS: **FULLY REGULATED**  
STATUS: **IN USE** SUBSTANCES: **DIESEL**

### MATERIAL OF CONSTRUCTION

STEEL: **YES** CORRUGATED METAL: **NO**  
FIBERGLASS: **NO** CONCRETE: **NO**  
ALUMINIUM: **NO**

### CONTAINMENT

EARTHEN DIKE: **NO** CONCRETE: **YES**  
CONTAINMENT LINER: **NO** NONE: **NO**  
STAGE I VAPOR RECOVERY: **NOT REPORTED**  
STAGE I INSTALLATION DATE: **NOT REPORTED**

AST ID #: **213594** MULTIPLE COMPARTMENT FLAG: **NO**  
TANK ID: **D** REGISTRATION DATE: **06/21/2010**  
INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**  
TANK CAPACITY (GAL): **3000** REGULATORY STATUS: **FULLY REGULATED**  
STATUS: **IN USE** SUBSTANCES: **DIESEL**

### MATERIAL OF CONSTRUCTION

STEEL: **YES** CORRUGATED METAL: **NO**  
FIBERGLASS: **NO** CONCRETE: **NO**  
ALUMINIUM: **NO**

### CONTAINMENT

EARTHEN DIKE: **NO** CONCRETE: **YES**  
CONTAINMENT LINER: **NO** NONE: **NO**  
STAGE I VAPOR RECOVERY: **NOT REPORTED**  
STAGE I INSTALLATION DATE: **NOT REPORTED**

AST ID #: **213589** MULTIPLE COMPARTMENT FLAG: **NO**  
TANK ID: **1** REGISTRATION DATE: **06/21/2010**  
INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**  
TANK CAPACITY (GAL): **8000** REGULATORY STATUS: **FULLY REGULATED**  
STATUS: **IN USE** SUBSTANCES: **DIESEL**

### MATERIAL OF CONSTRUCTION

STEEL: **YES** CORRUGATED METAL: **NO**  
FIBERGLASS: **NO** CONCRETE: **NO**  
ALUMINIUM: **NO**

### CONTAINMENT

EARTHEN DIKE: **NO** CONCRETE: **YES**  
CONTAINMENT LINER: **NO** NONE: **NO**  
STAGE I VAPOR RECOVERY: **NOT REPORTED**  
STAGE I INSTALLATION DATE: **NOT REPORTED**

AST ID #: **213590** MULTIPLE COMPARTMENT FLAG: **NO**  
TANK ID: **2** REGISTRATION DATE: **06/21/2010**  
INSTALLATION DATE: **04/16/2007** STATUS BEGIN DATE: **04/16/2007**  
TANK CAPACITY (GAL): **8000** REGULATORY STATUS: **FULLY REGULATED**  
STATUS: **IN USE** SUBSTANCES: **DIESEL**

### MATERIAL OF CONSTRUCTION

## ***Petroleum Storage Tanks (PST)***

STEEL: **YES**      CORRUGATED METAL: **NO**

FIBERGLASS: **NO**      CONCRETE: **NO**

ALUMINIUM: **NO**

### **CONTAINMENT**

EARTHEN DIKE: **NO**      CONCRETE: **YES**

CONTAINMENT LINER: **NO**      NONE: **NO**

STAGE I VAPOR RECOVERY: **NOT REPORTED**

STAGE I INSTALLATION DATE: **NOT REPORTED**

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# Petroleum Storage Tanks (PST)

**MAP ID# 12**

Distance from Property: 0.20 mi. W

## FACILITY INFORMATION

ID#: 68751  
NAME: WESTLAKE DATA CENTER  
ADDRESS: 8 CAMPUS CIR  
WESTLAKE, TX 76262-8288  
COUNTY: DENTON  
REGION: 4  
TYPE: INDUST/MFG/CHEM PLANT  
BEGIN DATE: 08/31/1987  
STATUS: ACTIVE  
EXEMPT STATUS: NO  
RECORDS OFF-SITE: NO  
NUMBER OF ACTIVE UNDERGROUND TANKS: 0  
NUMBER OF ACTIVE ABOVEGROUND TANKS: 1

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: 07/26/1996  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: 07/24/1996  
SIGNATURE NAME & TITLE: VICTOR BADILLO, FACILITY MGR  
ENFORCEMENT ACTION DATE: NOT REPORTED

## OWNER

OWNER NUMBER: CN600611164  
NAME: LEVI STRAUSS & CO  
CONTACT ADDRESS: OWNER ADDRESS NOT REPORTED  
CITY NOT REPORTED

TYPE: CORPORATION/COMPANY  
BEGIN DATE: 08/31/1987  
CONTACT ROLE: NOT REPORTED  
CONTACT NAME: NOT REPORTED  
CONTACT TITLE: NOT REPORTED  
ORGANIZATION: NOT REPORTED  
PHONE: NOT REPORTED  
FAX: NOT REPORTED  
EMAIL: NOT REPORTED

## OPERATOR

NO OPERATOR INFORMATION REPORTED

## SELF-CERTIFICATION

-NO SELF-CERTIFICATION INFORMATION REPORTED-

## CONSTRUCTION NOTIFICATION

NO CONSTRUCTION NOTIFICATION DATA REPORTED FOR THIS FACILITY

## UNDERGROUND STORAGE TANK

NO UNDERGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY

## ABOVEGROUND STORAGE TANK INFORMATION

## CONTACT INFORMATION

NAME: VICTOR BIDILLO  
TITLE: NOT REPORTED  
ORGANIZATION: WESTLAKE DATA CENTER  
MAIL ADDRESS: MAILING ADDRESS NOT REPORTED  
CITY NOT REPORTED  
PHONE: (817) 4306311 0

## Petroleum Storage Tanks (PST)

AST ID #: **180883**      MULTIPLE COMPARTMENT FLAG: **NO**  
TANK ID: **1**      REGISTRATION DATE: **07/26/1996**  
INSTALLATION DATE: **05/25/1994**      STATUS BEGIN DATE: **05/25/1994**  
TANK CAPACITY (GAL): **3000**      REGULATORY STATUS: **FULLY REGULATED**  
STATUS: **IN USE**      SUBSTANCES: **DIESEL**

### **MATERIAL OF CONSTRUCTION**

STEEL: **YES**      CORRUGATED METAL: **NO**  
FIBERGLASS: **NO**      CONCRETE: **NO**  
ALUMINIUM: **NO**

### **CONTAINMENT**

EARTHEN DIKE: **NO**      CONCRETE: **NO**  
CONTAINMENT LINER: **NO**      NONE: **NO**  
STAGE I VAPOR RECOVERY: **NOT REPORTED**  
STAGE I INSTALLATION DATE: **NOT REPORTED**

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# Petroleum Storage Tanks (PST)

MAP ID# 13

Distance from Property: 0.22 mi. NW

## FACILITY INFORMATION

ID#: 70597  
NAME: LOVELY FOOD MART 1  
ADDRESS: 704 E BYRON NELSON BLVD  
ROANOKE, TX 76262-6165  
COUNTY: DENTON  
REGION: 4  
TYPE: RETAIL  
BEGIN DATE: 08/31/1987  
STATUS: ACTIVE  
EXEMPT STATUS: NO  
RECORDS OFF-SITE: YES  
NUMBER OF ACTIVE UNDERGROUND TANKS: 2  
NUMBER OF ACTIVE ABOVEGROUND TANKS: 0

## APPLICATION INFORMATION:

RECEIVED DATE ON EARLIEST REGISTRATION FORM: 03/13/2015  
SIGNATURE DATE ON EARLIEST REGISTRATION FORM: 02/24/2015  
SIGNATURE NAME & TITLE: MOHINDER MASHIANA, NOT REPORTED  
ENFORCEMENT ACTION DATE: NOT REPORTED

## OWNER

OWNER NUMBER: CN602942252  
NAME: MASHIANA CORP  
CONTACT ADDRESS: 704 E BYRON NELSON BLVD  
ROANOKE TX 76262  
TYPE: CORPORATION/COMPANY  
BEGIN DATE: 11/30/2001  
CONTACT ROLE: OWNCON  
CONTACT NAME: MOHINDER MASHIANA  
CONTACT TITLE: PRESIDENT  
ORGANIZATION: MASHIANA CORP  
PHONE: (817) 4917232 0  
FAX: NOT REPORTED  
EMAIL: NOT REPORTED

## OPERATOR

OPERATOR NUMBER: CN602942252  
NAME: MASHIANA CORP  
CONTACT ADDRESS: 704 E BYRON NELSON BLVD  
ROANOKE TX 76262  
TYPE: CORPORATION/COMPANY  
BEGIN DATE: 11/30/2001  
CONTACT ROLE: OPRCON  
CONTACT NAME: MOHINDER MASHIANA  
CONTACT TITLE: PRESIDENT

## CONTACT INFORMATION

NAME: MOHINDER MASHIANA  
TITLE: PRESIDENT  
ORGANIZATION: LOVELY FOOD MART 1  
MAIL ADDRESS: MAILING ADDRESS NOT REPORTED  
CITY NOT REPORTED  
PHONE: (817) 4917232 0

## Petroleum Storage Tanks (PST)

ORGANIZATION: **MASHIANA CORP**

PHONE: **(817) 4917232 0**

FAX: **NOT REPORTED**

EMAIL: **NOT REPORTED**

### **SELF-CERTIFICATION**

SELF-CERTIFICATION ID: **251019**

SIGNATURE DATE: **02/24/2015**

SIGNATURE NAME & TITLE: **MOHINDER MASHIANA, PRES**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **235510**

SIGNATURE DATE: **04/24/2014**

SIGNATURE NAME & TITLE: **GINGER KELLEY, COMP SPEC**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **218861**

SIGNATURE DATE: **04/24/2013**

SIGNATURE NAME & TITLE: **GINGER KELLEY, COMPLIANCE SPEC**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181545**

SIGNATURE DATE: **04/20/2012**

SIGNATURE NAME & TITLE: **GINGER KELLEY, COMP SPEC**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181544**

SIGNATURE DATE: **04/29/2011**

SIGNATURE NAME & TITLE: **GINGER KELLEY, COMP SPEC**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181543**

SIGNATURE DATE: **03/16/2010**

SIGNATURE NAME & TITLE: **MOHINDER MASHIANA, PRES**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181542**

SIGNATURE DATE: **02/28/2009**

SIGNATURE NAME & TITLE: **MOHINDER MASHIAN, PRES**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181541**

SIGNATURE DATE: **02/25/2008**

SIGNATURE NAME & TITLE: **MOHINDER MASHIANA, PRESIDENT**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181540**

SIGNATURE DATE: **02/24/2007**

## Petroleum Storage Tanks (PST)

SIGNATURE NAME & TITLE: **MOHINDER MASHIANA, NOT REPORTED**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181539**

SIGNATURE DATE: **04/19/2006**

SIGNATURE NAME & TITLE: **MOHINDER MASHIMA, MEMBER**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181538**

SIGNATURE DATE: **06/10/2005**

SIGNATURE NAME & TITLE: **MOHINDER MASHIANA, PRES**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181537**

SIGNATURE DATE: **04/02/2004**

SIGNATURE NAME & TITLE: **MOHINDER SINGH, OWNER**

FILING STATUS: **RENEWAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181536**

SIGNATURE DATE: **10/30/2002**

SIGNATURE NAME & TITLE: **MOHINDER SINGH, OWNER**

FILING STATUS: **INITIAL**

REGISTRATION FLAG: **YES**

SELF-CERTIFICATION ID: **181535**

SIGNATURE DATE: **04/30/2001**

SIGNATURE NAME & TITLE: **J CARROLL GARVIN, PRESIDENT**

FILING STATUS: **INITIAL**

REGISTRATION FLAG: **YES**

### **CONSTRUCTION NOTIFICATION**

**NO CONSTRUCTION NOTIFICATION DATA REPORTED FOR THIS FACILITY**

### **UNDERGROUND STORAGE TANK**

TANK ID: **1**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **12/20/1997**

REGISTRATION DATE: **04/27/1998**

TANK CAPACITY (GAL): **15000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **12/20/1997**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **YES**

PIPE DESIGN DOUBLE WALL: **NO**

### **TANK DETAILS**

MATERIAL:

**COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

## Petroleum Storage Tanks (PST)

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **COMPARTMENT DETAILS**

UST COMPARTMENT ID: **173303**

TANK ID: **1**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **15000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT**

**SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**ANNUAL PIPING TIGHTNESS TEST / ANNUAL ELECTRONIC MONITORING (@ 0.1 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **2**

INSTALLATION DATE: **12/20/1997**

REGISTRATION DATE: **04/27/1998**

TANK CAPACITY (GAL): **15000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **12/20/1997**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **YES**

PIPE DESIGN DOUBLE WALL: **NO**

### **TANK DETAILS**

MATERIAL:

**COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **COMPARTMENT DETAILS**

UST COMPARTMENT ID: **173304**

TANK ID: **2**

COMPARTMENT LETTER: **A**

SUBSTANCES: **GASOLINE**

OTHER SUBSTANCES: **NOT REPORTED**

## Petroleum Storage Tanks (PST)

CAPACITY (GAL): **7500**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT  
SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**ANNUAL PIPING TIGHTNESS TEST / ANNUAL ELECTRONIC MONITORING (@ 0.1 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH  
FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **2**

INSTALLATION DATE: **12/20/1997**

REGISTRATION DATE: **04/27/1998**

TANK CAPACITY (GAL): **15000**

EMPTY TANK: **NOT EMPTY**

STATUS: **IN USE**

STATUS BEGIN DATE: **12/20/1997**

INTERNAL PROTECTION DATE: **NOT REPORTED**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **YES**

PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

MATERIAL:

**COMPOSITE**

CORROSION PROTECTION:

**COMPOSITE TANK (STEEL W/FRP EXTERNAL LAMINATE)**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **173305**

TANK ID: **2**

COMPARTMENT LETTER: **B**

SUBSTANCES: **DIESEL**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **7500**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **TIGHT-FILL FITTING CONTAINER/BUCKET/SUMP,FACTORY - BUILT  
SPILL CONTAINER/BUCKET/SUMP,DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

## **Petroleum Storage Tanks (PST)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

PIPEING RELEASE DETECTION:

**ANNUAL PIPING TIGHTNESS TEST / ANNUAL ELECTRONIC MONITORING (@ 0.1 GPH),AUTO. LINE LEAK DETECTOR (3.0 GPH FOR PRESSURE PIPING)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **ABOVEGROUND STORAGE TANK INFORMATION**

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

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# Leaking Petroleum Storage Tanks (LPST)

**MAP ID# 14**

Distance from Property: 0.42 mi. NW

## FACILITY INFORMATION

Geosearch ID: **0043429**

FACILITY ID: **0043429**

NAME: **TEXACO METRO MART**

ADDRESS: **508 HWY 114**

**ROANOKE, TX 76262**

## FACILITY DETAILS

LPST ID#: **111653**

NAME: **TEXACO METRO MART**

FACILITY LOCATION: **508 HWY 114**

PRIORITY CODE: **(4.1) GROUNDWATER IMPACTED, NO APPARENT THREATS OR IMPACTS TO RECEPTORS**

STATUS CODE: **(6P) FINAL CONCURRENCE PENDING DOCUMENTATION OF WELL PLUGGING**

REPORTED DATE: **9/20/1996**

ENTERED DATE: **9/24/1996**

## PRP INFORMATION

NAME: **M AND Y CORPORATION**

ADDRESS: **P.O. BOX 111121**

**CARROLLTON TX 75011**

CONTACT: **MIKE PANJWANI**

PHONE: **817/430-9828**

## UNDERGROUND STORAGE TANK

TANK ID: **1**

INSTALLATION DATE: **04/01/1984**

TANK CAPACITY (GAL): **10000**

STATUS: **REMOVED FROM GROUND**

INTERNAL PROTECTION DATE: **11/05/1996**

TANK DESIGN SINGLE WALL: **YES**

PIPE DESIGN SINGLE WALL: **NO**

NUMBER OF COMPARTMENTS: **1**

REGISTRATION DATE: **05/27/1986**

EMPTY TANK: **NOT EMPTY**

STATUS BEGIN DATE: **11/05/2007**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

## TANK DETAILS

MATERIAL:

**STEEL**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

## COMPARTMENT DETAILS

UST COMPARTMENT ID: **159572**

TANK ID: **1**

COMPARTMENT LETTER: **A**

## Leaking Petroleum Storage Tanks (LPST)

SUBSTANCES: **EMPTY**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **FACTORY - BUILT SPILL CONTAINER/BUCKET/SUMP, DELIVERY SHUT-OFF VALVE**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **2**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **04/01/1984**

REGISTRATION DATE: **05/27/1986**

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **NOT EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/05/2007**

INTERNAL PROTECTION DATE: **11/05/1996**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

### **TANK DETAILS**

MATERIAL:

**STEEL**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### **COMPARTMENT DETAILS**

UST COMPARTMENT ID: **159573**

TANK ID: **2**

COMPARTMENT LETTER: **A**

SUBSTANCES: **EMPTY**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **FACTORY - BUILT SPILL CONTAINER/BUCKET/SUMP, DELIVERY SHUT-OFF VALVE**

### **PIPING SYSTEMS**

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

## Leaking Petroleum Storage Tanks (LPST)

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **3**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **04/01/1984**

REGISTRATION DATE: **05/27/1986**

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **NOT EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/05/2007**

INTERNAL PROTECTION DATE: **11/05/1996**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

MATERIAL:

**STEEL**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **159575**

TANK ID: **3**

COMPARTMENT LETTER: **A**

SUBSTANCES: **EMPTY**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **FACTORY - BUILT SPILL CONTAINER/BUCKET/SUMP, DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

TANK ID: **4**

NUMBER OF COMPARTMENTS: **1**

INSTALLATION DATE: **04/01/1984**

REGISTRATION DATE: **05/27/1986**

## Leaking Petroleum Storage Tanks (LPST)

TANK CAPACITY (GAL): **10000**

EMPTY TANK: **NOT EMPTY**

STATUS: **REMOVED FROM GROUND**

STATUS BEGIN DATE: **11/05/2007**

INTERNAL PROTECTION DATE: **11/05/1996**

REGULATORY STATUS: **FULLY REGULATED**

TANK DESIGN SINGLE WALL: **YES**

TANK DESIGN DOUBLE WALL: **NO**

PIPE DESIGN SINGLE WALL: **NO**

PIPE DESIGN DOUBLE WALL: **NO**

### TANK DETAILS

MATERIAL:

**STEEL**

CORROSION PROTECTION:

**NOT REPORTED**

EXTERNAL CONTAINMENT:

**NOT REPORTED**

TANK COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **NO**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### COMPARTMENT DETAILS

UST COMPARTMENT ID: **159574**

TANK ID: **4**

COMPARTMENT LETTER: **A**

SUBSTANCES: **EMPTY**

OTHER SUBSTANCES: **NOT REPORTED**

CAPACITY (GAL): **10000**

COMPARTMENT RELEASE DETECTION: **AUTOMATIC TANK GAUGE TEST & INVENTORY CONTROL**

SPILL CONTAINMENT AND OVERFILL PREVENTION: **FACTORY - BUILT SPILL CONTAINER/BUCKET/SUMP, DELIVERY SHUT-OFF VALVE**

### PIPING SYSTEMS

MATERIAL: **FRP**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

EXTERNAL CONTAINMENT: **NOT REPORTED**

CONNECTORS & VALVES:

**NOT REPORTED**

CORROSION PROTECTION: **FRP TANK OR PIPING (NONCORRODIBLE)**

PIPE COMPLIANCE FLAG

CORROSION PROTECTION COMPLIANCE FLAG: **YES**

CORROSION PROTECTION VARIANCE: **NO VARIANCE**

### ABOVEGROUND STORAGE TANK INFORMATION

**NO ABOVEGROUND STORAGE TANK DATA REPORTED FOR THIS FACILITY**

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## **Industrial and Hazardous Waste Corrective Action Sites (IHWCA)**

**MAP ID# 15**

Distance from Property: 0.50 mi. W

PROGRAM ID: 31398

RN NUMBER: RN100521210

NAME: FREEDOM OIL PROPERTY

ADDRESS: NW CORNER HENRIETTA CREEK & HWY 377  
NOT REPORTED, TX

STATUS: INACTIVE

STATUS DATE: 8/4/2008

LOCATION DESCRIPTION:

NW CORNER HENRIETTA CREEK & HWY 377

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# Brownfields Management System (BF)

**MAP ID# 15**

Distance from Property: 0.50 mi. W

## **SITE INFORMATION**

ID#: 10931

NAME: FREEDOM OIL PROPERTY

ADDRESS: ROUTE 2 HENRIETTA CREEK  
ROANOKE, TX 76262

TYPE FUNDING: H

PREDOMINANT PAST USE (ACREAGE):

GREENSPACE:  
**NOT REPORTED**

RESIDENTIAL:  
**NOT REPORTED**

COMMERCIAL:  
**NOT REPORTED**

INDUSTRIAL:  
**NOT REPORTED**

FUTURE USE (ACREAGE):

GREENSPACE:  
**NOT REPORTED**

RESIDENTIAL:  
**NOT REPORTED**

COMMERCIAL:  
**NOT REPORTED**

INDUSTRIAL:  
**NOT REPORTED**

PROPERTY HIGHLIGHT:

**NOT REPORTED**

PROPERTY SIZE (Acres): **NOT REPORTED**

CURRENT OWNER: **NOT REPORTED**

PROPERTY DESCRIPTION/ FORMER USE:

**NOT REPORTED**

CONTAMINATE(S): **NOT REPORTED**

CONTAMINATE(S) CLEANED UP: **NOT REPORTED**

MEDIA(S) AFFECTED: **NOT REPORTED**

MEDIA(S) CLEANED UP: **NOT REPORTED**

TYPE OF BROWNFIELD GRANT: **TBA**

ENVIRONMENTAL ASSESSMENT ACTIVITY: **PHASE II ENVIRONMENTAL ASSESSMENT**

ASSESSMENT START DATE: **5/6/2002**

ASSESSMENT COMPLETION DATE: **5/6/2002**

CLEANUP REQUIRED: **NOT REPORTED**

STATE & TRIBAL ENROLLMENT ID: **NOT REPORTED**

STATE & TRIBAL ENROLLMENT DATE: **NOT REPORTED**

PROPERTY ENROLLED IN A STATE & TRIBAL PROGRAM?: **NOT REPORTED**

ARE INSTITUTIONAL CONTROLS REQUIRED?: **NOT REPORTED**

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## Brownfields Site Assessments (BSA)

**MAP ID# 15**

Distance from Property: 0.50 mi. W

### **SITE INFORMATION**

ID#: **G045**

NAME: **FREEDOM OIL PROPERTY**

ADDRESS: **NWC HENRIETTA CREEK RD AND HIGHWAY 377  
ROANOKE TX 76262**

ACRES: **6.9**

FACILITY TYPE: **FORMER OIL REFINERY**

APPLICATION DATE: **11/20/2000**

CERTIFICATE OF COMPLETION DATE: **5/6/2002**

TYPE OF CERTIFICATE ISSUED: **FINAL**

PHASE: **COMPLETED**

CONTAMINANT/S: **TPH, PCBS**

MEDIA AFFECTED: **SOILS/GROUNDWATER**

REMEDY: **NOT REPORTED**

### **APPLICANT INFORMATION**

ORGANIZATION: **CITY OF ROANOKE**

**LARRY, ROUMELE, DIRECTOR OF PUBLIC WORKS**

ADDRESS: **201 BOWIE STREET  
ROANOKE, TX 76262**

PHONE: **817-491-2411**

FAX: **817-491-2242**

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## Unlocatable Summary

*This list contains sites that could not be mapped due to limited or incomplete address information.*

<b>Database Name</b>	<b>Site ID#</b>	<b>Site Name</b>	<b>Address</b>	<b>City/State/Zip/County</b>
FRSTX	110008170488	EKNOXCO ENVIRONMENTAL SERVICES	HIGHWAY 114 4 MI E OF	ROANOKE, TX 76262 DENTON
IHW	85025*IHW	EKNOXCO ENVIRONMENTAL SERVICES		, TX
LPST	0044908	GIFFORD HILL	HWY 114	ROANOKE 76262 Denton
PST	44908	TXI ROANOKE RM 2		
RCRANGR06	TXR000020784*NG	EKNOXCO ENVIRONMENTAL SERVICES	HIGHWAY 114 4 MI E OF	ROANOKE, TX 76262 DENTON

## ***Environmental Records Definitions - FEDERAL***

**AIRSAFS** Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

**BRS** Biennial Reporting System

VERSION DATE: 12/31/11

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

**CDL** Clandestine Drug Laboratory Locations

VERSION DATE: 07/02/15

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

**DOCKETS** EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

**EC** Federal Engineering Institutional Control Sites

VERSION DATE: 01/14/15

This database includes site locations where Engineering and/or Institutional Controls have been identified as part

## ***Environmental Records Definitions - FEDERAL***

of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

**ERNSTX** Emergency Response Notification System

VERSION DATE: 05/10/15

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

**FRSTX** Facility Registry System

VERSION DATE: 07/20/15

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

**HMIRSR06** Hazardous Materials Incident Reporting System

VERSION DATE: 06/21/15

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

**ICIS** Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 10/20/14

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

## **Environmental Records Definitions - FEDERAL**

**ICISNPDES** Integrated Compliance Information System National Pollutant Discharge Elimination System  
VERSION DATE: 10/20/14

In 2006, the Integrated Compliance Information System (ICIS) - National Pollutant Discharge Elimination System (NPDES) became the NPDES national system of record for select states, tribes and territories. ICIS-NPDES is an information management system maintained by the United States Environmental Protection Agency's Office of Compliance to track permit compliance and enforcement status of facilities regulated by the NPDES under the Clean Water Act. ICIS-NPDES is designed to support the NPDES program at the state, regional, and national levels.

**LUCIS** Land Use Control Information System  
VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

**MLTS** Material Licensing Tracking System  
VERSION DATE: 04/14/14

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

**NPDES06** National Pollutant Discharge Elimination System  
VERSION DATE: 04/01/07

Information in this database is extracted from the Water Permit Compliance System (PCS) database which is used by United States Environmental Protection Agency to track surface water permits issued under the Clean Water Act. This database includes permitted facilities located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. The NPDES database was collected from December 2002 until April 2007. Refer to the PCS and/or ICIS-NPDES database as source of current data.

**PADS** PCB Activity Database System  
VERSION DATE: 07/01/14

The PCB Activity Database System (PADS) is used by the United States Environmental Protection Agency to monitor the activities of polychlorinated biphenyls (PCB) handlers.

**PCSR06** Permit Compliance System  
VERSION DATE: 08/01/12

## ***Environmental Records Definitions - FEDERAL***

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. PCS has been modernized, and no longer exists. National Pollutant Discharge Elimination System (ICIS-NPDES) data can now be found in Integrated Compliance Information System (ICIS).

**RCRASC** RCRA Sites with Controls

VERSION DATE: 05/19/15

This list of Resource Conservation and Recovery Act sites with institutional controls in place is provided by the U.S. Environmental Protection Agency.

**SFLIENS** CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

**SSTS** Section Seven Tracking System

VERSION DATE: 12/08/14

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

**TRI** Toxics Release Inventory

VERSION DATE: 12/31/13

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

## ***Environmental Records Definitions - FEDERAL***

**TSCA** Toxic Substance Control Act Inventory

VERSION DATE: 12/31/06

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

**NLRRCRAG** No Longer Regulated RCRA Generator Facilities

VERSION DATE: 06/09/15

This database includes RCRA Generator facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly generated hazardous waste.

Large Quantity Generators: Generate 1,000 kg or more of hazardous waste during any calendar month; or Generate more than 1 kg of acutely hazardous waste during any calendar month; or Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.

Small Quantity Generators: Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.

Conditionally Exempt Small Quantity Generators: Generate 100 kilograms or less of hazardous waste per calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

**RCRAGR06** Resource Conservation & Recovery Act - Generator Facilities

VERSION DATE: 06/09/15

This database includes sites listed as generators of hazardous waste (large, small, and exempt) in the RCRAInfo

## ***Environmental Records Definitions - FEDERAL***

system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). This database includes sites located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

**Large Quantity Generators:** Generate 1,000 kg or more of hazardous waste during any calendar month; or Generate more than 1 kg of acutely hazardous waste during any calendar month; or Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.

**Small Quantity Generators:** Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.

**Conditionally Exempt Small Quantity Generators:** Generate 100 kilograms or less of hazardous waste per calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

### **RCRANGR06**

Resource Conservation & Recovery Act - Non-Generator Facilities

VERSION DATE: 06/09/15

This database identifies RCRAInfo system sites that only handle hazardous waste, such as transporters, without generating any amount hazardous waste. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). This database includes sites located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

### **HISTPST**

Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes

## ***Environmental Records Definitions - FEDERAL***

Cities Service filling stations that were located throughout the United States in 1930.

**BF** Brownfields Management System

VERSION DATE: 07/13/15

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

**CERCLIS** Comprehensive Environmental Response, Compensation & Liability Information System

VERSION DATE: 10/25/13

CERCLIS is the repository for site and non-site specific Superfund information in support of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This United States Environmental Protection Agency database contains an extract of sites that have been investigated or are in the process of being investigated for potential environmental risk. In 2014, the Superfund Program implemented a new information system, the Superfund Enterprise Management System (SEMS). Efforts to migrate data to SEMS and to enhance data quality control are now in the final stages. The Program will continue to rely on the final CERCLIS data set (dated November 12, 2013, which reflects official end of Fiscal Year 2013 Program progress) for public reporting until a complete and accurate SEMS data set is available.

**DNPL** Delisted National Priorities List

VERSION DATE: 07/22/15

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

**NFRAP** No Further Remedial Action Planned Sites

VERSION DATE: 10/25/13

This database includes sites which have been determined by the United States Environmental Protection Agency, following preliminary assessment, to no longer pose a significant risk or require further activity under CERCLA. After initial investigation, no contamination was found, contamination was quickly removed or contamination was not serious enough to require Federal Superfund action or NPL consideration.

**NLRRCRAT** No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 06/09/15

## ***Environmental Records Definitions - FEDERAL***

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

**ODI** Open Dump Inventory

VERSION DATE: 06/01/85

The open dump inventory was published by the United States Environmental Protection Agency. An "open dump" is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

**RCRAT** Resource Conservation & Recovery Act - Treatment, Storage & Disposal Facilities

VERSION DATE: 06/09/15

This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste in the RCRAInfo system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

**DOD** Department of Defense Sites

VERSION DATE: 06/21/10

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

**FUDS** Formerly Used Defense Sites

VERSION DATE: 06/01/15

The 2012 Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. **DISCLAIMER:** This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used

## ***Environmental Records Definitions - FEDERAL***

Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

**NLRRCRAC** No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 06/09/15

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

**NPL** National Priorities List

VERSION DATE: 07/22/15

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

**PNPL** Proposed National Priorities List

VERSION DATE: 07/22/15

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

**RCRAC** Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 06/09/15

This database includes all hazardous waste sites with ongoing corrective action activity and where corrective action is statutorily required to be address but have not had corrective action imposed in the RCRAInfo system. The Corrective Action Program requires owners or operators of RCRA facilities (or treatment, storage, and disposal facilities) to investigate and cleanup contamination in order to protect human health and the environment. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

**RCRASUBC** Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 06/09/15

This database includes hazardous waste sites which are potentially subject to corrective action regardless of whether they have correction action underway, plus any sites showing a corrective action event of RFI or beyond in the RCRAInfo system. Sites conducting corrective action under analogous state authorities are also included. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information

## ***Environmental Records Definitions - FEDERAL***

system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

**RODS**                      Record of Decision System

VERSION DATE: 07/01/13

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

## **Environmental Records Definitions - STATE (TX)**

**GWCC** Groundwater Contamination Cases

VERSION DATE: 12/31/13

This report contains a listing of groundwater contamination cases which were documented for the 2013 calendar year. Texas Water Code, Section 26.406 requires the annual report to describe the current status of groundwater monitoring activities conducted or required by each agency at regulated facilities or associated with regulated activities. The agencies reporting these contamination cases include the Texas Commission on Environmental Quality, Railroad Commission of Texas, Texas Alliance of Groundwater Districts, and Department of State Health Services.

**HISTGWCC** Historic Groundwater Contamination Cases

VERSION DATE: 12/31/12

This historic report contains all agency groundwater contamination cases documented from 1994 to 2012. The agencies that reported these contamination cases included the Texas Commission on Environmental Quality, Railroad Commission of Texas, Texas Alliance of Groundwater Districts, and Department of State Health Services.

**LIENS** TCEQ Liens

VERSION DATE: 06/12/15

Liens filed upon State and/or Federal Superfund Sites by the Texas Commission on Environmental Quality.

**MSD** Municipal Setting Designations

VERSION DATE: 08/07/15

The Texas Commission on Environmental Quality defines an MSD as an official state designation given to property within a municipality or its extraterritorial jurisdiction that certifies that designated groundwater at the property is not used as potable water, and is prohibited from future use as potable water because that groundwater is contaminated in excess of the applicable potable-water protective concentration level. The prohibition must be in the form of a city ordinance, or a restrictive covenant that is enforceable by the city and filed in the property records. The MSD property can be a single property, multi-property, or a portion of property.

**NOV** Notice of Violations

VERSION DATE: 05/28/15

This database containing Notice of Violations (NOV) is maintained by the Texas Commission on Environmental Quality. An NOV is a written notification that documents and communicates violations observed during an inspection to the business or individual inspected.

## **Environmental Records Definitions - STATE (TX)**

**SIEC01** State Institutional/Engineering Control Sites

VERSION DATE: 08/04/15

The Texas Risk Reduction Program (TRRP) requires the placement of institutional controls (e.g., deed notices or restrictive covenants) on affected property in different circumstances as part of completing a response action. In its simplest form, an institutional control (IC) is a legal document that is recorded in the county deed records. In certain circumstances, local zoning or ordinances can serve as an IC. This listing may also include locations where Engineering Controls are in effect, such as a cap, barrier, or other engineering device to prevent access, exposure, or continued migration of contamination. The sites included on this list are regulated by various programs of the Texas Commission on Environmental Quality (TCEQ).

**SPILLS** Spills Listing

VERSION DATE: 05/27/15

This Texas Commission on Environmental Quality database includes releases of hazardous or potentially hazardous materials into the environment.

**TIERII** Tier II Chemical Reporting Program Facilities

VERSION DATE: 12/31/12

The Texas Tier II Chemical Reporting Program in the Department of State Health Services (DSHS) is the state repository for EPCRA-required Emergency Planning Letters (EPLs), which are one-time notifications to the state from facilities that have certain extremely hazardous chemicals in specified amounts. The Program is also the state repository for EPCRA/state-required hazardous chemical inventory reports called Texas Tier Two Reports. This data contains those facility reports for the 2005 through the 2012 calendar years.

**DCR** Dry Cleaner Registration Database

VERSION DATE: 04/01/15

The database includes dry cleaning drop stations and facilities registered with the Texas Commission on Environmental Quality.

**IHW** Industrial and Hazardous Waste Sites

VERSION DATE: 10/01/15

Owner and facility information is included in this database of permitted and non-permitted industrial and hazardous waste sites. Industrial waste is waste that results from or is incidental to operations of industry, manufacturing, mining, or agriculture. Hazardous waste is defined as any solid waste listed as hazardous or possesses one or more hazardous characteristics as defined in federal waste regulations. The IHW database is maintained by the Texas Commission on Environmental Quality.

## **Environmental Records Definitions - STATE (TX)**

**PIHW** Permitted Industrial Hazardous Waste Sites

VERSION DATE: 10/01/15

Owner and facility information is included in this database of all permitted industrial and hazardous waste sites. Industrial waste is waste that results from or is incidental to operations of industry, manufacturing, mining, or agriculture. Hazardous waste is defined as any solid waste listed as hazardous or possesses one or more hazardous characteristics as defined in federal waste regulations. Permitted IHW facilities are regulated under 30 Texas Administrative Code Chapter 335 in addition to federal regulations. The IHW database is maintained by the Texas Commission on Environmental Quality.

**PST** Petroleum Storage Tanks

VERSION DATE: 07/07/15

The Petroleum Storage Tank database is administered by the Texas Commission on Environmental Quality (TCEQ). Both Underground storage tanks (USTs) and Aboveground storage tanks (ASTs) are included in this report. Petroleum Storage Tank registration has been a requirement with the TCEQ since 1986.

**APAR** Affected Property Assessment Reports

VERSION DATE: 06/17/15

As regulated by the Texas Commission on Environmental Quality, an Affected Property Assessment Report is required when a person is addressing a release of chemical of concern (COC) under 30 TAC Chapter 350, the Texas Risk Reduction Program (TRRP). The purpose of the APAR is to document all relevant affected property information to identify all release sources and COCs, determine the extent of all COCs, identify all transport/exposure pathways, and to determine if any response actions are necessary. The Texas Administrative Code Title 30 §350.4(a)(1) defines affected property as the entire area (i.e. on-site and off-site; including all environmental media) which contains releases of chemicals of concern at concentrations equal to or greater than the assessment level applicable for residential land use and groundwater classification.

**BSA** Brownfields Site Assessments

VERSION DATE: 08/04/15

The Brownfields Site Assessments database is maintained by the Texas Commission on Environmental Quality (TCEQ). The TCEQ, in close partnership with the U.S. Environmental Protection Agency (EPA) and other federal, state, and local redevelopment agencies, and stakeholders, is facilitating cleanup, transferability, and revitalization of brownfields through the development of regulatory, tax, and technical assistance tools.

**CALF** Closed & Abandoned Landfill Inventory

VERSION DATE: 11/01/05

The Texas Commission on Environmental Quality, under a contract with Texas State University, and in cooperation with the 24 regional Council of Governments (COGs) in the State, has located over 4,000 closed

## ***Environmental Records Definitions - STATE (TX)***

and abandoned municipal solid waste landfills throughout Texas. This listing contains "unauthorized sites". Unauthorized sites have no permit and are considered abandoned. The information available for each site varies in detail and this historical information is not updated. Please refer to the specific regional COG for the most current information.

**DCRPS** Dry Cleaner Remediation Program Sites

VERSION DATE: 09/01/15

This list of DCRP sites is provided by the Texas Commission on Environmental Quality (TCEQ). According to the TCEQ, the Dry Cleaner Remediation Program (DCRP) establishes a prioritization list of dry cleaner sites and administers the Dry Cleaning Remediation fund to assist with remediation of contamination caused by dry cleaning solvents.

**IOP** Innocent Owner / Operator Database

VERSION DATE: 08/04/15

Texas Innocent Owner / Operator (IOP), created by House Bill 2776 of the 75th Legislature, provides a certificate to an innocent owner or operator if their property is contaminated as a result of a release or migration of contaminants from a source or sources not located on the property, and they did not cause or contribute to the source or sources of contamination. The IOP database is maintained by the Texas Commission on Environmental Quality.

**LPST** Leaking Petroleum Storage Tanks

VERSION DATE: 07/07/15

The Leaking Petroleum Storage Tank listing is derived from the Petroleum Storage Tank (PST) database and is maintained by the Texas Commission on Environmental Quality. This listing includes aboveground and underground storage tank facilities with reported leaks.

**MSWLF** Municipal Solid Waste Landfill Sites

VERSION DATE: 09/18/15

The municipal solid waste landfill database is provided by the Texas Commission on Environmental Quality. This database includes active landfills and inactive landfills, where solid waste is treated or stored.

**RRCVCP** Railroad Commission VCP and Brownfield Sites

VERSION DATE: 07/21/15

According to the Railroad Commission of Texas, their Voluntary Cleanup Program (RRC-VCP) provides an incentive to remediate Oil & Gas related pollution by participants as long as they did not cause or contribute to the contamination. Applicants to the program receive a release of liability to the state in exchange for a successful cleanup.

## **Environmental Records Definitions - STATE (TX)**

**RWS** Radioactive Waste Sites

VERSION DATE: 07/11/06

This Texas Commission on Environmental Quality database contains all sites in the State of Texas that have been designated as Radioactive Waste sites.

**VCP** Voluntary Cleanup Program Sites

VERSION DATE: 08/03/15

The Texas Voluntary Cleanup Program (VCP) provides administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in Texas. Since all non-responsible parties, including future lenders and landowners, receive protection from liability to the state of Texas for cleanup of sites under the VCP, most of the constraints for completing real estate transactions at those sites are eliminated. As a result, many unused or underused properties may be restored to economically productive or community beneficial uses. The VCP database is maintained by the Texas Commission on Environmental Quality.

**WMRF** Recycling Facilities

VERSION DATE: 11/01/12

This listing of recycling facilities is provided by the Texas Commission on Environmental Quality's Recycle Texas Online service. The company information provided in this database is self-reported. Since recyclers post their own information, a facility or company appearing on the list does not imply that it is in compliance with TCEQ regulations or other applicable laws. This database is no longer maintained and includes the last compilation of the program participants before the Recycle Texas Online program was closed.

**IHWCA** Industrial and Hazardous Waste Corrective Action Sites

VERSION DATE: 08/19/15

This database is provided by the Texas Commission on Environmental Quality (TCEQ). According to the TCEQ, the mission of the industrial and hazardous waste corrective action program is to oversee the cleanup of sites contaminated from industrial and municipal hazardous and industrial nonhazardous wastes. The goals of this program are to: Ensure that sites are assessed and remediated to levels that protect human health and the environment; Verify that waste management units or facilities are taken out of service and closed properly; and to Facilitate revitalization of contaminated properties.

**SF** State Superfund Sites

VERSION DATE: 07/02/15

The state Superfund program mission is to remediate abandoned or inactive sites within the state that pose an unacceptable risk to public health and safety or the environment, but which do not qualify for action under the federal Superfund program (NPL - National Priority Listing). As required by the Texas Solid Waste Disposal Act, Texas Health and Safety Code, Chapter 361, the Texas Commission on Environmental Quality identifies and

## ***Environmental Records Definitions - STATE (TX)***

evaluates these facilities for inclusion on the state Superfund registry. This registry includes any recent developments and the anticipated action for these sites.

## ***Environmental Records Definitions - TRIBAL***

**USTR06**                      Underground Storage Tanks On Tribal Lands

VERSION DATE: 05/13/15

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

**LUSTR06**                      Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 04/01/15

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

**ODINDIAN**                      Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

**INDIANRES**                      Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

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## **Texas Oil & Gas Detailed Report**

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[Satellite view](#)

*Target Property:*

**SH 170 and SH 114**

**Denton and tarrant County, Texas 76262**

*Prepared For:*

**Ecosystem Planning and Restoration LLC**

**Order #: 58056**

**Job #: 124835**

**Project #: HOU0076**

**Date: 10/12/2015**

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## Target Property Summary

**SH 170 and SH 114**

**Denton and Tarrant County, Texas 76262**

USGS Quadrangle: **Colleyville, TX**

Target Property Geometry: **Area**

Target Property Longitude(s)/Latitude(s):

(-97.166210, 32.982684), (-97.165973, 32.982406), (-97.168429, 32.981342), (-97.169129, 32.982119),  
(-97.168865, 32.982308), (-97.170090, 32.984654), (-97.173267, 32.986473), (-97.179785, 32.988375),  
(-97.185353, 32.990028), (-97.190318, 32.991180), (-97.193847, 32.992260), (-97.203284, 32.995669),  
(-97.207429, 32.996540), (-97.210414, 32.997311), (-97.214117, 32.997415), (-97.217051, 32.996545),  
(-97.219434, 32.994970), (-97.222587, 32.991328), (-97.224208, 32.989679), (-97.225464, 32.988535),  
(-97.227816, 32.986839), (-97.228683, 32.986339), (-97.228886, 32.986266), (-97.228847, 32.987817),  
(-97.227934, 32.988197), (-97.226442, 32.989142), (-97.223115, 32.993040), (-97.219134, 32.996914),  
(-97.215562, 32.999019), (-97.215529, 32.999187), (-97.212105, 32.999689), (-97.199401, 32.995610),  
(-97.182540, 32.990267), (-97.182345, 32.990482), (-97.173892, 32.987724), (-97.170940, 32.986469),  
(-97.169091, 32.985081), (-97.166628, 32.982519), (-97.166210, 32.982684)

County/Parish Covered:

**Tarrant (TX) , Denton (TX)**

Zipcode(s) Covered:

**Southlake TX: 76092**

**Fort Worth TX: 76177**

**Roanoke TX: 76262**

State(s) Covered:

**TX**

**\*Target property is located in Radon Zone 3.**

**Zone 3 areas have a predicted average indoor radon screening level less than 2 pCi/L  
(picocuries per liter).**

## *Database Findings Summary*

## Database Findings Summary

### STATE (TX) LISTING

<i>Database</i>	<i>Acronym</i>	<i>Locatable</i>	<i>Unlocatable</i>	<i>Search Radius (miles)</i>
OIL AND GAS	<a href="#">OG</a>	5	0	0.5000
SUB-TOTAL		5	0	
TOTAL		5	0	

## Locatable Database Findings

### STATE (TX) LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
OG	0.5000	0	1	0	4	NS	NS	5

SUB-TOTAL		0	1	0	4	0	0	5
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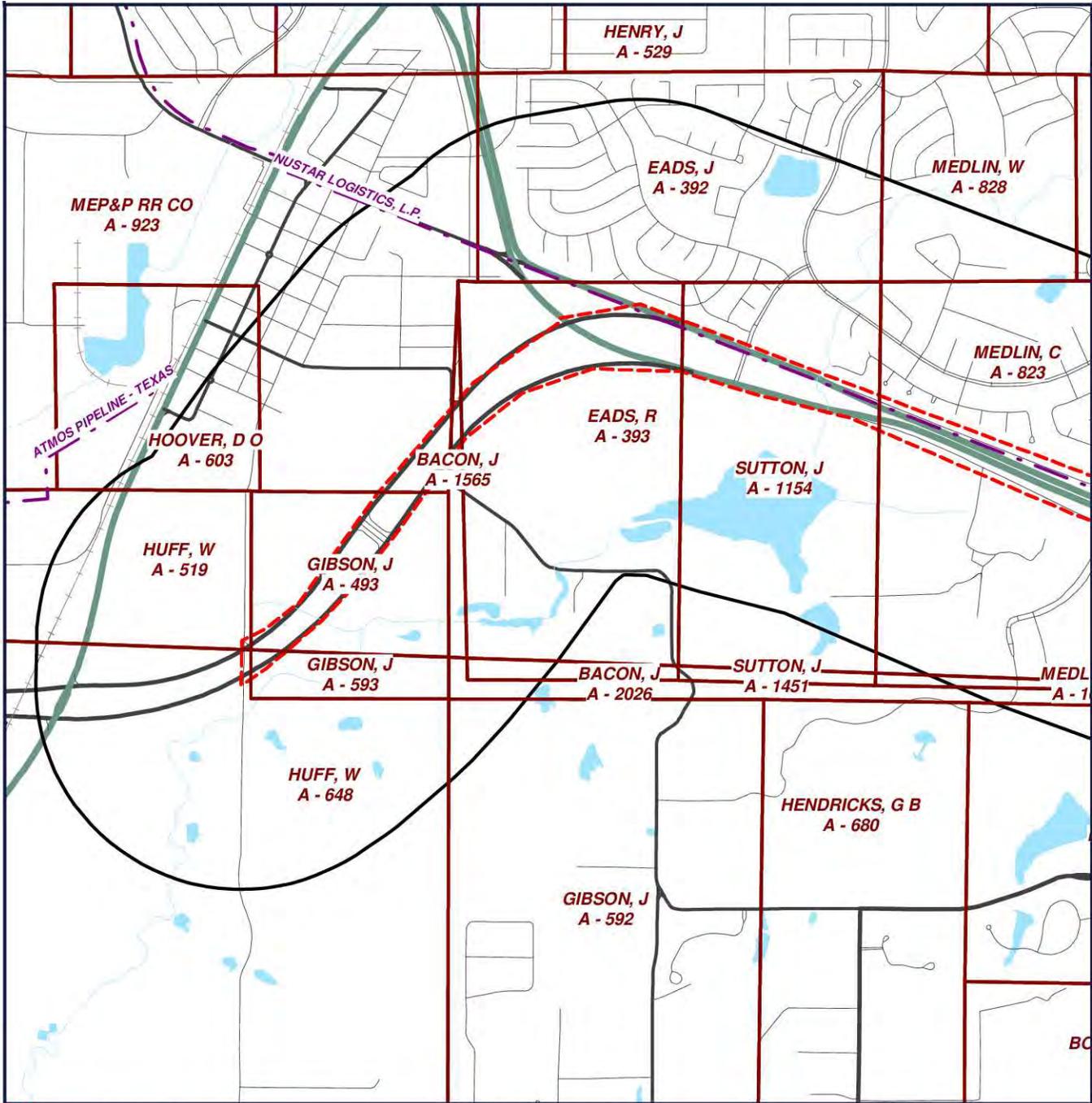
TOTAL		0	1	0	4	0	0	5
-------	--	---	---	---	---	---	---	---

**NOTES:**

NS = NOT SEARCHED

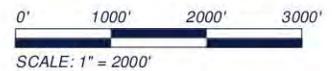
TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

# OGPipeline Map



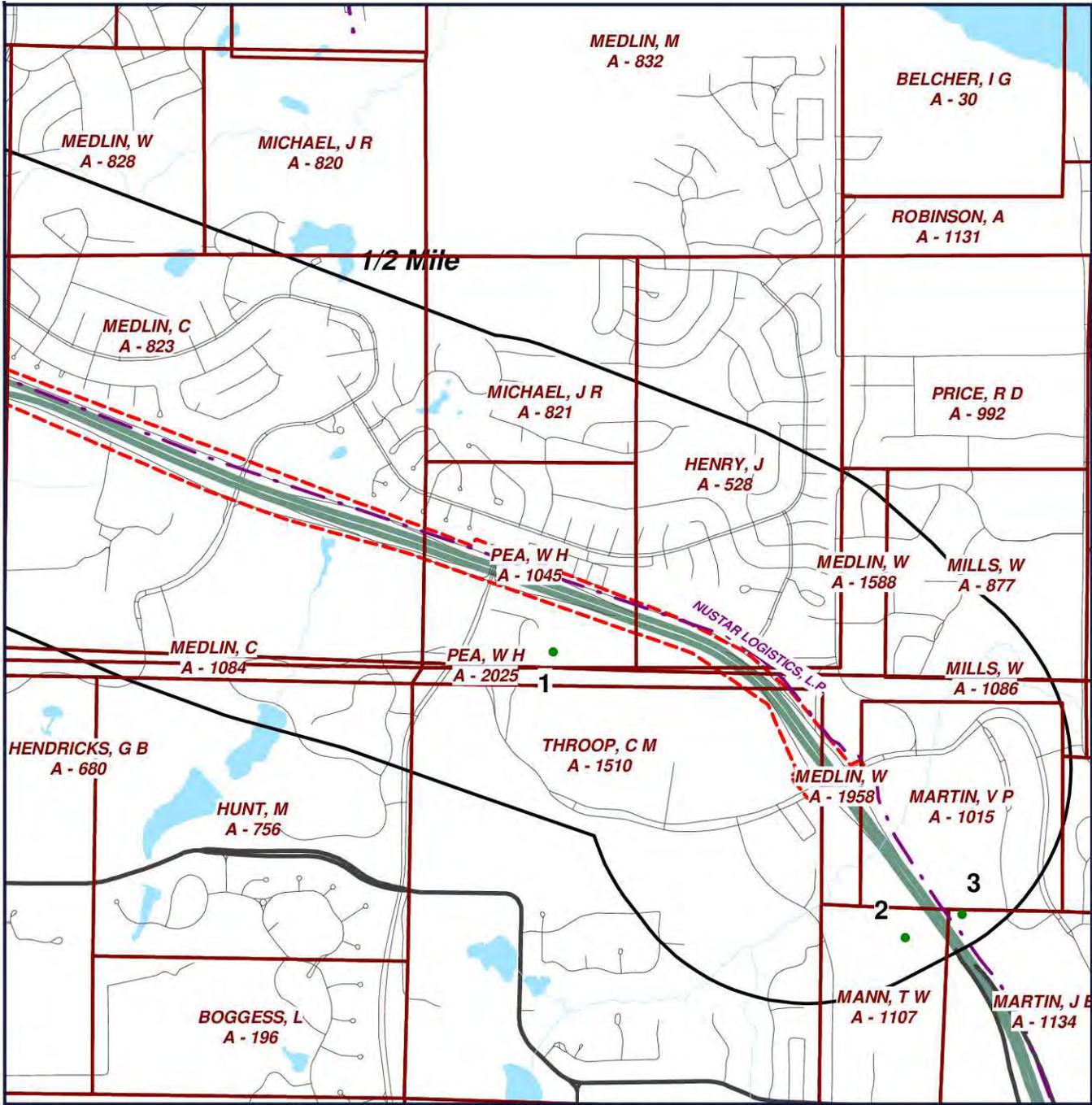
-  Target Property (TP)
-  Surface Location
-  Pipeline
-  Survey Line

**SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262**



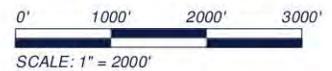
[Click here to access Satellite view](#)

# OG Pipeline (A) Map



-  Target Property (TP)
-  Surface Location
-  Pipeline
-  Survey Line

SH 170 and SH 114  
Denton And Tarrant County,  
Texas  
76262



[Click here to access Satellite view](#)

# Oil & Gas Pipeline Report

T4 PERMIT #	OPERATOR	SYSTEM NAME	COMMODITY	DIAMETER	STATUS	TYPE
01958	NUSTAR LOGISTICS, L.P.	05P - SOUTHLAKE PIPELINE	REFINED PRODUCTS	8.63	IN SERVICE	PRODUCT LINES (NOT HIGHLY VOLATILE)
01958	NUSTAR LOGISTICS, L.P.	05P - SOUTHLAKE PIPELINE	REFINED PRODUCTS	8.63	IN SERVICE	PRODUCT LINES (NOT HIGHLY VOLATILE)

## Report Summary of Locatable Sites

Map ID#	Database Name	Site ID#	Distance From Site	Site Name	Address	City, Zip Code
1	OG	1196629	0.1 W	MAGUIRE A UNIT	TARRANT COUNTY	ROANOKE, 76262
2	OG	1222023	0.4 S	MAGUIRE 'B' UNIT	TARRANT COUNTY	ROANOKE, 76262
3	OG	1196248	0.42 SE	MAGUIRE EAST	TARRANT COUNTY	SOUTHLAKE, 76092
3	OG	1196246	0.42 SE	MAGUIRE EAST	TARRANT COUNTY	SOUTHLAKE, 76092
3	OG	1196247	0.42 SE	MAGUIRE EAST	TARRANT COUNTY	SOUTHLAKE, 76092

# Oil & Gas Well Report

MAP ID	SURFACE ID	API #	WELL #	OPERATOR NAME	LEASE NAME	COMP. DATE	PLUG DATE	T.D.	WELL TYPE
1	1196629	43934411	1H	RANGE PRODUCTION COMPANY, LLC	MAGUIRE A UNIT	11/06/2009	00/00/0000	07814	GAS WELL
2	1222023	43935726	1H	RANGE PRODUCTION COMPANY, LLC	MAGUIRE 'B' UNIT	07/23/2011	00/00/0000	07809	SHUT-IN WELL (GAS)
3	1196248	43934388	3H	RANGE PRODUCTION COMPANY	MAGUIRE EAST	00/00/0000	00/00/0000	00000	PERMITTED LOCATION
3	1196246	43934386	1H	RANGE PRODUCTION COMPANY	MAGUIRE EAST	00/00/0000	00/00/0000	00000	PERMITTED LOCATION
3	1196247	43934387	2H	RANGE PRODUCTION COMPANY	MAGUIRE EAST	00/00/0000	00/00/0000	00000	PERMITTED LOCATION

## ***Environmental Records Definitions - STATE (TX)***

**OG** Oil and Gas

VERSION DATE: NR

This oil and gas well data set is provided by the Geographic Information System of the Railroad Commission of Texas (the Commission). The data set includes oil and gas well records dating back to the early 1960's, some wells prior to the 1960's are also included with with no API and/or a historical API number in place. The Commission shall not be held liable for use of this data, which is provided as a public service for informational purposes only. Users are responsible for checking the accuracy, completeness, currency, and/or suitability of this data set themselves.

This report was written on behalf of the Texas Department of Transportation by

17442 North Eldridge Parkway  
Tomball, Texas 77377



[www.eprusa.net](http://www.eprusa.net)



# Biological Evaluation Form

**Main CSJ:** 0353-02-074, etc.

**Date of Evaluation:** September 28, 2015

*Project has no Federal nexus.*

**Proposed Letting Date:** July 2016

*Project not assigned to TxDOT under the NEPA Assignment MOU*

**District(s):** Dallas, Fort Worth

**County(ies):** Denton, Tarrant

**Roadway Name:** SH 114

**Limits From:** Trophy Lake Dr. in Trophy Club

**Limits To:** Tarrant Co Line (west of FM 1938)

**Project Description:** Please see the General Comments section below.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## Endangered Species Act (ESA)

Yes Is the action area of the proposed project within the range and in suitable habitat of federally protected species?

Date that the [IPaC system](#) was accessed: November 10, 2015

No Would the proposed project affect federally protected species and/or habitat?

**\*Explain:**

The Official Species List letter indicated that no critical habitat lies within the project area and identified four threatened or endangered species which needed further evaluation for this project: least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), and whooping crane (*Grus americana*).

The piping plover and red knot only need consideration for wind energy projects. Therefore, this transportation project would have no effect on these two species.

The least tern typically inhabits coastal beaches, but also utilizes sandy and gravelly river banks inland. No rivers, large streams, or lakes were identified in the project area, and the proposed project is not anticipated to impact any similar habitats adjacent to it. Therefore, the proposed project would have no effect on the least tern.

Whooping cranes are large migratory birds that utilize prairie and marsh habitat along their migratory route, from Canada to the Texas coast. While whooping cranes have recently been observed using appropriate habitat in the DFW metroplex area during migration, no appropriate habitat was identified within the proposed project area by qualified biologists. Therefore, the proposed project would have no effect on whooping cranes.



## Biological Evaluation Form

Resources consulted or activities conducted to make effect determination (if applicable):

- TPWD County List       USFWS Critical Habitat Maps       Species Expert Consulted
- Aerial Photography       Coastal Areas Maps       Site Visit
- Topographic Map       Species Study Conducted       Karst Zone Maps
- Ecological Mapping System of Texas (EMST)       Natural Diversity Database (NDD)

Other:

The IPaC Official Species List letter has been included in Appendix A. A qualified biologist conducted a site visit on 10/19/2015.

### Migratory Bird Treaty Act (MBTA)

- Yes Is there potential for nesting birds to be present in the project action area during construction?
- No Were active nests identified during the site survey?
- Yes Will BMPs will be incorporated to protect migratory bird nests?

### Bald and Golden Eagle Protection Act (BGEPA)

- No Does the proposed project have the potential to impact Bald or Golden Eagles?

Comments:

No Bald or Golden Eagles or their habitat were observed in the project area, as verified by a qualified biologist.

### Fish and Wildlife Coordination Act (FWCA)

- No Does the project have impacts on one or more Waters of the U.S. or wetlands?

Comments:

The proposed project would not impact wetlands and waters of the U.S. Construction activities will take place in existing ROW and no construction is proposed at existing bridges and culverts.

### Executive Order 13112 on Invasive Species

- Yes Would the project be in compliance with EO 13112?

Comments:

In accordance with Executive Order 13112 on Invasive Species, seeding and replanting with TxDOT-approved seed mixes containing native species would be done where possible. Soil disturbance would be minimized in the ROW in order to minimize invasive species establishment.



## Executive Memorandum on Beneficial Landscaping

Yes Would landscaping be included in the proposed projects?

Describe landscaping activities:

Seeding and replanting of disturbed areas with TxDOT-approved seed mixes that are in compliance with the Executive Memorandum on Beneficial Landscaping would be done where possible.

Yes Would the proposed project be in compliance with the Executive Memorandum on Beneficial Landscaping?

## Farmland Protection Policy Act (FPPA)

Yes Would the project require new ROW or permanent easements (do not include temporary easements)?

No Is the project located in a "non-urbanized area" that contain areas mapped as prime, unique, statewide important or locally important farmland by the NRCS Web Soil Survey or [Census Bureau](#)?

Date that the [Web Soil Survey](#) was accessed: February 11, 2016



## General Comments

The Texas Department of Transportation (TxDOT) – Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard (CSJ: 0353-02-074), and SH 170 from Tarrant County Line to West of SH 114 Interchange (CSJ: 3559-01-005), in Denton and Tarrant County, Texas. Because both projects are in close proximity to each other, the environmental documentation for both projects is being prepared as one combined document. Project location maps are attached. No displacements would occur for either project.

### PROPOSED DESIGN FOR SH 114:

The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Noise walls are proposed on both sides of SH 114 and would require a total of approximately 5.3 acres of new easements. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard is approximately 2.4 miles.

### PROPOSED DESIGN FOR SH 170:

The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane would consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction. The total project length of SH 170 east of Roanoke Road to west of the SH 114 interchange is approximately 1.1 miles.



# TPWD Analysis Section

## Texas Parks and Wildlife Coordination Conditions

- 1.   No   Is the project limited to a maintenance activity exempt from coordination?  
<http://txdot.gov/inside-txdot/division/environmental/maintenance-program.html>
- 2.   No   Has the project previously completed coordination with TPWD?

## Tier I Site Assessment

### MOU Triggers

- 1.   No   Is the project within range of a state threatened or endangered species or SGCN and suitable habitat is present?

Comments:

The proposed project is within the range of state threatened/endangered species, however, no suitable habitat exists within the project limits, as verified by a qualified biologist. A figure showing the NDD results has been included as Figure 1.

The NDD search identified on a occurrence of the Texas Heelsplitter within a 1.5-mile radius of the action area (Grapevine Lake). Suitable habitat for the Texas Heelsplitter is not present on the site. Construction activities will primarily take place in existing ROW and a previously developed utility easement. No construction is proposed at existing bridges and culverts. Therefore, the proposed project would have no impact on the Texas Heelsplitter.

Date [TPWD County](#) List Accessed:   March 18, 2016  

Date that the NDD was accessed:   October 1, 2015  

What agency performed the NDD search?   TPWD  

### NDD Search Results for EOIDs and Tracked Managed Areas

EOID Number	Common Name	Scientific Name	Listing Status	Buffer Zone
11568	Mollisol Blackland Prairie	<i>Schizachyrium scoparium - Andropogon gerardii - Sorghastrum nutans - Bifora americana Mollisol Herbaceous Vegetation</i>	NA	10 Mile
11569	Mollisol Blackland Prairie	<i>Schizachyrium scoparium - Andropogon gerardii - Sorghastrum nutans - Bifora americana Mollisol Herbaceous Vegetation</i>	NA	10 Mile
11570	Mollisol Blackland Prairie	<i>Schizachyrium scoparium - Andropogon gerardii - Sorghastrum nutans - Bifora americana Mollisol Herbaceous Vegetation</i>	NA	10 Mile
9984	Texas Heelsplitter	<i>Potamilus amphichaenus</i>	Threatened	1.5 Mile
2293	Little Bluestem-indiangrass Series	<i>Schizachyrium scoparium-Sorghastrum nutans series</i>	NA	10 Mile
434	Texas Garter Snake	<i>Thamnophis sirtalis annectens</i>	NA	10 Mile



**Biological Evaluation Form**

2.   No   NDD and TCAP review indicates adverse impacts to remnant vegetation?

Comments:

No remnant vegetation is listed on the NDD as occurring within the project area. Plants listed as Species of Greatest Conservation Need identified on Texas Parks and Wildlife's Annotated List of Rare Species for Tarrant and Denton Counties were also reviewed as part of this analysis.

3.   No   Does the project require a NWP with PCN or IP by USACE?

Comments:

The proposed project is not anticipated to have any impacts to any waters of the U.S.

4.   No   Does the project include more than 200 linear feet of stream channel for each single and complete crossing of one or more of the following that is not already channelized or otherwise maintained:

Comments:

The proposed project is not anticipated to have any impacts to any waters of the U.S.

5.   No   Does the project contain known isolated wetlands outside the TxDOT ROW that will be directly impacted by the project?

Comments:

The proposed project would not impact wetlands located outside existing TxDOT ROW.

6.   No   Would the project impact at least 0.10 acre of riparian vegetation?

Comments:

The proposed project would not impact riparian vegetation.

7.   No   Does project disturb a habitat type in an area equal to or greater than the area of disturbance indicated in the Threshold Table Programmatic Agreement?

Comments:

The proposed project does not exceed any habitat threshold listed in the Threshold Table Programmatic Agreement.

\*Attach associated file of EMST output (Mapper Report or other Excel File which includes MOU Type, Ecosystem Name, Common/Vegetation Type Name) in ECOS

Excel File Name:

0353-02-074, etc EMST report.xlsx

7.1   Yes   Is there a discrepancy between actual habitat(s) and EMST mapped habitat(s)?

\*Explanation:

Table 1 and Figures 2 and 3 included in the attachments of this form show the discrepancy between actual habitat and EMST mapped habitat. Figure 2 shows the EMST mapped habitat and Figure 3 shows the actual habitat confirmed during a site visit. Photos of the vegetation dependencies are included in Appendix C.

Attach file showing discrepancy between actual and EMST mapped habitat(s).

File Name:

0353-02-074, etc EMST.xlsx. Table 1 in Appendix B also contains this data.



## **Is TPWD Coordination Required?**

**No** - No coordination is required because no Coordination Conditions or MOU triggers were met.



## Findings

### *Endangered Species Act (ESA)*

According to the U.S. Fish and Wildlife Service (USFWS), the project action area is within the range and in suitable habitat of a federally protected species. Based on the following information, the proposed project will not affect protected species and/or their habitat and will not impact areas that have been designated as critical habitat by the USFWS.

The Official Species List letter indicated that no critical habitat lies within the project area and identified four threatened or endangered species which needed further evaluation for this project: least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), and whooping crane (*Grus americana*).

The piping plover and red knot only need consideration for wind energy projects. Therefore, this transportation project would have no effect on these two species.

The least tern typically inhabits coastal beaches, but also utilizes sandy and gravelly river banks inland. No rivers, large streams, or lakes were identified in the project area, and the proposed project is not anticipated to impact any similar habitats adjacent to it. Therefore, the proposed project would have no effect on the least tern.

Whooping cranes are large migratory birds that utilize prairie and marsh habitat along their migratory route, from Canada to the Texas coast. While whooping cranes have recently been observed using appropriate habitat in the DFW metroplex area during migration, no appropriate habitat was identified within the proposed project area by qualified biologists. Therefore, the proposed project would have no effect on whooping cranes.

Consultation with the U.S. Fish and Wildlife Service (USFWS) will not be required. The USFWS IPaC website was accessed on November 10, 2015.

### *Essential Fish Habitat (EFH)*

Essential fish habitat is defined by the Magnuson-Stevens Fishery Conservation and Management Act (MSA) as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Tidally influenced waters do not occur within the project action area. Coordination with National Marine Fisheries Service (NMFS) is not required.

### *Coastal Barrier Resources Act (CBRA)*

This project is not located within a designated CBRA map unit. Coordination with the U.S. Fish and Wildlife Service (USFWS) is not required.

### *Marine Mammal Protection Act (MMPA)*

Marine mammals are protected under the Marine Mammal Protection Act (MMPA). The Texas coast provides suitable habitat and is within range of several marine mammals including the West Indian Manatee (*Trichechus manatus*), and bottlenose dolphin (*Tursiops truncatus*).

The project area does not contain suitable habitat for marine mammals. Coordination with NMFS is not required.



*Migratory Bird Treaty Act (MBTA)*

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations.

A site survey did not identify active nests within the project action area. TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions.

A MBTA appropriate EPIC will be included in the project file.

*Bald and Golden Eagle Protection Act (BGEPA)*

The proposed project does not have the potential to impact Bald or Golden Eagles.

*Fish and Wildlife Coordination Act (FWCA)*

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water.

The proposed project would have no impact to Waters of the U.S. or wetlands and no Section 404 permit is required; therefore, no review by the U.S. Fish and Wildlife Service (USFWS).

*Executive Order 13112 on Invasive Species (EO 13112)*

Re-vegetation of disturbed areas would be in compliance with the Executive Order on Invasive Species (EO 13112). Regionally native and non-invasive plants will be used to the extent practicable in landscaping and re-vegetation.

*Executive Memorandum on Beneficial Landscaping*

Landscaping would be a part of the proposed project activities. Re-vegetation of disturbed areas would be in compliance with the Executive Memorandum on Beneficial Landscaping (26Apr94). Regionally native and non-invasive plants will be used to the extent practicable in landscaping and re-vegetation.

Seeding and replanting of disturbed areas with TxDOT-approved seed mixes that are in compliance with the Executive Memorandum on Beneficial Landscaping would be done where possible.

*Farmland Protection Policy Act (FPPA)*

Coordination with the National Resources Conservation Service (NRCS) for FPPA would not be required because the project is not located in areas mapped as prime, unique, statewide or locally important nor is it located in an "urbanized area" identified by the NRCS Web Soil Survey or Census Bureau.

**Signatures:**

    No     Was this form completed by TxDOT environmental staff?

Prepared By: John Williams

Title: Environmental Scientist



# Biological Evaluation Form

**John Williams**

Digitally signed by John Williams  
DN: cn=John Williams, o=EPR, ou=EPR, email=jwilliams@eprusa.net, c=US  
Date: 2016.04.22 12:33:00 -05'00'

Signature

Date: April 22, 2016

TxDOT Reviewer: Leslie Mirise

Title: Environmental Specialist

**Leslie Mirise**

Digitally signed by Leslie Mirise  
DN: cn=Leslie Mirise, ou=TxDOT, email=leslie.mirise@txdot.gov, c=US  
Date: 2016.04.22 12:39:33 -05'00'

Signature

Date: April 22, 2016



## *Suggested Attachments*

**Aerial Map (with delineated project boundaries)**

**USFWS T&E List**

**TPWD T&E List**

**Species Impact Table**

**NDD EOID List and Tracked Managed Areas (Required for TPWD Coordination)**

**NOAA EFH Mapper Printout**

**USFWS CBRA Mapper Printout**

**EMST Project MOU Summary Table (Required for TPWD Coordination)**

**TPWD SGCN List**

**FPPA Documentation**

**NRCS Web Soil Survey Map**

**Census Bureau Urbanized Area Map**

**Landscaping Plans**

**Photos (Required for TPWD Coordination)**

**Previous TPWD Coordination Documentation (if applicable)**



## Biological Evaluation Form

The following table shows the revision history for this guidance document.

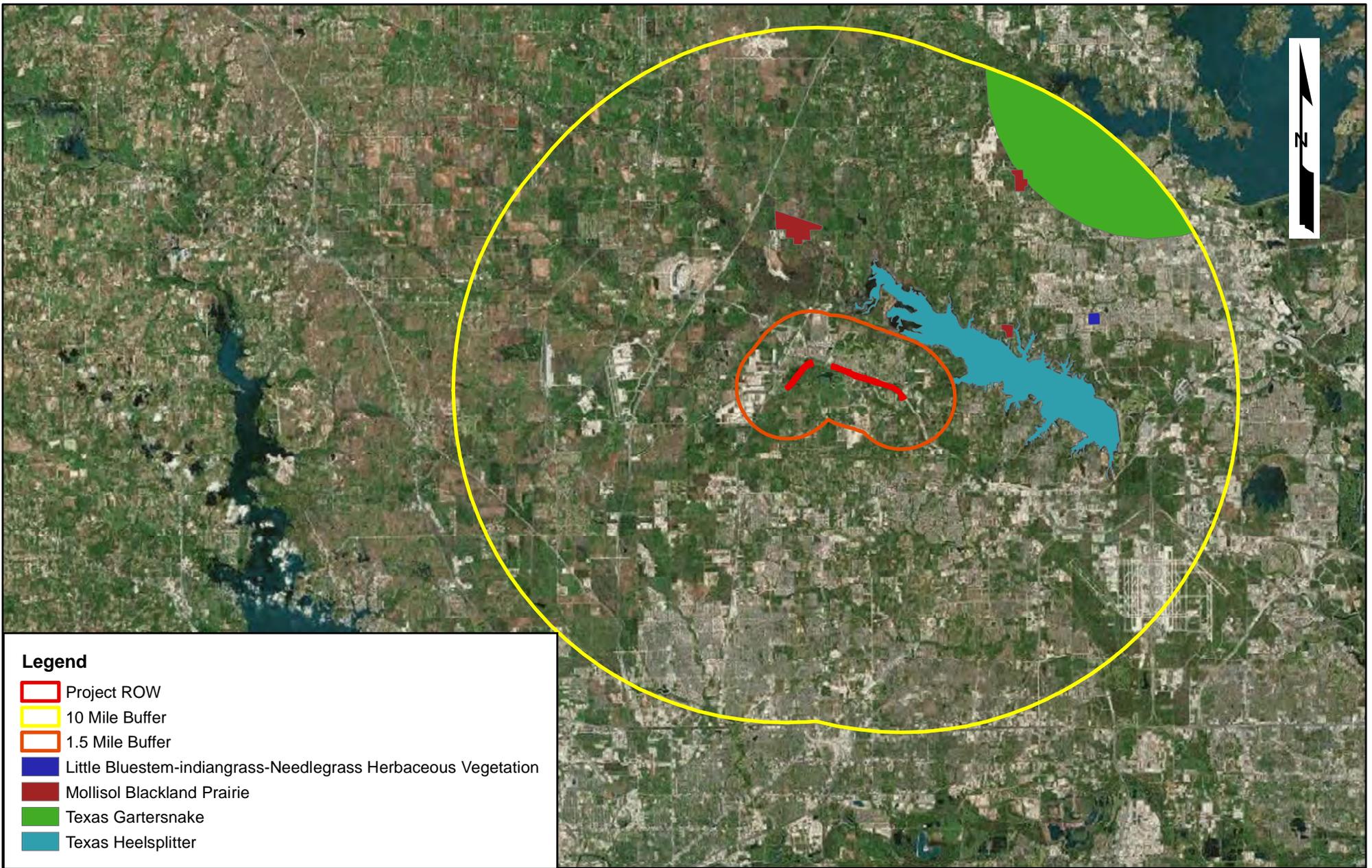
Revision History	
Effective Date Month, Year	Reason for and Description of Change
May 2014	Version 1 released.
August 2015	<p>Version 2 released.</p> <p>Revised the overall appearance to be more consistent with a form.</p> <p>Upgraded the District and County selection fields for increased simplicity.</p> <p>Included the NEPA Assignment MOU language for projects that are assigned to TxDOT under the NEPA Assignment MOU.</p> <p>Revised the Endangered Species Act to distinguish between take/no take and affect based on the project having or not having a federal nexus.</p> <p>Updated the Farmland Protection Policy Act questions to be more consistent with the applicable regulations.</p>

## **Figures**

FIGURE 1: NDD MAP

FIGURE 2: TPWD MAPPED ECOLOGICAL SYSTEMS

FIGURE 3: EXISTING CONDITIONS ECOLOGICAL SYSTEMS



**Legend**

- Project ROW
- 10 Mile Buffer
- 1.5 Mile Buffer
- Little Bluestem-Indiangrass-Needlegrass Herbaceous Vegetation
- Mollisol Blackland Prairie
- Texas Gartersnake
- Texas Heelsplitter

0 9,500 19,000 38,000  
 Feet

SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

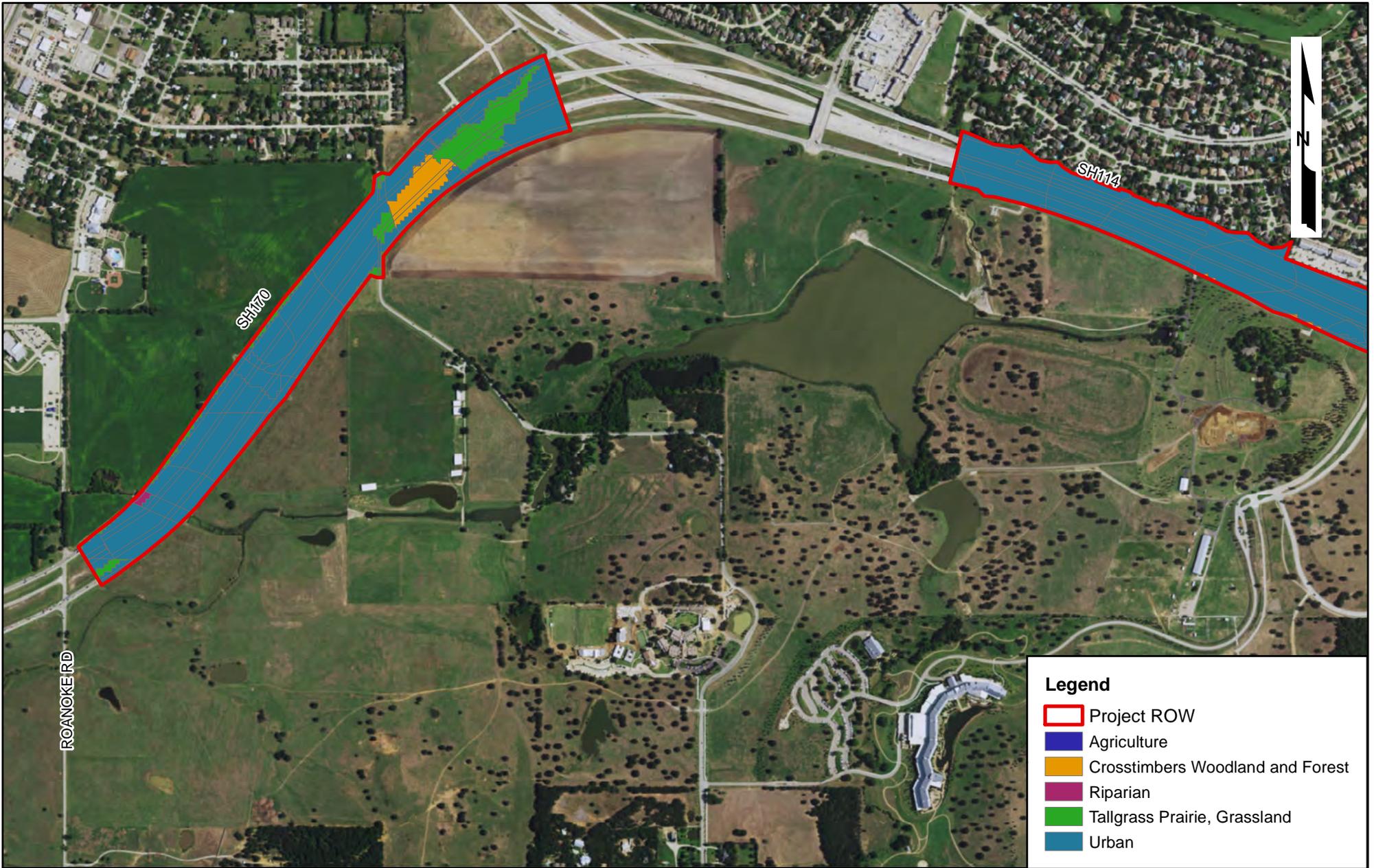


NDD DATABASE SEARCH (10 MILE RADIUS)

FIGURE 1

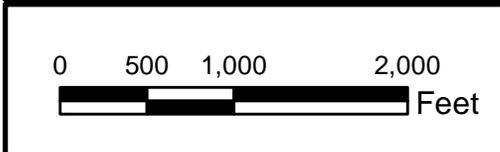
DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
 MARCH  
 2016



**Legend**

- Project ROW
- Agriculture
- Crosstimbers Woodland and Forest
- Riparian
- Tallgrass Prairie, Grassland
- Urban



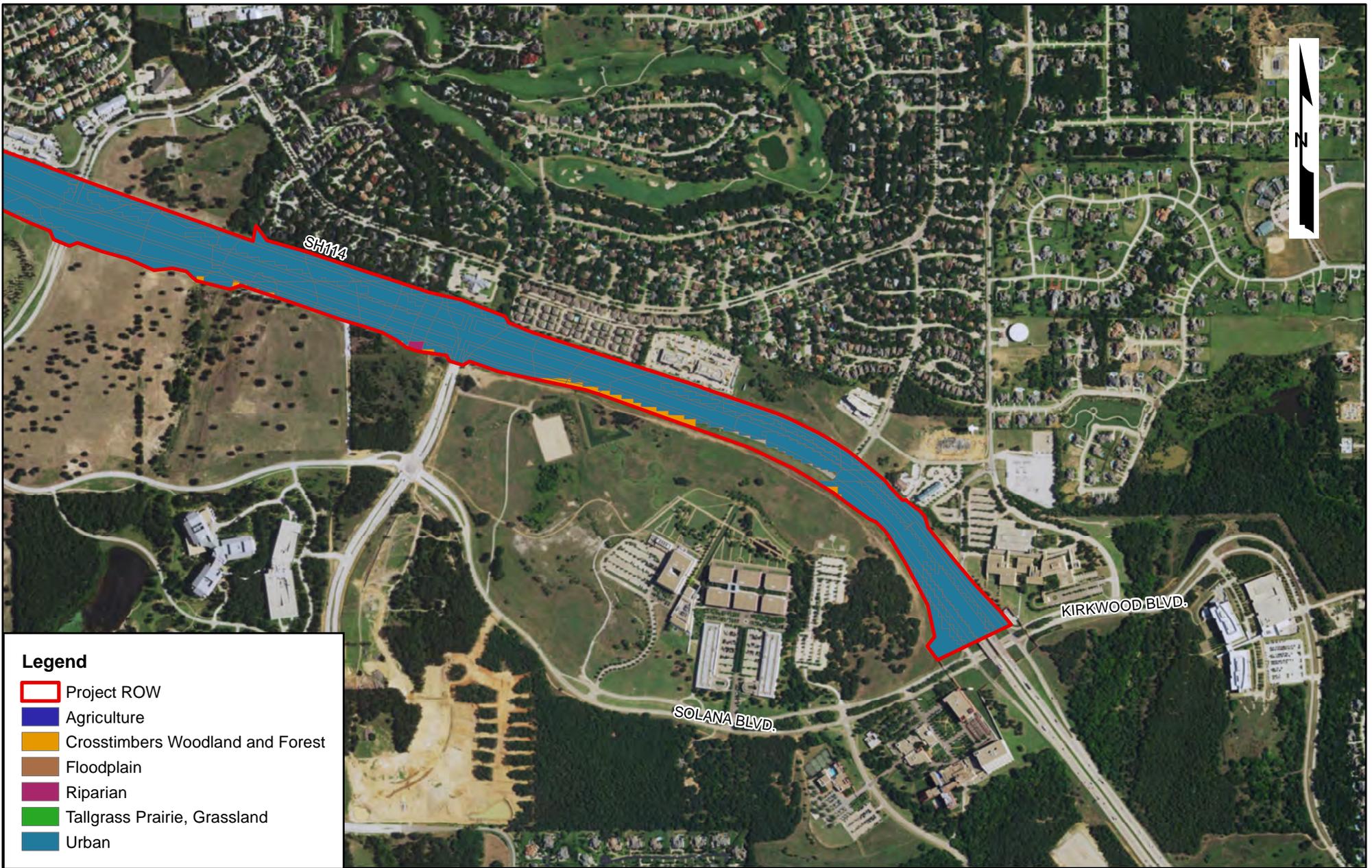
SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 TPWD MAPPED ECOLOGICAL SYSTEMS MAP



FIGURE 2A

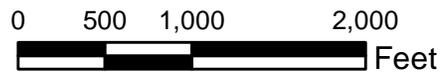
DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
 MARCH  
 2016



**Legend**

- Project ROW
- Agriculture
- Crosstimbers Woodland and Forest
- Floodplain
- Riparian
- Tallgrass Prairie, Grassland
- Urban



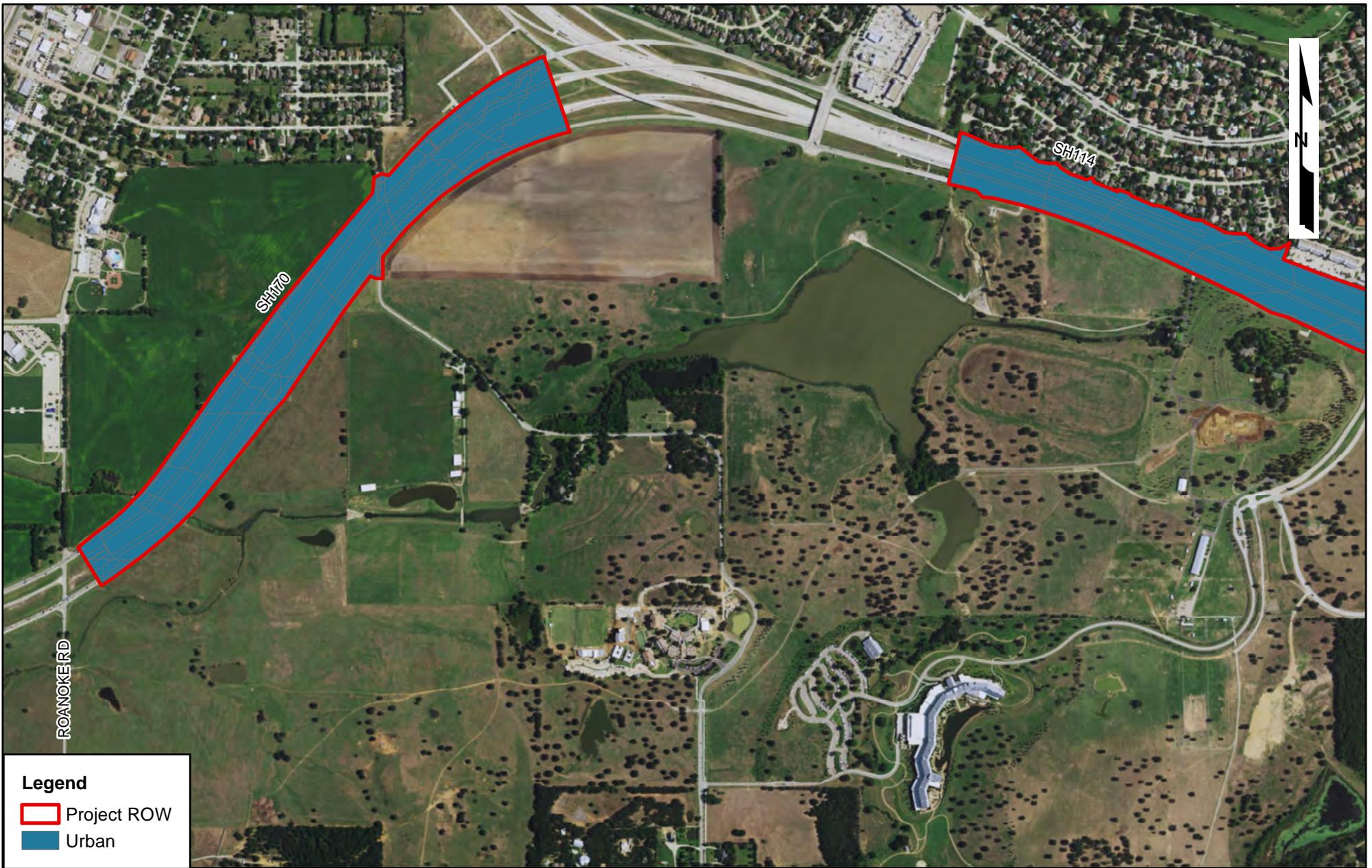
SH 114 (TROPHY LAKE TO KIRKWOOD)  
 SH 170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 TPWD MAPPED ECOLOGICAL SYSTEMS MAP



FIGURE 2B

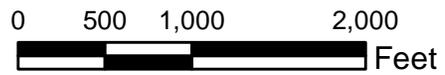
DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
 MARCH  
 2016



**Legend**

- Project ROW
- Urban



SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

EMST EXISTING CONDITIONS MAP



FIGURE 3A

DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
 MARCH  
 2016



**Legend**

- Project ROW
- Urban



SH 114 (TROPHY LAKE TO KIRKWOOD)  
 SH 170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 EMST EXISTING CONDITIONS MAP



FIGURE 3B

DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
 MARCH  
 2016

**Appendix A**  
IPAC OFFICIAL SPECIES LIST



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Arlington Ecological Services Field Office  
2005 NE GREEN OAKS BLVD, SUITE 140  
ARLINGTON, TX 76006  
PHONE: (817)277-1100 FAX: (817)277-1129  
URL: [www.fws.gov/southwest/es/arlingtontexas/](http://www.fws.gov/southwest/es/arlingtontexas/);  
[www.fws.gov/southwest/es/EndangeredSpecies/lists/](http://www.fws.gov/southwest/es/EndangeredSpecies/lists/)

Consultation Code: 02ETAR00-2016-SLI-0392

February 11, 2016

Event Code: 02ETAR00-2016-E-00402

Project Name: SH 114 and SH 170

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, which may occur within the boundary of your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under section 7(a)(1) of the Act, Federal agencies are directed to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Under and 7(a)(2) and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether their actions may affect threatened and endangered species and/or designated critical habitat. A Federal action is an activity or program authorized, funded, or carried out, in whole or in part, by a Federal agency (50 CFR 402.02).

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For Federal actions other than major construction activities, the Service suggests that a biological evaluation (similar to a Biological Assessment) be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

After evaluating the potential effects of a proposed action on federally listed species, one of the

following determinations should be made by the Federal agency:

1. *No effect* - the appropriate determination when a project, as proposed, is anticipated to have no effects to listed species or critical habitat. A "no effect" determination does not require section 7 consultation and no coordination or contact with the Service is necessary. However, the action agency should maintain a complete record of their evaluation, including the steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related information.
2. *May affect, but is not likely to adversely affect* - the appropriate determination when a proposed action's anticipated effects are insignificant, discountable, or completely beneficial. Insignificant effects relate to the size of the impact and should never reach the scale where "take" of a listed species occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not be able to meaningfully measure, detect, or evaluate insignificant effects, or expect discountable effects to occur. This determination requires written concurrence from the Service. A biological evaluation or other supporting information justifying this determination should be submitted with a request for written concurrence.
3. *May affect, is likely to adversely affect* - the appropriate determination if any adverse effect to listed species or critical habitat may occur as a direct or indirect result of the proposed action, and the effect is not discountable or insignificant. This determination requires formal section 7 consultation.

The Service recommends that candidate species, proposed species, and proposed critical habitat be addressed should consultation be necessary. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:  
<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

For additional information concerning migratory birds and eagle conservation plans, please contact the Service's Migratory Bird Office at 505-248-7882.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior  
Fish and Wildlife Service

Project name: SH 114 and SH 170

## Official Species List

### Provided by:

Arlington Ecological Services Field Office

2005 NE GREEN OAKS BLVD

SUITE 140

ARLINGTON, TX 76006

(817) 277-1100

<http://www.fws.gov/southwest/es/arlingtontexas/>

<http://www.fws.gov/southwest/es/EndangeredSpecies/lists/>

**Consultation Code:** 02ETAR00-2016-SLI-0392

**Event Code:** 02ETAR00-2016-E-00402

**Project Type:** TRANSPORTATION

**Project Name:** SH 114 and SH 170

**Project Description:** Widening of main-lanes. Limits are from Trophy Lake Drive to the Tarnat County Line. The timing of this project is dependent on funding.

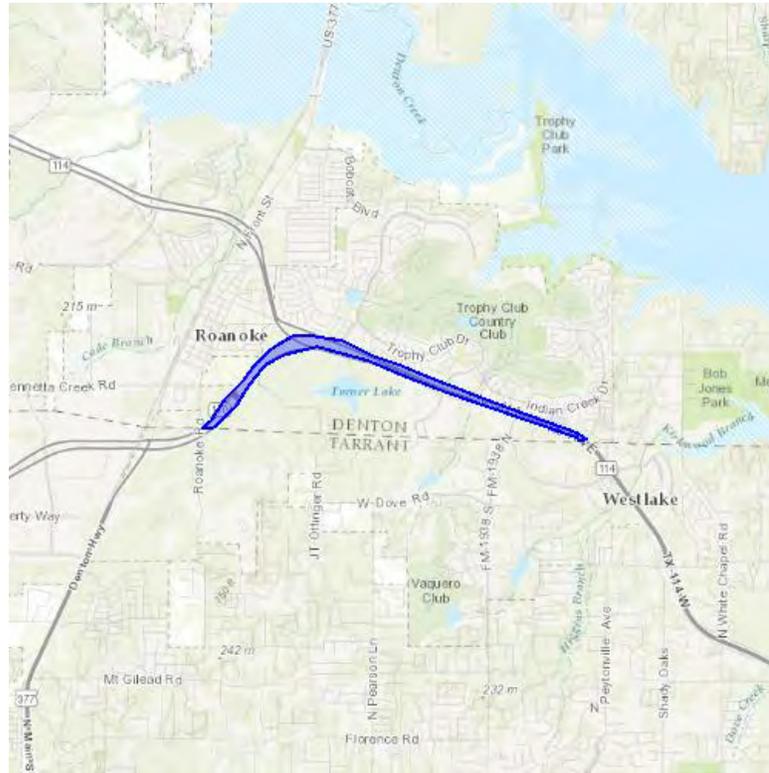
**Please Note:** The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior  
Fish and Wildlife Service

Project name: SH 114 and SH 170

### Project Location Map:



**Project Coordinates:** MULTIPOLYGON (((-97.22848892211913 32.98764382263701, -97.22685813903809 32.98764382263701, -97.22333908081055 32.9904515343004, -97.22145080566406 32.99282722056212, -97.21896171569824 32.99563476733207, -97.21612930297852 32.99693052802257, -97.21132278442383 32.99779435791196, -97.20376968383789 32.99606668967641, -97.19879150390625 32.9943389876142, -97.19183921813965 32.992107322387454, -97.17244148254395 32.98649191509232, -97.17218399047852 32.98613194090192, -97.1711540222168 32.98627593075425, -97.17244148254395 32.98706787074367, -97.18505859374999 32.99095547309361, -97.19552993774414 32.9943389876142, -97.19887733459471 32.99556278006914, -97.2029972076416 32.99678655555214, -97.20763206481934 32.998658179344474, -97.21192359924316 32.999306039868955, -97.21492767333984 32.999306039868955, -97.21784591674805 32.99772237241085, -97.22042083740234 32.99570675453627, -97.22213745117188 32.99369109062016, -97.22505569458008 32.99124343682642, -97.22711563110352 32.98872372230796, -97.22848892211913 32.98764382263701)))



United States Department of Interior  
Fish and Wildlife Service

Project name: SH 114 and SH 170

**Project Counties:** Denton, TX



United States Department of Interior  
Fish and Wildlife Service

Project name: SH 114 and SH 170

## Endangered Species Act Species List

There are a total of 4 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Least tern ( <i>Sterna antillarum</i> ) Population: interior pop.	Endangered		
Piping Plover ( <i>Charadrius melodus</i> ) Population: except Great Lakes watershed	Threatened	Final designated	Wind Energy Projects
Red Knot ( <i>Calidris canutus rufa</i> )	Threatened		Wind Energy Projects
Whooping crane ( <i>Grus americana</i> ) Population: except where EXPN	Endangered	Final designated	



United States Department of Interior  
Fish and Wildlife Service

Project name: SH 114 and SH 170

## **Critical habitats that lie within your project area**

There are no critical habitats within your project area.

**Appendix B**  
**TABLE 1: BEF VEGETATION IMPACTS**

**Table 1: BEF VEGETATION IMPACTS**

<b>MOU Habitat Type</b>	<b>Existing Habitat Type</b>	<b>Acres</b>
<b>Denton County</b>		
Agriculture	Urban	<b>0.01</b>
Crosstimbers Woodland and Forest	Urban	<b>3.47</b>
Tallgrass Prairie, Grassland	Urban	<b>7.43</b>
Urban	Urban	<b>95.44</b>
<b>Tarrant County</b>		
Agriculture	Urban	<b>0.00</b>
Crosstimbers Woodland and Forest	Urban	<b>1.90</b>
Riparian	Urban	<b>0.21</b>
Tallgrass Prairie, Grassland	Urban	<b>0.00</b>
Urban	Urban	<b>55.11</b>
<b>Total</b>		<b>163.57</b>

## **Appendix C**

### **SITE PHOTOGRAPHS**



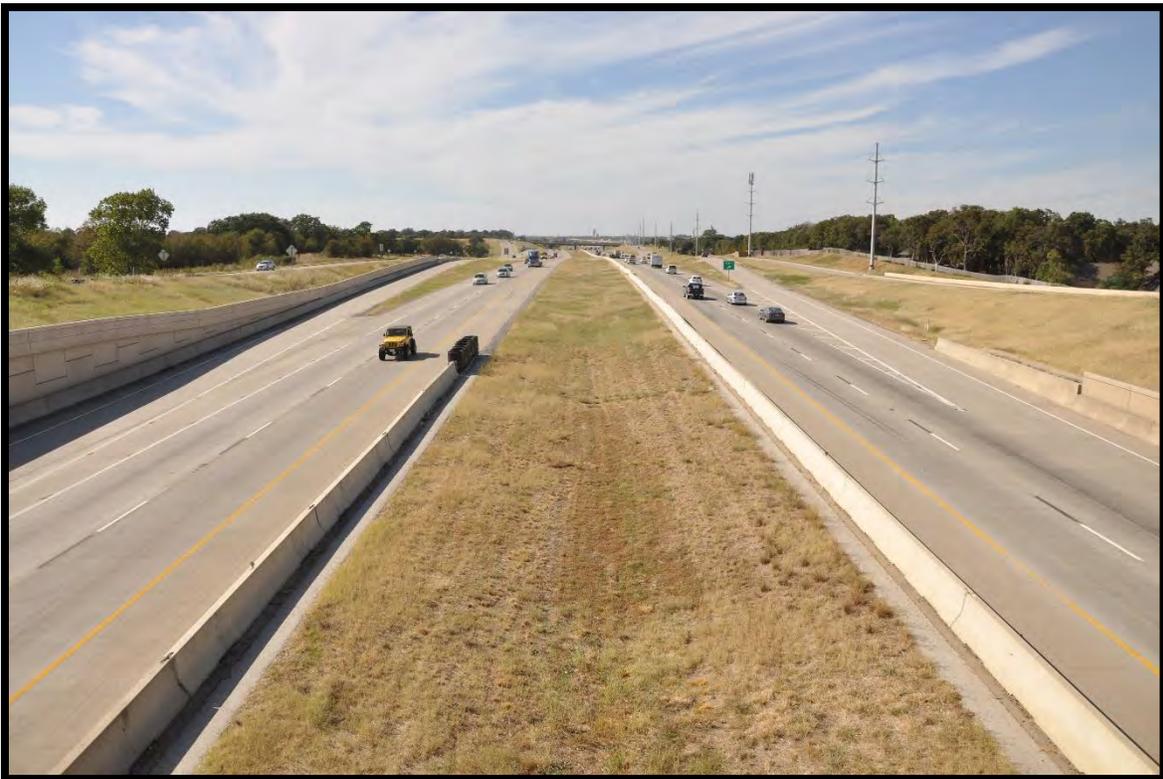
Heavily disturbed area between frontage roads of SH 170. Entire ROW is disturbed and urban.



Grassy area between frontage roads of SH 170. Soils have been disturbed and graded. Embankment in the background for Parish Lane grade separation.



Frontage road and main lanes of SH 114.



SH 114 near Trophy Club. Entire ROW area is urban.



Photo looking north showing disturbed area mapped as Tallgrass Prairie.



Photo northeast showing maintained introduced grasses. This area is mapped as Crosstimbers, Woodlands, and Forest.



Photo of area mapped as Riparian. The area consist of maintained grasses and 2 large trees



Area mapped as Crosstimbers at the eastern end of the project area. The area consists of maintained grasses.

**Appendix D**  
TPWD THREATENED AND ENDANGERED SPECIES LISTS

## TARRANT COUNTY

### BIRDS

		Federal Status	State Status
<b>American Peregrine Falcon</b>	<i>Falco peregrinus anatum</i>	DL	T
<p>year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.</p>			
<b>Arctic Peregrine Falcon</b>	<i>Falco peregrinus tundrius</i>	DL	
<p>migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.</p>			
<b>Bald Eagle</b>	<i>Haliaeetus leucocephalus</i>	DL	T
<p>found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds</p>			
<b>Henslow's Sparrow</b>	<i>Ammodramus henslowii</i>		
<p>wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking</p>			
<b>Interior Least Tern</b>	<i>Sterna antillarum athalassos</i>	LE	E
<p>subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony</p>			
<b>Peregrine Falcon</b>	<i>Falco peregrinus</i>	DL	T
<p>both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (F. p. anatum) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, F.p. tundrius is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.</p>			

## TARRANT COUNTY

### BIRDS

		Federal Status	State Status
<b>Red Knot</b>	<i>Calidris canutus rufa</i>		T

Red knots migrate long distances in flocks northward through the contiguous United States mainly April-June, southward July-October. A small plump-bodied, short-necked shorebird that in breeding plumage, typically held from May through August, is a distinctive and unique pottery orange color. Its bill is dark, straight and, relative to other shorebirds, short-to-medium in length. After molting in late summer, this species is in a drab gray-and-white non-breeding plumage, typically held from September through April. In the non-breeding plumage, the knot might be confused with the omnipresent Sanderling. During this plumage, look for the knot's prominent pale eyebrow and whitish flanks with dark barring. The Red Knot prefers the shoreline of coast and bays and also uses mudflats during rare inland encounters. Primary prey items include coquina clam (*Donax* spp.) on beaches and dwarf surf clam (*Mulinia lateralis*) in bays, at least in the Laguna Madre. Wintering Range includes- Aransas, Brazoria, Calhoun, Cameron, Chambers, Galveston, Jefferson, Kennedy, Kleberg, Matagorda, Nueces, San Patricio, and Willacy. Habitat: Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore.

<b>Sprague's Pipit</b>	<i>Anthus spragueii</i>		C
------------------------	-------------------------	--	---

only in Texas during migration and winter, mid September to early April; short to medium distance, diurnal migrant; strongly tied to native upland prairie, can be locally common in coastal grasslands, uncommon to rare further west; sensitive to patch size and avoids edges.

<b>Western Burrowing Owl</b>	<i>Athene cunicularia hypugaea</i>		
------------------------------	------------------------------------	--	--

open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows

<b>Whooping Crane</b>	<i>Grus americana</i>	LE	E
-----------------------	-----------------------	----	---

potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties

### FISHES

		Federal Status	State Status
<b>Shovelnose sturgeon</b>	<i>Scaphirhynchus platyrhynchus</i>		T

open, flowing channels with bottoms of sand or gravel; spawns over gravel or rocks in an area with a fast current; Red River below reservoir and rare occurrence in Rio Grande

### MAMMALS

		Federal Status	State Status
<b>Gray wolf</b>	<i>Canis lupus</i>	LE	E

extirpated; formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands

<b>Plains spotted skunk</b>	<i>Spilogale putorius interrupta</i>		
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catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie

## TARRANT COUNTY

### MAMMALS

		Federal Status	State Status
<b>Red wolf</b>	<i>Canis rufus</i>	LE	E
extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies			

### MOLLUSKS

		Federal Status	State Status
<b>Louisiana pigtoe</b>	<i>Pleurobema riddellii</i>		T
streams and moderate-size rivers, usually flowing water on substrates of mud, sand, and gravel; not generally known from impoundments; Sabine, Neches, and Trinity (historic) River basins			
<b>Sandbank pocketbook</b>	<i>Lampsilis satura</i>		T
small to large rivers with moderate flows and swift current on gravel, gravel-sand, and sand bottoms; east Texas, Sulfur south through San Jacinto River basins; Neches River			
<b>Texas heelsplitter</b>	<i>Potamilus amphichaenus</i>		T
quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins			

### REPTILES

		Federal Status	State Status
<b>Texas garter snake</b>	<i>Thamnophis sirtalis annectens</i>		
wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August			
<b>Texas horned lizard</b>	<i>Phrynosoma cornutum</i>		T
open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September			
<b>Timber rattlesnake</b>	<i>Crotalus horridus</i>		T
swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto			

### PLANTS

		Federal Status	State Status
<b>Auriculate false foxglove</b>	<i>Agalinis auriculata</i>		
Known in Texas from one late nineteenth century specimen record labeled -Benbrook-; in Oklahoma, degraded prairies, floodplains, fallow fields, and borders of upland sterile woods; in Arkansas, blackland prairie; Annual; Flowering August - October			
<b>Glen Rose yucca</b>	<i>Yucca necopina</i>		
Texas endemic; grasslands on sandy soils and limestone outcrops; flowering April-June			
<b>Hall's prairie clover</b>	<i>Dalea hallii</i>		
GLOBAL RANK: G3; In grasslands on eroded limestone or chalk and in oak scrub on rocky hillsides; Perennial; Flowering May-Sept; Fruiting June-Sept			

## TARRANT COUNTY

### PLANTS

Federal Status

State Status

**Osage Plains false foxglove**      *Agalinis densiflora*

GLOBAL RANK: G3; Most records are from grasslands on shallow, gravelly, well drained, calcareous soils; Prairies, dry limestone soils; Annual; Flowering Aug-Oct

**Reverchon's curfpea**      *Pediomelum reverchonii*

GLOBAL RANK: G3; Mostly in prairies on shallow rocky calcareous substrates and limestone outcrops; Perennial; Flowering Jun-Sept; Fruiting June-July

**Texas milk vetch**      *Astragalus reflexus*

GLOBAL RANK: G3; Grasslands, prairies, and roadsides on calcareous and clay substrates; Annual; Flowering Feb-June; Fruiting April-June

**Topeka purple-coneflower**      *Echinacea atrorubens*

GLOBAL RANK: G3; Occurring mostly in tallgrass prairie of the southern Great Plains, in blackland prairies but also in a variety of other sites like limestone hillsides; Perennial; Flowering Jan-June; Fruiting Jan-May

## TARRANT COUNTY

**Table 1: State and Federal Threatened and Endangered Species of Tarrant County**

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Habitat Present	Effect/Impact
<b>BIRDS</b>						
American Peregrine Falcon	<i>Falco peregrinus anatum</i>	T	DL	Potential migrant	No	No
Arctic Peregrine Falcon	<i>Falco peregrinus tundrius</i>	SGCN	DL	Potential migrant	No	No
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	DL	Near water areas, in tall trees	No	No
Henslow Sparrow (wintering)	<i>Ammodramus henslowii</i>	SGCN	*	weedy fields, fields with bunch grass, vines, and brambles, need bare ground	No	No
Interior Least Tern	<i>Sterna antillarum athalassos</i>	E	E	Nests along sand and gravel bars within streams and rivers, only listed when 50 miles inland	No	No
Red Knot	<i>Calidris canutus rufa</i>	SGCN	T	Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore.	No	No
Sprague's Pipit	<i>Anthus spragueii</i>	SGCN	C	Migrant, upland prairie, coastal grasslands	No	No
Western Burrowing Owl	<i>Athene cunicularia hypugaea</i>	SGCN	*	Open grasslands, prairie, plains, and savannahs	No	No
Whooping Crane	<i>Grus americana</i>	E	E	Winters in Aransas National Wildlife Refuge	No	No
<b>FISHES</b>						
Shovelnose sturgeon	<i>Scaphirhynchus platyrhynchus</i>	SGCN	*	Open, flowing channels with bottoms of sand or gravel; spawns over gravel or rocks in an area with a fast current	No	No
<b>MAMMALS</b>						
Gray wolf	<i>Canis lupus</i>	E	E	Extirpated; formerly forests, brushlands, or grasslands	No	No
Plains spotted skunk	<i>Spilogale putoria interrupta</i>	SGCN	*	Open fields, prairies, croplands, fence rows, farm yards, brushy areas, and tall grass prairies	No	No
Red wolf	<i>Canis rufus</i>	E	E	Extirpated; brushy, forested areas, coastal prairies	No	No
<b>MOLLUSKS</b>						
Louisiana pigtoe	<i>Pleurobema riddellii</i>	T	*	Streams & moderate-sized rivers, mud, sand, and gravel	No	No
Sandbank pocketbook	<i>Lampsilis satura</i>	T	*	Small to large rivers and swift current on gravel or sand bottoms. Sulfur south through San Jacinto River, and Neches River basins	No	No
Texas Heelsplitter	<i>Potamilus amphichaenus</i>	T	*	Quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins	No	No
<b>REPTILES</b>						
Texas garter snake	<i>Thamnophis sirtalis annectens</i>	SGCN	*	Wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August	No	No
Texas horned lizard	<i>Phrynosoma cornutum</i>	T	*	Open, semi-arid regions, with bunch grass	No	No
Timber/Canebrake rattlesnake	<i>Crotalus horridus</i>	T	*	Swamps/floodplains of hardwood/upland pine	No	No
<b>VASCULAR PLANTS</b>						
Articulate false foxglove	<i>Agalinis auriculata</i>	SGCN	*	Degraded prairies, floodplains, fallow fields, and borders of upland sterile woods.	No	No
Glen Rose yucca	<i>Yucca necopina</i>	SGCN	*	Texas endemic; grasslands on sandy soils and limestone outcrops; flowering April-Jun	No	No
Hall's prairie clover	<i>Dalea hallii</i>	SGCN	*	In grasslands on eroded limestone or chalk in oak scrub on rocky hillsides	No	No

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Habitat Present	Effect/ Impact
Osage Plains false foxglove	<i>Agalinis densiflora</i>	SGCN	*	Texas endemic; grasslands on sandy soils and limestone outcrops	No	No
Revercho's curfpea	<i>Pedimelum reverchonii</i>	SGCN	*	Prairies on rocky calcareous substrates on limestone outcrops	No	No
Texas milk vetch	<i>Astragalus reflexus</i>	SGCN	*	Grasslands, prairies, and roadsides on calcareous and clay substrates	No	No
Topeka purple coneflower	<i>Echinacea artroubens</i>	SGCN	*	Tallgrass prairies; limestone hillsides	No	No

\* These species occur on the State listing of threatened or endangered species; however, they are not federally listed at this time by the U.S. Fish and Wildlife Service (2015).

E = endangered; T = threatened; SGCN = species of greatest conservation need; DL = delisted taxon

## DENTON COUNTY

### BIRDS

		Federal Status	State Status
<b>American Peregrine Falcon</b>	<i>Falco peregrinus anatum</i>	DL	T
<p>year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.</p>			
<b>Arctic Peregrine Falcon</b>	<i>Falco peregrinus tundrius</i>	DL	
<p>migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.</p>			
<b>Bald Eagle</b>	<i>Haliaeetus leucocephalus</i>	DL	T
<p>found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds</p>			
<b>Henslow's Sparrow</b>	<i>Ammodramus henslowii</i>		
<p>wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking</p>			
<b>Peregrine Falcon</b>	<i>Falco peregrinus</i>	DL	T
<p>both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (F. p. anatum) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, F.p. tundrius is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.</p>			
<b>Red Knot</b>	<i>Calidris canutus rufa</i>		T
<p>Red knots migrate long distances in flocks northward through the contiguous United States mainly April-June, southward July-October. A small plump-bodied, short-necked shorebird that in breeding plumage, typically held from May through August, is a distinctive and unique pottery orange color. Its bill is dark, straight and, relative to other shorebirds, short-to-medium in length. After molting in late summer, this species is in a drab gray-and-white non-breeding plumage, typically held from September through April. In the non-breeding plumage, the knot might be confused with the omnipresent Sanderling. During this plumage, look for the knot's prominent pale eyebrow and whitish flanks with dark barring. The Red Knot prefers the shoreline of coast and bays and also uses mudflats during rare inland encounters. Primary prey items include coquina clam (<i>Donax</i> spp.) on beaches and dwarf surf clam (<i>Mulinia lateralis</i>) in bays, at least in the Laguna Madre. Wintering Range includes- Aransas, Brazoria, Calhoun, Cameron, Chambers, Galveston, Jefferson, Kennedy, Kleberg, Matagorda, Nueces, San Patricio, and Willacy. Habitat: Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore.</p>			

## DENTON COUNTY

### BIRDS

		Federal Status	State Status
<b>Sprague's Pipit</b>	<i>Anthus spragueii</i>	C	
<p>only in Texas during migration and winter, mid September to early April; short to medium distance, diurnal migrant; strongly tied to native upland prairie, can be locally common in coastal grasslands, uncommon to rare further west; sensitive to patch size and avoids edges.</p>			
<b>Western Burrowing Owl</b>	<i>Athene cunicularia hypugaea</i>		
<p>open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows</p>			
<b>White-faced Ibis</b>	<i>Plegadis chihi</i>		T
<p>prefers freshwater marshes, sloughs, and irrigated rice fields, but will attend brackish and saltwater habitats; nests in marshes, in low trees, on the ground in bulrushes or reeds, or on floating mats</p>			
<b>Whooping Crane</b>	<i>Grus americana</i>	LE	E
<p>potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties</p>			
<b>Wood Stork</b>	<i>Mycteria americana</i>		T
<p>forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960</p>			

### MAMMALS

		Federal Status	State Status
<b>Plains spotted skunk</b>	<i>Spilogale putorius interrupta</i>		
<p>catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie</p>			
<b>Red wolf</b>	<i>Canis rufus</i>	LE	E
<p>extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies</p>			

### MOLLUSKS

		Federal Status	State Status
<b>Louisiana pigtoe</b>	<i>Pleurobema riddellii</i>		T
<p>streams and moderate-size rivers, usually flowing water on substrates of mud, sand, and gravel; not generally known from impoundments; Sabine, Neches, and Trinity (historic) River basins</p>			
<b>Sandbank pocketbook</b>	<i>Lampsilis satura</i>		T
<p>small to large rivers with moderate flows and swift current on gravel, gravel-sand, and sand bottoms; east Texas, Sulfur south through San Jacinto River basins; Neches River</p>			
<b>Texas heelsplitter</b>	<i>Potamilus amphichaenus</i>		T

## DENTON COUNTY

### MOLLUSKS

Federal Status

State Status

quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins

### REPTILES

Federal Status

State Status

#### Texas garter snake

*Thamnophis sirtalis annectens*

wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August

#### Texas horned lizard

*Phrynosoma cornutum*

T

open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September

#### Timber rattlesnake

*Crotalus horridus*

T

swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto

### PLANTS

Federal Status

State Status

#### Glen Rose yucca

*Yucca necopina*

Texas endemic; grasslands on sandy soils and limestone outcrops; flowering April-June

#### Topeka purple-coneflower

*Echinacea atrorubens*

GLOBAL RANK: G3; Occurring mostly in tallgrass prairie of the southern Great Plains, in blackland prairies but also in a variety of other sites like limestone hillsides; Perennial; Flowering Jan-June; Fruiting Jan-May

## DENTON COUNTY

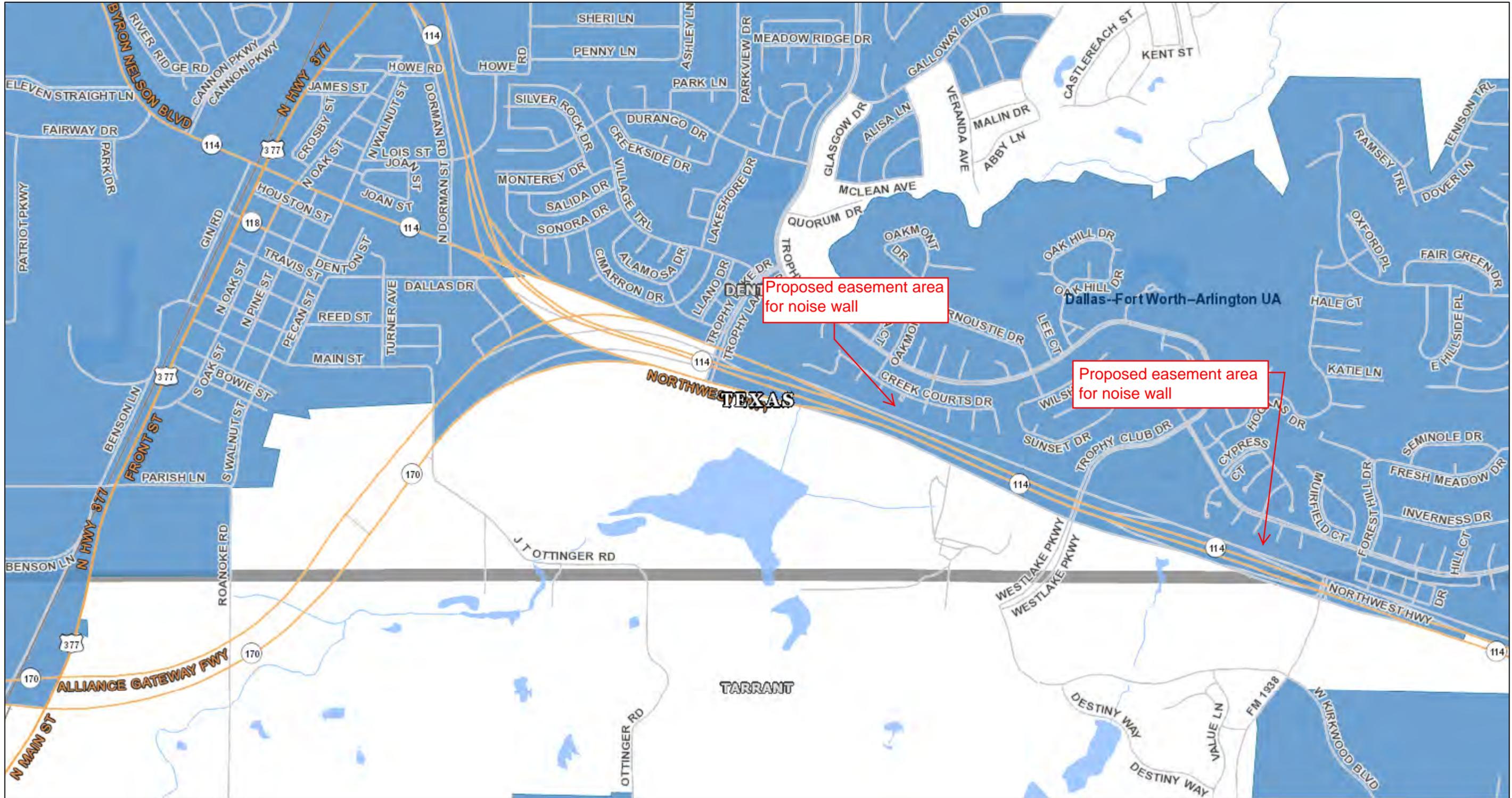
**Table 2: State and Federal Threatened and Endangered Species of Denton County**

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Habitat Present	Effect/Impact
<b>BIRDS</b>						
American Peregrine Falcon	<i>Falco peregrinus anatum</i>	T	DL	Potential migrant, nest in west Texas	No	No
Arctic Peregrine Falcon	<i>Falco peregrinus tundrius</i>	SGCN	DL	Potential migrant	No	No
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	DL	Near water areas, in tall trees	No	No
Henslow Sparrow (wintering)	<i>Ammodramus henslowii</i>	SGCN	*	weedy fields, fields with bunch grass, vines, and brambles, need bare ground	No	No
Red Knot	<i>Calidris camitus rufa</i>	SGCN	T	Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore.	No	No
Sprague's Pipit	<i>Anthus spragueii</i>	SGCN	C	Migrant, upland prairie, coastal grasslands	No	No
Western Burrowing Owl	<i>Athene cunicularia hypugaea</i>	SGCN	*	Open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows	No	No
White-faced Ibis	<i>Plegadis chihi</i>	T	*	Freshwater marshes, but some brackish or salt marshes	No	No
Whooping Crane	<i>Grus americana</i>	E	E	Winters in Aransas National Wildlife Refuge	No	No
Wood Stork	<i>Mycteria americana</i>	T	*	Prairie ponds and flooded pastures	No	No
<b>MAMMALS</b>						
Plains spotted skunk	<i>Spilogale putoria interrupta</i>	SGCN	*	Open fields, prairies, croplands, fence rows, farm yards, brushy areas, and tall grass prairies	No	No
Red wolf	<i>Canis rufus</i>	E	E	Extirpated, brushy, forested areas, coastal prairies	No	No
<b>MOLLUSKS</b>						
Louisiana pigtoe	<i>Pleurobema riddellii</i>	T	*	Streams & moderate-sized rivers, mud, sand, and gravel	No	No
Sandbank pocketbook	<i>Lampsilis satura</i>	T	*	Small to large rivers and swift current on gravel or sand bottoms. Sulfur south through San Jacinto River, and Neches River basins	No	No
Texas Heelsplitter	<i>Potamilus amphichaenus</i>	T	*	Quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins	No	No
<b>REPTILES</b>						
Texas garter snake	<i>Thamnophis sirtalis annectens</i>	SGCN	*	Wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August	No	No
Texas horned lizard	<i>Phrynosoma cornutum</i>	T	*	Open, semi-arid regions, with bunch grass	No	No
Timber/Canebrake rattlesnake	<i>Crotalus horridus</i>	T	*	Swamps/floodplains of hardwood/upland pine	No	No
<b>VASCULAR PLANTS</b>						
Glen Rose yucca	<i>Yucca necopina</i>	SGCN	*	Texas endemic; grasslands on sandy soils and limestone outcrops; flowering April-Jun	No	No
Topeka purple coneflower	<i>Echinacea artroubens</i>	SGCN	*	Tallgrass prairies; limestone hillsides	No	No

\* These species occur on the State listing of threatened or endangered species; however, they are not federally listed at this time by the U.S. Fish and Wildlife Service (2015).

E = endangered; T = threatened; SGCN = species of greatest conservation need; DL = delisted taxon

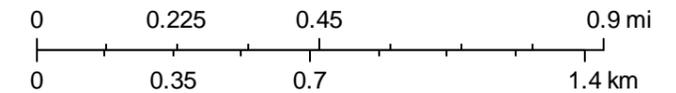
# SH 170 and SH 114 Census Bureau Urban Areas



April 22, 2016

1:18,056

- 2010 Census Urbanized Areas
- 2010 Census Urban Clusters
- States
- Counties
- 2010 Census Urbanized Areas
- 2010 Census Urban Clusters



Source: U.S. Census Bureau  
Sources: Esri, USGS, NOAA



# Draft Water Resources Technical Report

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SH 114 (Trophy Lake Drive to Kirkwood Boulevard)

SH 170 (Roanoke Road to west of SH 114 Interchange)

CSJ: 0353-02-074

Prepared by: Ecosystem Planning and Restoration, LLC

Date: March 2016

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## Appendices

APPENDIX A: PHOTO PAGE

## I. Introduction

This Water Resources Report presents the potential effects to water resources that may be caused by two projects proposed by the Texas Department of Transportation (TxDOT) – Dallas District and the Federal Highway Administration (FHWA). The TxDOT – Dallas District proposes improvements for two projects: State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas. The total project length for the SH 114/SH 170 projects combined is 3.4 miles (minus the interchange that separates the two projects, which is approximately 0.8 mile). A project vicinity map is included as **Figure 1** and project location map is included as **Figure 2**.

## II. Existing Facility Description

### From east of Roanoke Road to west of SH 114 Interchange

From East of Roanoke Road to West of SH 114 Interchange, SH 170 consist of two 11- foot lanes in each direction and 3-foot outside shoulders. The existing ROW for this section varies but is typically 150 to 180 foot ROW. At the intersection of SH 170 and SH 114, the roadway consists of two 11-foot lanes in each direction and 3-foot outside shoulders. The existing ROW for this section varies but is typically 380 feet wide with a maximum width of 680 feet.

### SH 114 From Trophy Lake Drive to Kirkwood Boulevard

From Trophy Lake Drive to Kirkwood Boulevard, the roadway consist of four 11 foot lanes (two in each direction), divided roadway with a depressed center grass median. Lane configuration includes, Four 11 foot through lanes (two in each direction), a 10 foot inside shoulder, and a 12 foot outside shoulder. The existing ROW for this section varies with a maximum width of 180 feet.

## III. Project Description

### SH 170 from east of Roanoke Road to west of SH 114 Interchange

The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane would consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction. The total project length of SH 170 east of Roanoke Road to west of the SH 114 interchange is approximately 1.1 miles.

## SH 114 From Trophy Lake Drive to Kirkwood Boulevard

The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Noise walls are proposed on both sides of SH 114 and would require a total of approximately 5.3 acres of new easements. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard is approximately 2.4 miles.

### **IV. Need and Purpose for the Proposed Project**

#### *Need for the Proposed Project*

SH 170 and SH 114 is a major thoroughfare in Roanoke that is used by commuters traveling to and from Roanoke and surrounding communities for work and by Roanoke and Trophy Club residents traveling to local destinations. Transportation improvements are needed along SH 170 and SH 114 due to increasing population within the project area and surrounding communities. The increase in population would be expected to lead to increased traffic volumes and conflicting movements, which impairs safety and inhibits mobility along the facility.

Denton and Tarrant Counties and the City of Trophy Club are experiencing substantial growth and the existing facility would not effectively accommodate projected future traffic within the project area. With the anticipated traffic growth, there will be increased congestion and safety concerns with turning movements and increased through traffic along the existing facility.

#### *Purpose of the Proposed Project*

The purpose of the proposed project is to alleviate traffic congestion, accommodate future traffic associated with the growth of Denton and Tarrant Counties, and improve mobility and safety.

### **V. Alternatives**

#### *No Build Alternative*

The only alternative to the proposed design is the No-Build alternative. The No-Build Alternative would leave the existing facility unimproved. Normal routine maintenance would continue and all other pending, previously authorized actions would proceed as long as they do not require additional travel lanes. The No-Build Alternative would not meet or satisfy the need and purpose of the proposed project since future transportation volume demands would not be met; therefore, the No-Build Alternative will receive no further consideration.

## *Build Alternative*

The Build Alternative would consist of widening the existing four-lane divided SH 170 and SH 114 roadway to a six-lane divided roadway with depressed median within a 180-foot ROW and a grade separation over Parrish Lane and the SH 170 and SH 114 intersections. The proposed project will occur within the existing ROW.

The Build alternative was determined to meet the stated need and purpose of the project because it would satisfy the need for improved mobility, turning movements, and improve access. The Build Alternative allows for construction of the project with no displacements, and no impacts to waters of the U.S.

## **VI. Water Resources**

### *A. Waters of the U.S. including Wetlands*

Pursuant to Executive Order 11990 (Protection of Wetlands) and Section 404 of the Clean Water Act (CWA), a wetland delineation was conducted to determine the presence of waters of the U.S., including wetlands, within the project area. According to the United States Army Corps of Engineers (USACE), the federal agency having authority over waters of the U.S., wetlands are those areas that are inundated or saturated with surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Wetlands are transitional areas between terrestrial and aquatic systems resulting from the interaction of hydrophytic vegetation, wetlands hydrology, and hydric soils.

A wetland delineation was performed in October 2015 in accordance with the *1987 Corps of Engineers Wetland Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region*.

#### ***Non-jurisdictional Areas***

No wetland areas were identified within the project area. Upland areas are not under the jurisdiction of the USACE.

#### ***Jurisdictional Areas***

Three streams cross the project area: three unnamed tributaries to Marshall Branch, were identified within the project area (**Figure 3**). Marshall Branch is located adjacent west of the SH 114 project area; however the proposed project does cross or impact Marshall Branch. The location of Marshall Branch has been included on **Exhibit 3** for informational purposes. No wetlands were identified within the project area. The three stream crossings, summarized in **Table 1**, were determined to be waters of the U.S. (WOUS). The three tributaries within the project area were previously culverted. Box culverts were previously installed for the entire width of the ROW along the tributaries of Marshal

Branch. No improvements or construction associated with the culverts are anticipated as part of the proposed project. The proposed project would not impact the WOUS identified within the project area. Photographs of Marshall Branch and the three unnamed tributaries to Marshall Branch can be found in **Appendix A**.

*Table 1: Waters of the U.S.*

WOUS	Length (linear feet)*
UT 1	425
UT 2	507
UT 3	556
<b>Total</b>	<b>1,488 Linear Feet</b>

*\*Note: Linear feet of stream delineated within project ROW. No proposed impacts to any WOUS as part of the proposed project are anticipated.*

The No Build Alternative would not impact jurisdictional wetlands or waters of the U.S.

The three waters of the U.S. located within the project area have been previously impacted by the construction of the existing SH 114 and SH 170. The Build Alternative would not impact wetlands or waters of the U.S.

## **B. Water Quality**

### **Ground Waters**

No adverse effects to the quality and quantity of groundwater in the project area are expected. Subsurface water would not be required. No groundwater wells were located within the project area.

### **Surface Waters**

The proposed project is located in the Trinity River Basin and Grapevine Lake watersheds. There are three unnamed tributaries of Marshall Branch that traverse the project area. Marshall Branch is located adjunct west of the SH 114 project area.

Grapevine Lake from the Grapevine Dam to the normal pool elevation is designated by the Texas Commission on Environmental Quality (TCEQ) as Segment 0826. Segment 0826-07, Upper portion of reservoir east of Marshall Creek Park, is listed in the TCEQ 2014 Section 303(d) List for pH and is designated as Category 5c. The 303(d) List identifies water bodies for which effluent limitations are not stringent enough to implement water quality standards, and for which the associated pollutants are suitable for measurement by a maximum daily load. A Category 5c water body, signifies that additional data or information is to be collected and/or evaluated for one or more parameters before a management strategy is selected. The proposed project drains to Marshall Branch and is located

within five (5) miles upstream of an impaired segment (Segment 0826-07). This project and associated activities will be implemented, operated, and maintained using the best management practices to control the discharges of pollutants from the project site. The water quality of wetlands and waters in the State shall be maintained in accordance with all applicable provisions of the Texas Surface Water Quality Standards including the General, Narrative and Numerical Criteria.

### ***Texas Pollution Discharge Elimination System***

The Build Alternative would disturb more than one acre; therefore, TxDOT would be required to comply with the TCEQ - Texas Pollutant Discharge Elimination System (TPDES) General Permit for Construction Activity. The project is located within the City of Westlake, however, Westlake is not registered with TCEQ as a Municipal Separate Storm Sewer System (MS4) Operator. The project would disturb more than five acres; therefore, a Notice of Intent (NOI) would be filed with TCEQ stating that a Storm Water Pollution Prevention Plan (SW3P) would be in place during construction of the proposed project. This SW3P will utilize the temporary control measures as outlined in the Department's manual "Standard Specifications for the Construction of Highways, Streets, and Bridges". Effects would be minimized by avoiding work (performed with heavy construction equipment) directly in the stream channels and/or adjacent areas. No long-term water quality impacts are expected.

The contractor would take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials in the construction staging area. All materials being removed and/or disposed of by the contractor would be done in accordance to state and federal laws and by the approval of the Project Engineer.

### ***Section 401***

The Texas Commission on Environmental Quality (TCEQ) is responsible for conducting Section 401 certification reviews of U.S. Army Corps of Engineers Section 404 permit applications for the discharge of dredged or fill material into waters of the United States, including wetlands. The TCEQ is the lead state agency that administers the Section 401 certification program in Texas except with respect to oil and gas exploration, which is the responsibility of the Railroad Commission of Texas. The purpose of these certification reviews is to determine whether a proposed discharge will comply with state water quality standards.

No USACE permit is required for this project, therefore, no 401 certification would be required.

### ***C. Floodplain***

The project corridor was investigated for encroachments into the 100-year floodplain. This information was obtained from the project's Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) numbers for Denton and Tarrant Counties: 48121C0655G and

48121C0660G (effective April 18, 2011), 48439C0085K and 48439C0080K (effective September 25, 2009). Portions of the project area adjacent to Marshall Branch and its tributaries are located within the 100 year floodplain (see **Figure 4**). Approximately 0.1 acre of the project area lies within a Regulated Floodway. Approximately 6.6 acres of the project area lies within the 1% annual chance floodplain (see **Table 2**).

**Table 2: Floodplains.**

Floodplain Type	Approximate Acreage of Floodplain within ROW
Floodway (Floodway in Zone AE)	0.1
100-Year Floodplain (Zone A and AE )	6.6
500-Year Floodplain (Zone X-shaded)	0.0

Note: All calculations were determined within the proposed ROW.

The No Build Alternative would not result in further encroachment on the floodplain.

Avoidance of floodplains for the alternative alignment analysis, with the exception of the No Build Alternative, is not possible due to the proposed project crossing an area of the floodplain perpendicularly. The proposed project is designed immediately adjacent to, and parallel to the existing SH 114 and located between the existing frontage roads of SH 170. Conveyance of Marshall Branch and its tributaries through the project ROW was accomplished by installation of bridges and culverts. The bridges and culverts would not be modified as a result of this project. These conveyances were designed to allow for the completion of the ultimate project without further modification to the bridges and culverts.

The hydraulic design practices for this project would be in accordance with current TxDOT design policy and standards. The hydraulic design of the roadway would be completed using the most recent floodplain data that is available. The final hydraulic design would be in accordance with the applicable federal, state, and local policies and in accordance with 23 CFR 650.113.

#### **D. Trinity River Corridor Development Certificate**

The Trinity River Corridor Development Certificate (CDC) affirms local government authority for floodplain management and established a set of regional criteria and procedures for development within the Trinity River Corridor. The goal of the CDC is to stabilize flooding risks along the Trinity River Corridor in North Central Texas.

The project is located upstream of the Lake Grapevine Dam and is not located within the geographic boundaries of the CDC. The project would not be subject to the CDC requirements.

### *E. Coastal Management Program*

The proposed project is not located within the Texas Coastal Management Program (CMP) boundary; therefore, the Texas CMP does not apply to the proposed project.

### *F. Coastal Natural Resource Area*

The purpose of the Texas CMP is to improve the management of the State's Coastal Natural Resource Area (CNRA). No CNRAs are located within or adjacent to the proposed project area.

The No Build Alternative and the Build Alternative would have no effect on coastal resources or CNRAs.

### *G. U. S. Coast Guard*

No bridges would be constructed as part of this project; therefore, a Section 9 Permit would not be required.

### *H. Wild and Scenic Rivers*

Based on review of the Wild and Scenic River listed as part of the Wild and Scenic Rivers Act of 1968, no wild and scenic rivers are located within or in the vicinity of the project area.

## **VII. Conclusion**

There are three waters of the U.S. located within the project area; however, the proposed project would not impact these waters. No USACE permit is required for the proposed project. The project is located within five miles of an impaired stream and BMPs would be required during construction and maintenance. The proposed project is located within the 100 year floodplain; therefore, coordination with appropriate state and local floodplain coordinators would be required. The proposed project is not located within a coastal management zone area; therefore, the proposed project would not impact a coastal management zone area. No essential fish habitat is located within the project area; therefore, the proposed project would not impact essential fish habitat. The proposed project is not located within or in the vicinity of a wild or scenic river; therefore, the project would not impact wild or scenic rivers. Based on the findings of this Technical Report for Water Resources, the proposed project would have no significant effects on water resources within the project area.

## VIII. References

Cowardin, L.M., et. al.

1979 Classification of Wetlands and Deepwater Habitats of the United States. U.S. Fish and Wildlife Service.

Gulf of Mexico Fishery Management Council (GMFMC). 1998. *Generic Amendment for Addressing Essential Fish Habitat Requirements in the Fishery Management Plans of the Gulf of Mexico*. October 1998.

2014 Texas 303d List and State of Texas Water Quality Inventory Report. Retrieved from [www.tceq.state.tx.us](http://www.tceq.state.tx.us).

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1987 Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1. USACE Waterways Experiment Station. Vicksburg, Mississippi. 100 pp. and apps. Environmental Laboratory.

U.S. Army Corps of Engineers. 2010. November 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Regional Supplement.

## **Figures**

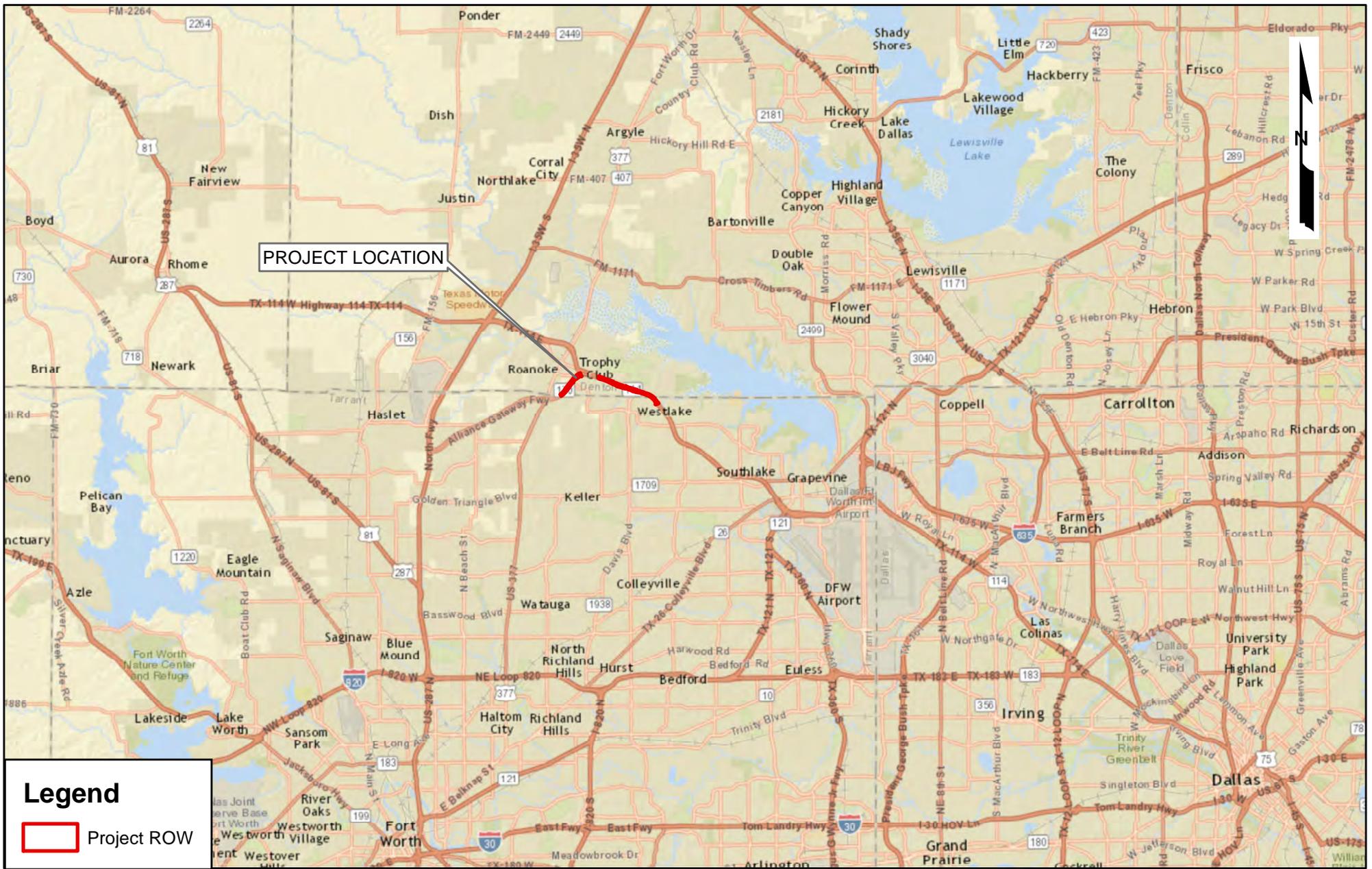
FIGURE 1: PROJECT VICINITY MAP

FIGURE 2: PROJECT LOCATION MAP

FIGURE 3: WATERS OF THE U.S.

FIGURE 4: FEMA FLOODPLAIN MAP

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**Legend**

 Project ROW



SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)  
 VICINITY MAP



FIGURE 1

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY: ECOSYSTEM PLANNING & RESTORATION (EPR)

DATE: MARCH 2016



**Legend**

 Project ROW



SH 114 (TROPHY LAKE TO KIRKWOOD)  
 SH 170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

PROJECT LOCATION MAP



FIGURE 2

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
 ECOSYSTEM  
 PLANNING &  
 RESTORATION  
 EPR

DATE:  
 MARCH  
 2016



**Legend**

- Streams
- Project ROW



SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

WATERS OF THE U.S. MAP

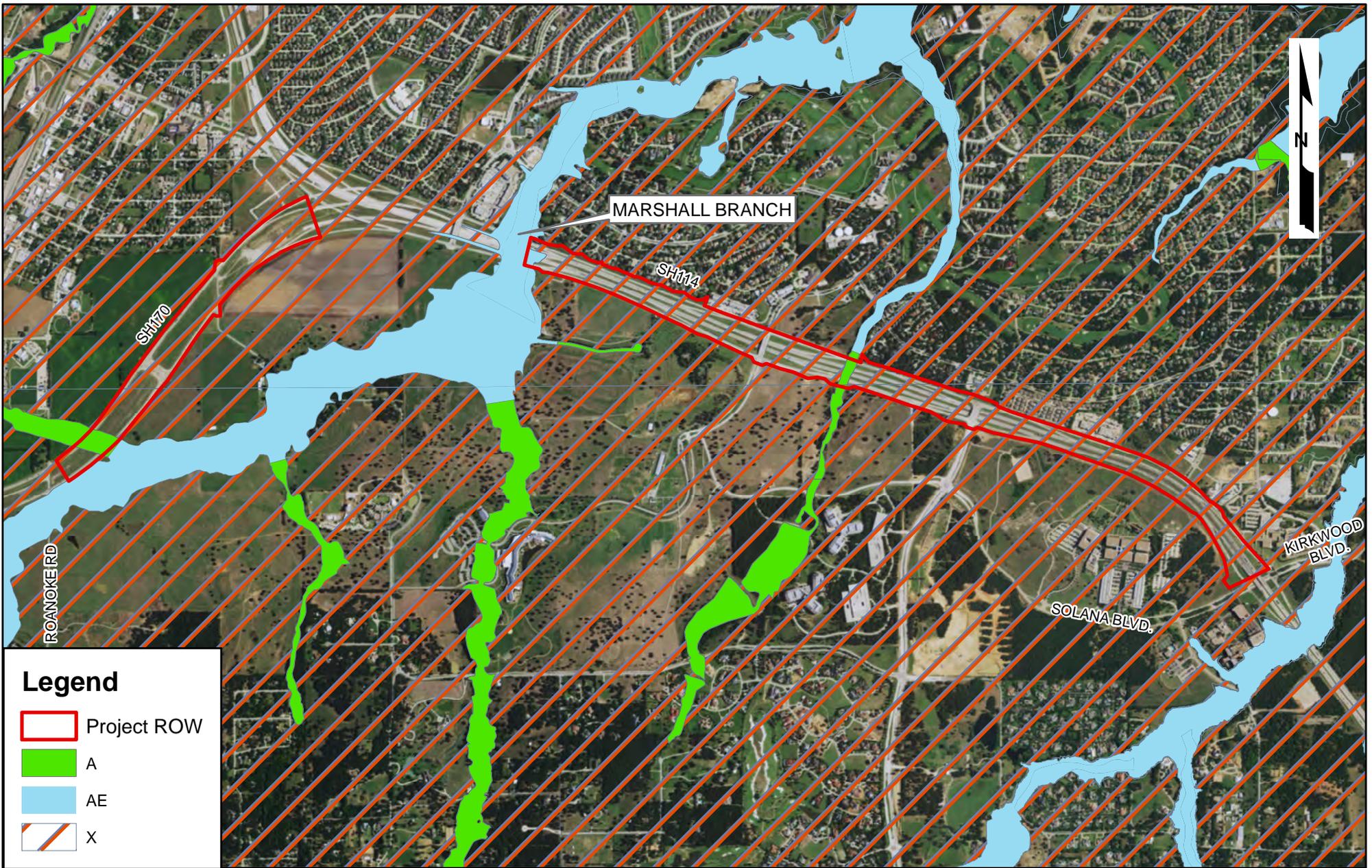


FIGURE 3

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
 ECOSYSTEM  
 PLANNING &  
 RESTORATION  
 EPR

DATE:  
 MARCH  
 2016



**Legend**

-  Project ROW
-  A
-  AE
-  X

0 875 1,750 3,500  
 Feet

SH114 (TROPHY LAKE TO KIRKWOOD)  
 SH170 (ROANOKE ROAD TO WEST OF THE SH 114 INTERCHANGE)

FEMA FLOODPLAIN MAP



FIGURE 4

DENTON AND TARRANT COUNTIES, TEXAS

PREPARED BY:  
 ECOSYSTEM  
 PLANNING &  
 RESTORATION

DATE:  
 MARCH  
 2016

**Appendix A**  
SITE PHOTOGRAPHS

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Unnamed tributary 1 of Marshall Branch facing upstream from the edge of the ROW. The tributary flows through a culvert within the ROW.



Marshall Branch looking downstream from south for the ROW.



Marshall Branch facing downstream from edge of ROW.



Unnamed tributary 2 of Marshall Branch flows through box culverts through the project ROW.

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This report was written on behalf of the Texas Department of Transportation by



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# Traffic Noise Technical Report

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SH 114 (Trophy Lake Drive to Kirkwood Boulevard)

SH 170 (Roanoke Road to SH 114 Interchange)

Date: January 2016

## Table of Contents

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Table 4: Traffic Noise Contours.....	5

## 1. Introduction

This analysis was accomplished in accordance with TxDOT's (FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011)*.

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

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

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

The traffic noise analysis typically includes the following elements:

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

The FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur (**Table 1**).

Table 1: FHWA Noise Abatement Criteria (NAC)

Activity Category	dB(A) Leq	Description of Land Use Activity Areas
A	57 (exterior)	Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential
C	67 (exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

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

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

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

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

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

## 2. Noise Analysis Results

Existing and predicted traffic noise levels were modelled at receiver locations (Table 2 and Figure 1A & 1B) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 2: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2036	Change (+/-)	Noise Impact
R1 – Multi-family	B	67	57	61	+4	No
R2 - Church	C	67	58	60	+2	No
R3 - Single Family	B	67	68	71	+3	Yes
R4 – Single Family	B	67	70	72	+2	Yes
R5 – Single Family	B	67	71	74	+3	Yes
R6 – Single Family	B	67	71	73	+2	Yes
R7 – Single Family	B	67	67	70	+3	Yes
R8 – Single Family	B	67	63	66	+3	Yes
R9 – Single Family	B	67	63	66	+3	Yes

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2036	Change (+/-)	Noise Impact
R10 – Single Family	B	67	65	68	+3	Yes
R11 – Single Family	B	67	65	70	+5	Yes
R12 – Single Family	B	67	63	66	+3	Yes
R13 – Single Family*	B	67	58	60	+2	No
R14 – Single Family*	B	67	57	58	+1	No

\*Existing 12' Noise Wall

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

### 3. Noise Abatement

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least five dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of \$25,000 for each receiver that would benefit by a reduction of at least five dB(A) and the abatement measure must be able to reduce the noise level at least one impacted, first row receiver by at least seven dB(A).

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

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

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

**Noise walls:** this is the most commonly used noise abatement measure. Noise walls were evaluated for each of the impacted receiver locations.

**R8-R12/ Figure 1A:** These receivers represent 30 single family residences. Based on preliminary calculations, a noise wall 2,887 feet in length and 14 feet in height would reduce noise levels by at least 5 to 7 dBA for a total cost of \$727,524 or \$24,250 for each benefited receiver.

**R3-R7/Figure 1B:** These receivers represent 16 single family residences. Based on preliminary calculations, a noise wall 1,646 feet in length and 12 feet in height would reduce noise levels by at least 5 to 7 dBA for a total cost of \$355,536 or \$22,221 for each benefited receiver.

TABLE 3: NOISE WALL PROPOSAL (preliminary)						
Noise Wall	Representative Receivers	Total # Benefited	Length (feet)	Height (feet)	Total Cost	\$/Benefited Receiver
1	R-8 thru R-12	30	2,887	14	\$727,524	\$24,250
2	R-3 thru R7	16	1,646	12	\$355,536	\$22,250

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

#### 4. Noise Impact Contours

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2035) noise impact contours.

Table 4: Noise Impact Contours

Land Use	Impact Contour	Distance From Edge of Pavement
NAC Category B&C	66 dB(A)	290 feet
NAC Category E	71 dB(A)	80 feet

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration;

therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

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



**Legend**

- Non-impacted Receptors
- Benefitted Receptors
- Noise Wall
- ▭ Project ROW



SH114 AND SH170  
FROM KIRKWOOD BOULEVARD TO ROANOKE ROAD  
NOISE RECIEVERS MAP



FIGURE 1A

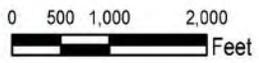
DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
JANUARY  
2016



**Legend**

- Non-impacted Receptors
- Benefitted Receptors
- Noise Wall
- ▭ Project ROW



SH 114 AND SH 170  
FROM KIRKWOOD BOULEVARD TO ROANOKE ROAD  
NOISE RECIEVERS MAP



FIGURE 1B

DENTON AND TARRANT COUNTIES, TEXAS

DATE:  
JANUARY  
2016



# Community Impacts Assessment Technical Report Form

[Reset Form](#)

**Project Name:** SH 170 from east of Roanoke Road to west of the SH 114 Interchange, and SH 114 from Trophy Lake Drive to Kirkwood Boulevard

**CSJ Number:** 0353-02-074, 0353-03-093, 3559-01-005, 3559-02-008

**District(s):** Dallas District

**County(ies):** Denton and Tarrant Counties

## COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

### I. General Information

**What is the location of the community that may be impacted?**

The communities that may be impacted are adjacent to the proposed project in the cities of Trophy Club, Westlake and Roanoke.

### II. Project Description

**Briefly describe the proposed project.**

The proposed project would consist of widening the existing SH 114 mains to a six-lane, divided facility with a raised median. The proposed improvements to SH 170 would include re-stripping the existing frontage to accommodate to a 14-foot outside lane for bicycle access.

The proposed interchange at Parrish Lane would consist of six travel lanes (three (3) 12-foot lanes in each direction) with a 12-foot auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads would be re-stripped to include one (1) 12-foot travel, one (1) 14-foot outside travel lane to accommodate bicycles in each direction. A total of approximately 5.31 acres of new easements would be required for this project.

### III. General Character of the Community

**What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?**

The communities that intersect the study area are: Trophy Lake, Westlake, Roanoke and Southlake. The character of the communities are predominantly suburban with scattered agricultural lots.

**Describe the community facilities (shown on attached map) in the area:**

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary	
Baylor Medical Center	medical	Private	no		<a href="#">Remove</a>
Tom Thumb	grocery	Private	no		<a href="#">Remove</a>



Reset Form

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary	
Roanoke Recreation Center	recreation	Public	no		Remove
Roanoke Public Library	civic	Public	no		Remove
Roanoke Food Pantry	social service non-profit	Private	food insecure households		Remove
Westlake Academy	educational	Private	no		Remove
Deloitte University	educational	Private	no		Remove
Lake Cities Church of Christ	religious	Private	no		Remove

Add Row

IV. Data

1. What data sources were used?

Yes U.S. Census Bureau

Yes American Community Survey (ACS)

No Texas State Data Center

Yes Other

If other, describe:

Municipal Planning document and NCTCOG RTP

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? \$24,300.00

3. Yes Do any of the census geographies show over a 50% minority population?

Describe:

Of the 198 census blocks that intersect the CIA study area, there are 11 blocks where 50 percent or more of residents belong to ethnic or racial minority groups (see attached Table 4: Race/Ethnicity of Residents in the Study Area).

Residents who are members of an ethnic or racial minority group compose 18 percent of the population of the 198 census blocks that intersect the Community Impact Assessment (CIA) Study Area. This represents a larger concentration than is found in Trophy Club where ethnic or racial minority individuals are 14 percent of the population and in Southlake where they are 16 percent of the population. Ethnic/racial minority individuals are a greater percentage of the population in Westlake (19 percent) and Roanoke (27 percent).



[Reset Form](#)

See Table 3: Race/Ethnicity of Residents in Roanoke, Southlake, Trophy Club and Westlake.

4. No Do any of the census geographies show a median income below the DHHS poverty level?

5. Yes Do any of the census geographies show presence of persons who speak English "less than very well"?

**Describe:**

Eight of the 10 block groups in the study area showed a presence of persons who speak English less than "very well." Six of these block groups (BGs) have LEP populations of less than 3.0 percent, while two, BG 4 of Census Tract (CT) 203.05 and BG 1 of CT 1139.06, have LEP populations of 5.1 percent and 4.2 percent, respectively. BG 4 of CT 203.05 has an LEP population that is comprised of over 75 percent individuals who speak Asian and Pacific Islander languages. BG 1 of CT 1139.06 has an LEP population in which 60 percent of the individuals speak other Indo-European languages besides Spanish. Three other BGs had high concentrations of Asian and Pacific Islander language speakers in their LEP populations. The LEP population in the study area amounts to 2.7 percent.

**V. Site Visit**

1. Yes Was a site visit conducted?

*If yes, attach documentation, notes, and photographs from the field visit.*

2. No Were there any signs observed in languages other than English?

3. No Were there places of worship, businesses, or services that target or serve specific minority groups?

4. No Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?

5. Yes Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?

**Describe:**

There are three facilities in the study area that provide services to children: Roanoke Recreation Center, Roanoke Public Library, and Westlake Academy (see SH 170 and SH 114 Improvements Community Impact Study Area Map).

6. Yes Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?

**Describe:**

The Roanoke Food Pantry is present in the northwestern edge of the study area, in proximity to Census blocks identified as having minority environmental justice populations. The median household income in the study area ranges from \$58,807 to \$219,265, however the lowest median household income occurs in the block group in which the food pantry is located (Block Group 1, Census Tract 203.06), and five of the 11 EJ blocks identified in this analysis are located in this block group.

7. No Are there signs of other modes of transportation?

8. No Is there any additional information about this community that will be helpful?



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9. No Is public involvement planned for this project?

### Results from the Scope Development Tool

- 1. No Did the Scope Development Tool identify the need for a residential displacements analysis?
- 2. No Did the Scope Development Tool identify the need for a commercial displacements analysis?
- 3. No Did the Scope Development Tool identify the need for an other displacements analysis?
- 4. Yes Did the Scope Development Tool identify the need for an access and travel patterns analysis?

Select the level of analysis identified on the Scope Development Tool:

- Medium risk access and travel patterns analysis
- High risk access and travel patterns analysis

5. No Did the Scope Development Tool identify the need for a community cohesion analysis?

### ACCESS AND TRAVEL PATTERNS

1. How do people currently access adjacent parcels (car, walking, cycling, mass transit)?

The primary mode of access to/from parcels adjacent to the proposed project is car.

2. Describe the permanent changes to access and/or travel patterns.

Travel patterns would change for drivers who travel north from the cities of Keller and Westlake on Ottinger Road (south of SH 170) to access westbound SH 170. The proposed project would eliminate an existing crossing, creating a forced right turn. Drivers would have to travel an additional 0.7 of a mile to the Trophy Lake Drive crossing to reach westbound SH 170.

Travel patterns would also change in the City of Roanoke. Drivers who currently access eastbound SH 170 via Main Street would have to travel an additional 1.3 miles via S. Walnut Street and Byron Nelson Boulevard to reach the highway.

In addition to the changes described above, the removal of the crossing at Ottinger Road and SH 170 would impact access for Westlake and Keller residents using community facilities in Roanoke (Roanoke Recreation Center, Roanoke Public Library and the Roanoke Food Pantry). This change would also affect access between residents in Roanoke and the Westlake Academy.

The proposed project would add capacity on SH 114 and SH 170.

3. What neighborhoods and businesses will be affected by these changes?

The neighborhoods that would be impacted by changes in access are located adjacent to Main Street in Roanoke, and along Ottinger Road in Westlake and Keller. The communities that are located along the north side of Summer Lane/ Melody Lane in Keller would also be affected.

4. No Are any community facilities affected?



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5. How will emergency response times be affected?

Based on feedback from the City of Roanoke, the elimination of the Main Street/Ottinger Road crossing would increase emergency response times. The Roanoke Fire Department provides backup emergency response services to both Westlake and Trophy Club. The department currently uses Main Street/Ottinger Road to travel south to Westlake and to access eastbound SH 170 to reach Trophy Club. One option for an alternate route from the Roanoke Fire Department, located at 201 Fairway Drive, to Westlake and Trophy Club would be Byron Nelson Boulevard to SH 114.

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

The proposed project would not negatively impact mass transportation or active transportation facilities. A permanent impact of the proposed project would be improved cycling mobility due to the addition of a shared lane for bicycle use.

7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

There are no active transit facilities located adjacent to the proposed project. Bicyclist, pedestrians and mass transit users would not be negatively impacted by the proposed project.

8. No Are any design elements proposed to mitigate adverse impacts to these modes?

**NOTE:** The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

**Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?**

The proposed project would impact access to westbound SH 170 for drivers who currently travel north from Westlake and Keller on Ottinger Road to reach the highway due to the elimination of an existing crossing. The closest alternative route for westbound SH 170 would be the Trophy Lake Drive crossing which is approximately 0.7 of a mile east from the intersection of Ottinger Road and SH 170.

Travel patterns would also change for drivers in Roanoke who currently travel south on Main Street to reach eastbound SH 170. These drivers would have to travel an additional 1.3 miles via S. Walnut Street and Byron Nelson Boulevard to access eastbound SH 170.

Emergency response times would increase for the Roanoke Fire Department in instances where the department is providing supplemental services to Westlake and Trophy Club. The increase in response time would occur as a result of the elimination of the Main Street/Ottinger Road crossing.

In addition to changes in travel patterns, the proposed project would impact access between community facilities in Roanoke (Roanoke Recreation Center, Roanoke Public Library, Roanoke Food Pantry) and neighborhoods in Westlake and Keller. Access between neighborhoods in Roanoke and the Westlake Academy would also be affected.

## ENVIRONMENTAL JUSTICE

1. No Will there be displacements?

2. Yes Will there be access and travel pattern impacts?



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**What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?**

Travel patterns would change for drivers in Roanoke who currently travel south on Main Street to reach eastbound SH 170. These drivers would have to travel an additional 1.3 miles via S. Walnut Street and Byron Nelson Boulevard to access eastbound SH 170. The EJ communities within the study area that would most likely be impacted by the elimination of the Main Street/Ottinger Road crossing would be those in EJ Blocks 1024, 1027, 1032, 1036, and 1057, all located in the neighborhood bounded by Byron Nelson Boulevard to the north and South Front Street to the west.

- 3.   No   **Will there be community cohesion impacts?**
- 4.   No   **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**
- 5.   No   **Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?**
- 6.   No   **Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?**
- 7.   No   **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**
- 8.   No   **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**

*NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.*

**Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?**

Some EJ communities in the study area would experience an adverse impact to travel patterns and access as a result of the elimination of the Main Street/Ottinger Road crossing at SH 170. This impact, however, would not be disproportionately borne by EJ communities, as the closure of the Main Street/Ottinger Road crossing would also adversely affect non-EJ communities in Westlake on the south side of SH 170. No other adverse impacts are anticipated for EJ communities in the study area; therefore, the proposed project would not have a disproportionately high or adverse impact on minority and/ or low income populations.

**Prepared By:**

Andy Atlas  
Preparer Name

  
Preparer Signature

Project Manager  
Title

May 27, 2016  
Date



# Community Impacts Assessment Technical Report Form Attachments

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SH 170 from east of Roanoke Drive to west of the SH 114  
Interchange

SH 114 from Trophy Lake Drive to Kirkwood Boulevard

CSJs: 0353-02-074, 0353-03-093, 3559-01-005 & 3559-02-008

Denton and Tarrant Counties, Texas

May 2016

The Environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.



**Community Impacts Study Area  
SH 170 and SH 114 Improvements  
Denton and Tarrant Counties**

SH 170 from east of Roanoke Rd to west of the SH 114 Interchange  
SH 114 from Trophy Lake Drive to Kirkwood Boulevard

- ★ Community Focused Destinations
- Study Area
- Project ROW
- Parks
- County Boundary
- Keller
- Roanoke
- Southlake
- Trophy Club
- Westlake

Basemap: ESRI World Imagery



### SH 114 Photographs



Existing Facility



New commercial development north of facility

### SH 170 Photographs



Existing Facility



Commercial development at the intersection of SH 170 and 377

Site Visit Photographs (October 15, 2015)

SH 170 and SH 114, Denton and Tarrant Counties

From Roanoke Road to Trophy Lake Drive and from SH 114 Interchange (170) to Kirkwood Boulevard

CSJs: 3559-01-005 & 3559-02-008

**SH 170 Photographs**



Agricultural land north of facility with residential development in the background

**Ottinger Road Photographs**



Agricultural land east of Ottinger Road



Westlake Academy

SH 170 and SH 114  
 From Roanoke Road to Trophy Lake Drive  
 From SH 114 Interchange (170) to Kirkwood Boulevard  
 CSJs: 3559-01-005 & 3559-02-008

**Table 1: Limited English Proficiency**

Tract	Block Group	Population 5 and older	Speaks English Less Than Very Well	
			Number	Percentage
203.05	1	733	0	0.00%
	4	2149	109	5.07%
203.06	1	1182	0	0.00%
203.07	3	3592	94	2.62%
1139.06	1	1892	79	4.18%
1139.07	2	2301	57	2.48%
1139.10	1	3,779	59	1.56%
	2	1,070	27	2.52%
	3	2,069	30	1.45%
	4	1,363	30	2.20%
Study Area*		7,656	203	2.65%

**Table 2: Median Income and Average Household Size in the Study Area**

Census Tract	Block Group	Median Household Income (2013 \$)	Number of Households	Average Household Size
203.05	1	\$120,469	296	2.52
	4	\$119,038	774	3.00
203.06	1	\$58,807	697	1.99
203.07	3	\$124,892	1,212	3.20
1139.06	1	\$151,786	564	3.43
1139.07	2	\$219,265	770	3.13
1139.10	1	\$142,537	1,285	3.02
	2	\$80,147	404	2.71
	3	\$104,583	736	2.99
	4	\$190,476	444	3.24

SH 170 and SH 114  
 From Roanoke Road to Trophy Lake Drive  
 From SH 114 Interchange (170) to Kirkwood Boulevard  
 CSJs: 3559-01-005 & 3559-02-008

**Table 3: Race/Ethnicity of Residents in the Study Area**

Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Ethnic/Racial Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
203.05	1	1004	320	300	0	0	3	0	0	1	16	6.3%
		1015	72	66	4	0	0	0	0	0	2	8.3%
		1018	10	6	0	0	0	0	0	0	4	40.0%
		1019	0	0	0	0	0	0	0	0	0	0.0%
		1020	0	0	0	0	0	0	0	0	0	0.0%
		1021	0	0	0	0	0	0	0	0	0	0.0%
		1022	23	22	0	0	0	0	0	0	1	4.3%
		1023	53	39	3	0	5	0	0	0	6	26.4%
	1024	45	40	4	0	0	0	0	0	1	11.1%	
	4	4051	43	40	0	0	1	0	0	0	2	7.0%
		4052	29	12	9	0	3	0	0	0	5	58.6%
		4053	31	28	2	0	0	0	0	1	0	9.7%
		4054	14	11	0	0	3	0	0	0	0	21.4%
		4055	17	15	0	0	0	0	0	0	2	11.8%
4056		0	0	0	0	0	0	0	0	0	0.0%	
4057		14	14	0	0	0	0	0	0	0	0.0%	
4058		64	60	0	0	0	0	0	0	4	6.3%	
203.06	1	1012	0	0	0	0	0	0	0	0	0	0.0%
		1013	0	0	0	0	0	0	0	0	0	0.0%
		1019	0	0	0	0	0	0	0	0	0	0.0%
		1020	0	0	0	0	0	0	0	0	0	0.0%
		1021	10	7	0	3	0	0	0	0	0	30.0%
		1022	21	15	6	0	0	0	0	0	0	28.6%
		1023	0	0	0	0	0	0	0	0	0	0.0%
		1024	5	2	0	0	0	0	0	0	3	60.0%
		1025	1	1	0	0	0	0	0	0	0	0.0%
		1026	0	0	0	0	0	0	0	0	0	0.0%
		1027	10	5	0	0	0	0	0	0	5	50.0%
		1028	10	9	0	0	0	0	0	0	1	10.0%
		1029	13	13	0	0	0	0	0	0	0	0.0%
		1030	14	13	0	0	0	0	0	0	1	7.1%
		1031	0	0	0	0	0	0	0	0	0	0.0%
		1032	2	0	0	0	0	0	0	2	0	100.0%
		1033	11	6	0	0	0	0	0	0	5	45.5%
1034	14	14	0	0	0	0	0	0	0	0.0%		
1035	9	7	0	0	1	0	0	0	1	22.2%		
1036	126	62	4	1	0	0	0	3	56	50.8%		

Source: US Census, 2010, SF1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)  
 Environmental Justice Census Blocks where 50% or more of the residents are members of an ethnic or racial minority group

SH 170 and SH 114  
 From Roanoke Road to Trophy Lake Drive  
 From SH 114 Interchange (170) to Kirkwood Boulevard  
 CSJs: 3559-01-005 & 3559-02-008

**Table 3: Race/Ethnicity of Residents in the Study Area, cont.**

Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority	
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races			
203.06	1	1037	149	103	0	4	0	0	0	1	41	30.9%	
		1038	50	39	0	0	0	0	0	0	11	22.0%	
		1039	0	0	0	0	0	0	0	0	0	0	0.0%
		1040	0	0	0	0	0	0	0	0	0	0	0.0%
		1041	0	0	0	0	0	0	0	0	0	0	0.0%
		1042	0	0	0	0	0	0	0	0	0	0	0.0%
		1043	0	0	0	0	0	0	0	0	0	0	0.0%
		1044	0	0	0	0	0	0	0	0	0	0	0.0%
		1045	0	0	0	0	0	0	0	0	0	0	0.0%
		1046	0	0	0	0	0	0	0	0	0	0	0.0%
		1047	4	4	0	0	0	0	0	0	0	0	0.0%
		1048	0	0	0	0	0	0	0	0	0	0	0.0%
		1049	0	0	0	0	0	0	0	0	0	0	0.0%
		1050	0	0	0	0	0	0	0	0	0	0	0.0%
		1051	7	7	0	0	0	0	0	0	0	0	0.0%
		1052	13	7	0	0	0	0	1	0	2	3	46.2%
		1053	13	13	0	0	0	0	0	0	0	0	0.0%
		1054	7	6	0	0	0	1	0	0	0	0	14.3%
		1055	6	6	0	0	0	0	0	0	0	0	0.0%
		1056	0	0	0	0	0	0	0	0	0	0	0.0%
		1057	11	0	6	0	0	0	0	0	0	5	100.0%
		1058	0	0	0	0	0	0	0	0	0	0	0.0%
		1059	4	4	0	0	0	0	0	0	0	0	0.0%
		1060	5	3	0	0	0	0	0	0	0	2	40.0%
		1061	7	7	0	0	0	0	0	0	0	0	0.0%
		1062	0	0	0	0	0	0	0	0	0	0	0.0%
		1063	0	0	0	0	0	0	0	0	0	0	0.0%
		1064	34	25	1	2	0	0	0	0	4	2	26.5%
		1065	363	269	17	0	9	0	0	7	61	25.9%	
		1066	49	44	0	1	0	0	0	0	4	10.2%	
1067	54	42	0	0	2	0	0	0	10	22.2%			
1068	17	11	0	0	0	0	0	0	6	35.3%			
1069	14	14	0	0	0	0	0	0	0	0	0.0%		
1070	0	0	0	0	0	0	0	0	0	0	0.0%		
1071	0	0	0	0	0	0	0	0	0	0	0.0%		
1072	0	0	0	0	0	0	0	0	0	0	0.0%		
1073	0	0	0	0	0	0	0	0	0	0	0.0%		
1074	0	0	0	0	0	0	0	0	0	0	0.0%		
1075	0	0	0	0	0	0	0	0	0	0	0.0%		
1076	0	0	0	0	0	0	0	0	0	0	0.0%		
1077	0	0	0	0	0	0	0	0	0	0	0.0%		
1078	0	0	0	0	0	0	0	0	0	0	0.0%		
1079	0	0	0	0	0	0	0	0	0	0	0.0%		
1080	0	0	0	0	0	0	0	0	0	0	0.0%		
1081	0	0	0	0	0	0	0	0	0	0	0.0%		
1083	0	0	0	0	0	0	0	0	0	0	0.0%		
1084	0	0	0	0	0	0	0	0	0	0	0.0%		
1085	0	0	0	0	0	0	0	0	0	0	0.0%		
1086	0	0	0	0	0	0	0	0	0	0	0.0%		

Source: US Census, 2010, SF1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)

Environmental Justice Census Blocks where 50% or more of the residents are members of an ethnic or racial minority group

**Table 3: Race/Ethnicity of Residents in the Study Area, cont.**

Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Ethnic/Racial Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
203.07	3	3032	0	0	0	0	0	0	0	0	0	0.0%
		3033	7	6	0	0	0	0	0	1	0	14.3%
		3034	25	25	0	0	0	0	0	0	0	0.0%
		3035	28	28	0	0	0	0	0	0	0	0.0%
		3036	36	23	1	1	1	0	0	1	9	36.1%
		3044	46	45	1	0	0	0	0	0	0	2.2%
		3050	73	55	6	1	3	0	0	0	8	24.7%
		3051	0	0	0	0	0	0	0	0	0	0.0%
		3052	0	0	0	0	0	0	0	0	0	0.0%
		3053	0	0	0	0	0	0	0	0	0	0.0%
		3055	0	0	0	0	0	0	0	0	0	0.0%
3065	0	0	0	0	0	0	0	0	0	0.0%		
1139.06	1	1002	135	114	1	0	15	0	0	3	2	15.6%
		1003	33	13	0	1	16	0	0	1	2	60.6%
		1004	0	0	0	0	0	0	0	0	0	0.0%
		1007	45	19	4	0	16	0	0	1	5	57.8%
		1008	6	6	0	0	0	0	0	0	0	0.0%
		1009	5	2	0	0	0	0	0	0	3	60.0%
		1010	1	0	0	0	0	0	0	0	1	100.0%
		1011	0	0	0	0	0	0	0	0	0	0.0%
		1012	0	0	0	0	0	0	0	0	0	0.0%
		1013	0	0	0	0	0	0	0	0	0	0.0%
		1014	0	0	0	0	0	0	0	0	0	0.0%
		1015	0	0	0	0	0	0	0	0	0	0.0%
		1016	0	0	0	0	0	0	0	0	0	0.0%
		1017	0	0	0	0	0	0	0	0	0	0.0%
		1018	0	0	0	0	0	0	0	0	0	0.0%
		1019	0	0	0	0	0	0	0	0	0	0.0%
		1020	0	0	0	0	0	0	0	0	0	0.0%
		1021	0	0	0	0	0	0	0	0	0	0.0%
		1022	0	0	0	0	0	0	0	0	0	0.0%
		1024	0	0	0	0	0	0	0	0	0	0.0%
		1025	119	104	0	0	10	0	0	0	5	12.6%
		1029	0	0	0	0	0	0	0	0	0	0.0%
		1030	0	0	0	0	0	0	0	0	0	0.0%
		1031	0	0	0	0	0	0	0	0	0	0.0%
		1032	0	0	0	0	0	0	0	0	0	0.0%
		1033	0	0	0	0	0	0	0	0	0	0.0%
		1037	0	0	0	0	0	0	0	0	0	0.0%
1038	0	0	0	0	0	0	0	0	0	0.0%		
1039	0	0	0	0	0	0	0	0	0	0.0%		
1040	0	0	0	0	0	0	0	0	0	0.0%		
1042	0	0	0	0	0	0	0	0	0	0.0%		
1043	0	0	0	0	0	0	0	0	0	0.0%		
1046	8	8	0	0	0	0	0	0	0	0.0%		
1047	0	0	0	0	0	0	0	0	0	0.0%		

Source: US Census, 2010, SF1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)

Environmental Justice Census Blocks where 50% or more of the residents are members of an ethnic or racial minority group

SH 170 and SH 114  
 From Roanoke Road to Trophy Lake Drive  
 From SH 114 Interchange (170) to Kirkwood Boulevard  
 CSJs: 3559-01-005 & 3559-02-008

**Table 3: Race/Ethnicity of Residents in the Study Area, cont.**

Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
1139.07	2	2011	82	72	2	0	1	0	0	2	5	12.2%
		2012	10	6	0	1	0	0	0	0	3	40.0%
		2013	0	0	0	0	0	0	0	0	0	0.0%
		2014	0	0	0	0	0	0	0	0	0	0.0%
		2015	0	0	0	0	0	0	0	0	0	0.0%
		2016	0	0	0	0	0	0	0	0	0	0.0%
		2017	0	0	0	0	0	0	0	0	0	0.0%
		2018	0	0	0	0	0	0	0	0	0	0.0%
		2019	0	0	0	0	0	0	0	0	0	0.0%
		2020	0	0	0	0	0	0	0	0	0	0.0%
		2021	0	0	0	0	0	0	0	0	0	0.0%
		2022	0	0	0	0	0	0	0	0	0	0.0%
		2023	0	0	0	0	0	0	0	0	0	0.0%
		2024	0	0	0	0	0	0	0	0	0	0.0%
		2025	0	0	0	0	0	0	0	0	0	0.0%
		2026	0	0	0	0	0	0	0	0	0	0.0%
		2052	0	0	0	0	0	0	0	0	0	0.0%
		2053	0	0	0	0	0	0	0	0	0	0.0%
		2054	0	0	0	0	0	0	0	0	0	0.0%
		2055	0	0	0	0	0	0	0	0	0	0.0%
2076	0	0	0	0	0	0	0	0	0	0.0%		
2077	0	0	0	0	0	0	0	0	0	0.0%		
2078	0	0	0	0	0	0	0	0	0	0.0%		
2079	0	0	0	0	0	0	0	0	0	0.0%		
1139.10	1	1000	0	0	0	0	0	0	0	0	0	0.0%
		1001	0	0	0	0	0	0	0	0	0	0.0%
		1007	0	0	0	0	0	0	0	0	0	0.0%
		1008	0	0	0	0	0	0	0	0	0	0.0%
		1012	2	2	0	0	0	0	0	0	0	0.0%
	2	2000	1	1	0	0	0	0	0	0	0	0.0%
		2001	0	0	0	0	0	0	0	0	0	0.0%
		2002	40	23	0	0	15	0	0	0	2	42.5%
		2003	0	0	0	0	0	0	0	0	0	0.0%
		2004	0	0	0	0	0	0	0	0	0	0.0%
		2005	0	0	0	0	0	0	0	0	0	0.0%
		2006	50	48	0	0	0	0	0	0	2	4.0%
		2007	0	0	0	0	0	0	0	0	0	0.0%
		2008	0	0	0	0	0	0	0	0	0	0.0%
		2009	0	0	0	0	0	0	0	0	0	0.0%
		2010	8	7	0	0	0	0	0	0	1	12.5%
		2011	27	25	0	1	0	0	0	0	1	7.4%
		2012	0	0	0	0	0	0	0	0	0	0.0%
		2013	29	28	1	0	0	0	0	0	0	3.4%
		2014	478	428	0	0	6	0	0	15	29	10.5%
2017	34	30	0	0	0	0	0	0	4	11.8%		
2019	58	57	0	0	0	0	0	1	0	1.7%		
2020	58	58	0	0	0	0	0	0	0	0.0%		
2022	49	42	0	0	0	0	0	6	1	14.3%		

Source: US Census, 2010, SF1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)

SH 170 and SH 114  
 From Roanoke Road to Trophy Lake Drive  
 From SH 114 Interchange (170) to Kirkwood Boulevard  
 CSJs: 3559-01-005 & 3559-02-008

**Table 3: Race/Ethnicity of Residents in the Study Area, cont.**

Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority	
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races			
1139.10	2	2025	27	16	1	0	0	0	0	0	4	6	40.7%
		2026	0	0	0	0	0	0	0	0	0	0	0.0%
		2027	0	0	0	0	0	0	0	0	0	0	0.0%
		2028	0	0	0	0	0	0	0	0	0	0	0.0%
		2029	19	16	0	0	0	0	0	0	0	3	15.8%
		2030	8	7	0	0	0	0	0	0	0	1	12.5%
	3	3000	16	14	2	0	0	0	0	0	0	0	12.5%
		3001	129	116	0	0	0	1	2	0	2	8	10.1%
		3002	2	2	0	0	0	0	0	0	0	0	0.0%
		3003	1	1	0	0	0	0	0	0	0	0	0.0%
		3004	138	122	6	1	0	0	0	0	0	9	11.6%
		3005	0	0	0	0	0	0	0	0	0	0	0.0%
	4	3006	54	54	0	0	0	0	0	0	0	0	0.0%
		4000	0	0	0	0	0	0	0	0	0	0	0.0%
		4002	0	0	0	0	0	0	0	0	0	0	0.0%
		4003	0	0	0	0	0	0	0	0	0	0	0.0%
			4004	120	93	5	1	14	0	0	0	7	22.5%
Total Study Area			3,834	3,143	89	18	140	3	0	58	383	18.0%	

Source: US Census, 2010, SF1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)





# Indirect Effects Technical Report

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SH 170 from east of Roanoke Drive to west of the SH 114 Interchange

SH 114 from Trophy Lake Drive to Kirkwood Boulevard

CSJs: 0353-02-074, 0353-03-093, 3559-01-005 & 3559-02-008

Denton and Tarrant Counties, Texas

February 2016

The Environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.

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Appendix A: Indirect Effects Questionnaire

## 1.0 Introduction

This technical report was developed using the Texas Department of Transportation's (TxDOT) 2015 *Indirect Impacts Analysis Guidance* (TxDOT 2015a), TxDOT's 2014 *Environmental Handbook on Indirect and Cumulative Impacts* (TxDOT 2014a) and the 2002 National Cooperative Highway Research Program (NCHRP) Report 466 *Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects* (NCHRP 2002). This analysis was also developed using the *American Association of State Highway and Transportation Officials' (AASHTO) Practitioner's Handbook 12: Assessing Indirect Effects and Cumulative Impacts Under NEPA* (April 2011).

The National Environmental Policy Act (NEPA) of 1969 established the requirements for indirect and cumulative impact analysis and is administered by the Council on Environmental Quality (CEQ). NEPA defines indirect effects as those that are “. . . caused by an action and occur later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water, and other natural systems, including ecosystems” (40 CFR §1508.8).

In accordance with TxDOT guidance, the current analysis is focused on project-induced development effects, which are also called induced growth or land use effects (NCHRP 2002 and TxDOT 2014a). Induced growth effects are most often related to changes in accessibility to an area, which in turn affects the area's attractiveness for development.

NCHRP Report 466 identifies three categories of induced growth effects:

1. Effects of projects planned to serve specific land development
2. Effects of projects likely to stimulate complementary development
3. Effects of projects likely to influence interregional locational decisions

### 1.1 Induced Growth Effects

The need for an induced growth analysis was determined based on the results from TxDOT's *Scope Development Tool* (TxDOT 2015), *Risk Assessment for Indirect Impacts* (TxDOT 2014c) and the parameters outlined by the *Induced Growth Indirect Impacts Decision Tree* (TxDOT 2014b). The findings from the *Scope Development Tool* (TxDOT 2015) are as follows: The purpose and need for the project does not include economic development. The proposed project would not serve a specific development nor would it result in new opportunities for economic development.

## 2.0 Methodology

A planning judgment approach was the primary form of analysis used to identify development trends and the potential impact of the proposed project on regional land use patterns. The data collection techniques utilized were the administering of questionnaires (see **Appendix A**) and conducting phone interviews with planning professionals in the project vicinity. Collaborative judgment was utilized to the extent that numerous professionals were contacted as part of this analysis, including several representatives from agencies such as municipal planning departments. Geographic information system (GIS)-based cartographic techniques were utilized to quantify the amounts of developed land, developable land, and undevelopable land.

**Section 3.1** includes a discussion of currently developed land within the Area of Influence (AOI) versus land available for development within the AOI. A summary of the questionnaire responses received is included in **Section 3.2.1**. This Cartographic Technique exercise utilized Geographic Information Systems (GIS) software to analyze data collected remotely and in the field, combined with various constraints layers and the proposed alignment outline. In addition, the results of questionnaires sent to planning experts were incorporated to the extent the information could be mapped.

Land that is already planned or platted for development was not included in the total amount of developable land as it is assumed that this land will be developed (see **Table 4**). The land available for development was identified through cartographic analysis and questionnaires, and its development is considered possible but not necessarily probable (as opposed to land that is already planned or platted, which is considered probable and reasonably foreseeable, regardless of whether the proposed project is constructed). The purpose of this indirect effects analysis is to determine if future development could be causally linked to the proposed roadway improvement project.

## 3.0 Project Description

TxDOT- Dallas District proposes improvements for two projects: State Highway (SH 114) from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from east of Roanoke Road to west of SH 114 interchange, in Denton and Tarrant Counties, Texas. The total length for the SH 114/SH 170 projects combined is approximately 3.4 miles (minus the interchange that separates the two projects which is approximately 0.8 of a mile).

The SH 114 project proposes the reconstruction and widening of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Noise

walls are proposed on both sides of SH 114 and would require a total of approximately 5.3 acres of new easements. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to Kirkwood Boulevard is approximately 2.4 miles (see **Figure 1**).

The proposed improvements of SH 170 would include construction of a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane would consist of six travel lanes, three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulders. The existing frontage roads would be restriped to include one 12-foot travel lane and one 14-foot outside travel lane to accommodate bicycles in each direction. The total project length of SH 170 east of Roanoke Road to west of the SH 114 interchange is approximately 1.1 miles (see **Figure 1**).

### 3.1 Project's Area of Influence

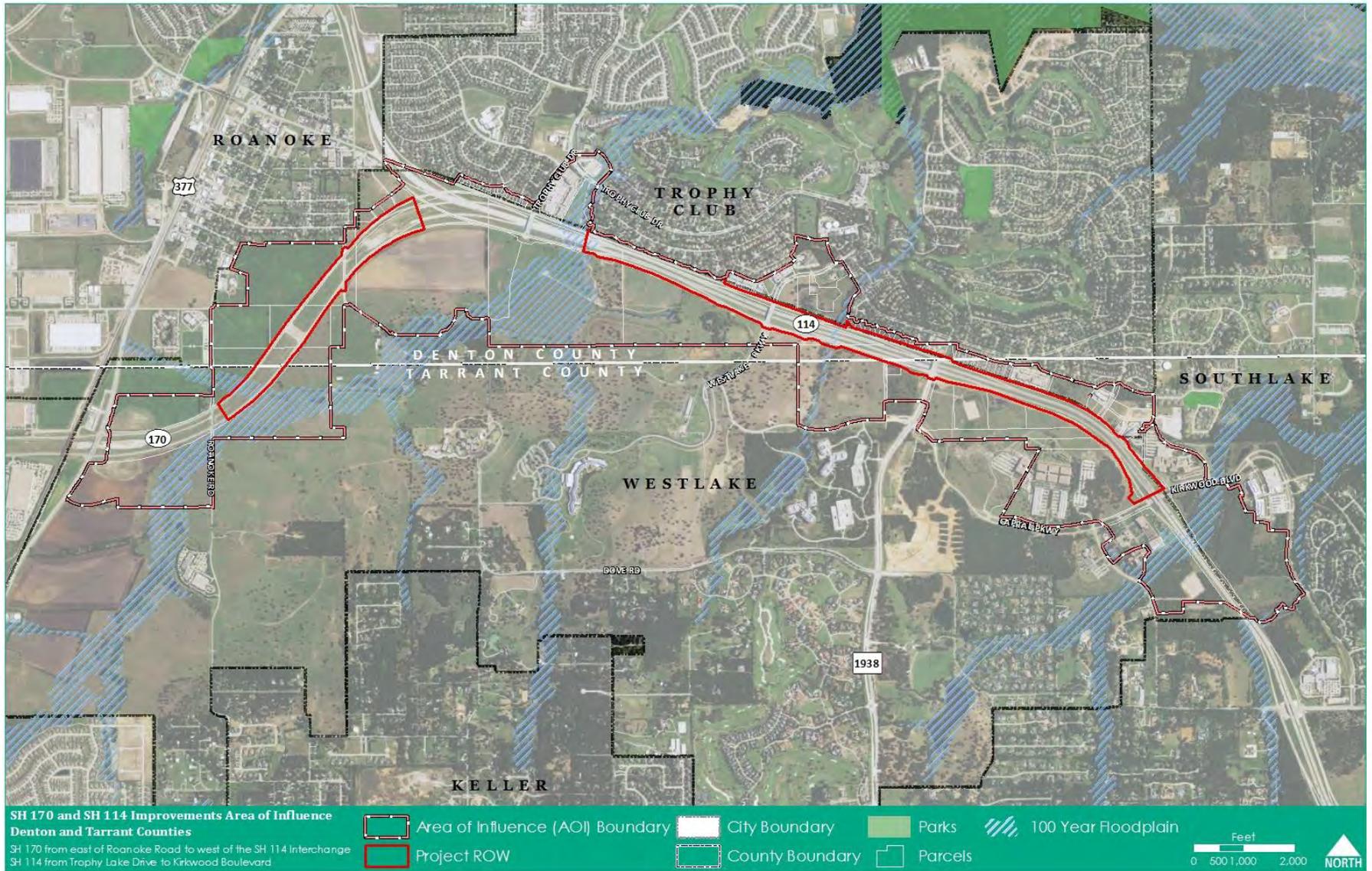
Indirect effects associated with a project can occur at a distance in time or space from the project itself (NCHRP Report 466 2002). The area studied for indirect effects will be referred to as the Area of Influence (AOI) in order to distinguish it from the study areas used to assess the direct effects of the proposed project. The AOI encompasses approximately 2.1 square miles (1,342 acres) in Tarrant and Denton Counties. The boundaries of the AOI follow the borders of parcels that are adjacent to the proposed project. The AOI intersects the following municipalities: Roanoke, Westlake, Trophy Club, and Southlake. The AOI was delineated based on the presence of major roadways and communication with local planning experts. See **Figure 1** for a map of the AOI. The temporal boundary for induced growth effects analysis begins in 1990, a decade of marked increases in land development (see **Table 1**), and ends in 2035, the planning horizon for the North Central Texas Council of Governments' (NCTCOG) *Regional Transportation Plan (RTP)*.

*Table 1: Year Structure Built/Percent Built within Decade for Jurisdictions in the AOI, 1990-2013*

Geography	Total Homes	Year Structure Built/Percent Built within Decade					
		1990-1999		2000-2009		2010 or later	
		#	%	#	%	#	%
<b>Westlake</b>	344	47	13.7%	225	65.4%	6	1.7%
<b>Roanoke</b>	3245	843	26.0%	1493	46.0%	51	1.6%
<b>Trophy Club</b>	3192	731	22.9%	790	24.7%	375	11.7%
<b>Southlake</b>	8,628	4,439	51.4%	1,982	23.0%	59	0.7%
<b>Denton County</b>	280,431	63,647	22.7%	90,025	32.1%	22,002	7.8%
<b>Tarrant County</b>	739,400	112,383	15.2%	163,919	22.2%	23,894	3.2%
<b>Municipal Total</b>	15,409	6060	39.3%	4,490	29.1%	491	3.2%

Source: American Community Survey, 2009-2013 (Table B25034), Year Structure Built”

Figure 1: Area of Influence



## 4.0 Population and Housing

This section includes information about trends that characterize the AOI over time. In general, the area encompassed by the AOI has grown considerably over the past decades as shown in terms of population change, housing starts and predominant construction periods.

The Dallas-Fort Worth-Arlington Metropolitan Statistical Area has experienced sustained growth over the last three decades, with the populations of Tarrant and Denton counties increasing by 35 percent and 59 percent, respectively, over the period of 1990 to 2010. The City of Roanoke grew by 84 percent, while the Town of Westlake grew by 79 percent. Historic population change for the counties and cities within the AOI is shown in **Table 2** and projected population change is shown in **Table 3**.

*Table 2: Current and Historic Population Growth in the AOI, 1990-2010*

Geography	Total Population by Year			
	1990	2000	2010	% Change form 1980-2010
Roanoke	1,616	2,810	5,578	71%
Trophy Club*	3,922	6,350	8,042	51%
Southlake	7,065	21,519	25,567	72%
Westlake	207	207	881	77%
Tarrant County	1,170,103	1,446,219	1,809,034	35%
Denton County	273,525	432,976	662,614	59%

Source: American Community Survey

*Table 3: Projected Population Growth in the AOI, 2010--2040*

City of County	Total Population by Year (Projected 2020-2040)				
	2010	2020	2030	2040	% Change form 2010-2020
Roanoke	5,578	7,975	9,988	12,000	54%
Trophy Club	8,042	14,000	14,000	14,000	43%
Southlake	25,567	27,818	31,315	36,669	52%
Westlake	881	1,200	1,800	2,609	79%
Tarrant County	1,809,034	2,006,473	2,281,666	2,579,553	43%
Denton County	662,614	901,645	1,135,397	1,348,271	68%

Source: Texas Water Development Board 2016 Regional Water Plan Population 2020-2070

The cities that intersect the AOI are expected to continue to grow into 2040 with their populations increasing by 43 – 79 percent (see **Table 3**). This trend is also seen at the county level: Tarrant

County’s population is projected to grow by 43 percent, while Denton County’s population is projected to grow by 68 percent (see **Table 3**).

**4.1 Access Alteration (Induced Growth)**

Also referred to as induced growth effects, access alteration effects can result from changes in traffic, access, and mobility. Transportation projects may provide new or improved access to adjacent land, or may induce development on surrounding land by effecting a reduction in the time-cost of travel (NCHRP, 2002). Transportation projects may also affect the rate at which planned development is implemented.

**4.1.1 Quantification of Developable Land**

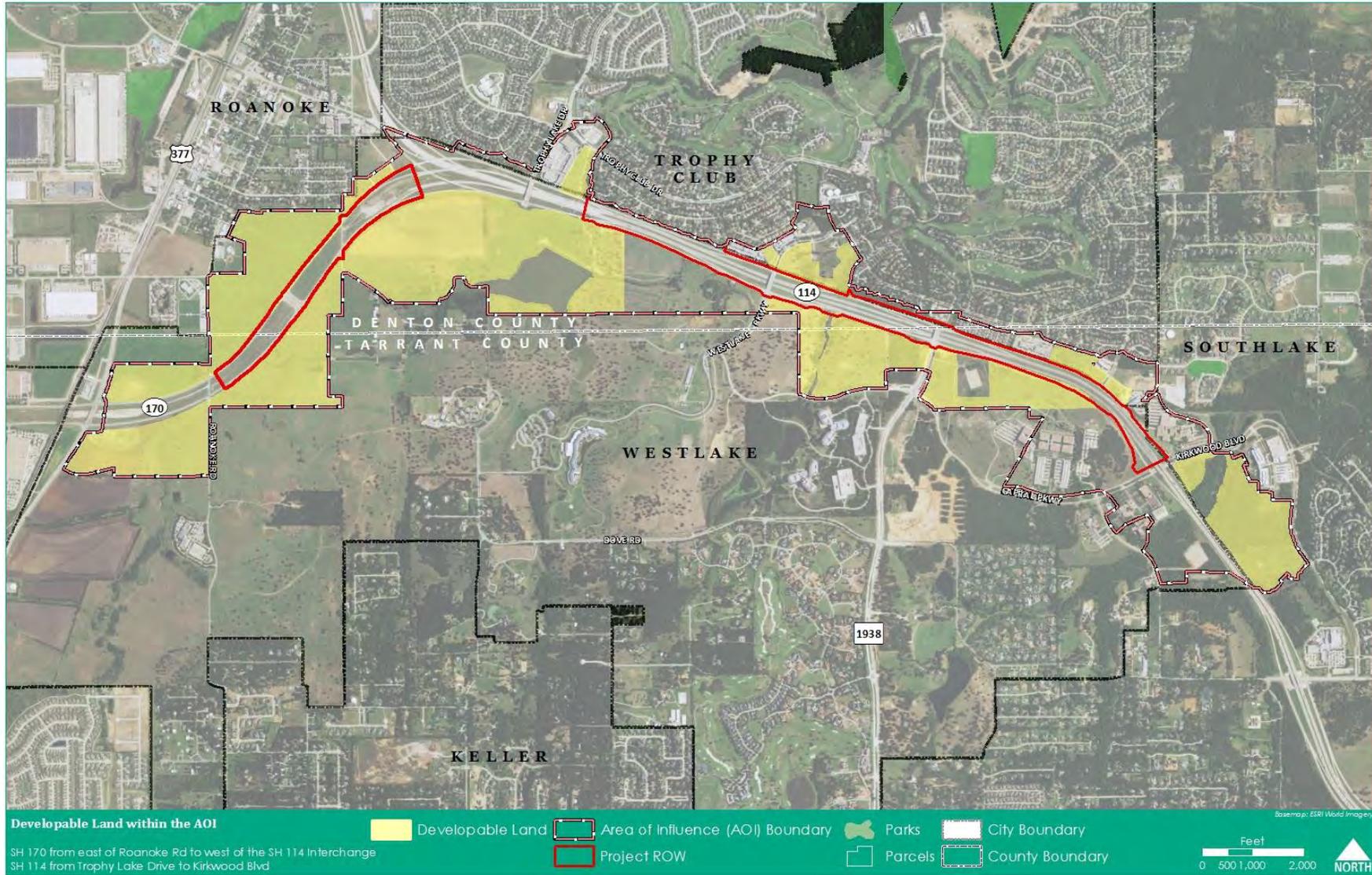
Changes in land use could occur within the AOI if undeveloped areas are developed as a result of enhanced access to this land. To identify areas where project-influenced development might occur in the AOI, data on existing and planned developments were analyzed to determine areas of vacant land that could be developed in the future. Land within the AOI was classified as developed or undeveloped based on existing land use, zoning, and tax code information. Undeveloped lands that are set aside as protected open space, parks, and drainage areas were classified as undevelopable. The remaining undeveloped land was classified as developable. **Figure 2** shows developable land within the AOI.

Within the approximately 1,342 total acres of land within the AOI, approximately 583.8 acres (44 percent) are already developed (see **Table 4**). Approximately 704.8 acres (53 percent) are undeveloped, including water bodies and floodplains. Undevelopable land (water bodies and floodplains) accounts for 53.4 acres (4 percent) of the AOI. Based on information provided by the jurisdictions located within the AOI, several projects are in various stages of development, ranging from under review to under construction. Removing these projects yields approximately 540.8 acres of developable land within the AOI (40 percent of the AOI). **Table 4** shows these land use categories and the amount of land available for development (mapped in **Figure 2**).

*Table 4: Acres of Land Available for Project-Influenced Development within the AOI*

Existing Land Uses		Acres	Percentage of Total
<b>Total Developed Land</b>		583.8	44%
<b>Total Undeveloped Land</b>		704.8	53%
<i>Undevelopable Land (water bodies and floodplains)</i>		53.4	4%
<i>Developable Land</i>	<i>Planned Projects</i>	164.0	12%
	<i>Land with no projects planned</i>	540.8	40%
<b>Total Area within AOI</b>		1342.0	100%

Figure 2: Developable Land in the AOI



#### 4.1.1 Planning Expert Questionnaire and Responses

A questionnaire was sent to agencies, organizations, and governmental jurisdictions within the project’s AOI (see **Table 5**). The questionnaire and AOI map (**Appendix A**) were emailed to each organization listed in **Table 5** on October 27, 2015. Follow up telephone calls and emails were sent to those organizations that had not replied by November 5, 2015.

The questions were designed to identify available resources and solicit input concerning how the project might affect growth and development within the region. In addition to identifying available information and data, the questionnaire specifically focused on how each agency or organization viewed the potential impacts of the project. See **Appendix A** for the contact letter form.

*Table 5: Indirect and Cumulative Effects Questionnaire Recipients*

Organization	Primary Point of Contact	Response Received*
City of Roanoke	Cody Petree, Director of Community and Business Development	November 12, 2015
City of Trophy Club	Ron Ruthven, Planning and Zoning Department	December 3, 2015
City of Westlake	Eddie Edwards, Director of Planning and Development	November 5, 2015
City of Southlake	Richard Schell, Principal Planner	November 5, 2015
Denton County	Gary Cook, Transportation Division	November 12, 2015
Tarrant County	Robert Berndt, Environmental Services, Transportation Division	November 12, 2015
Keller ISD	Hudson Huff, Architect and Planner	
Northwest ISD	Tim McClure, Department of Facilities, Planning, and Construction	

\*Blank cells are still awaiting responses

Questionnaires were sent to eight planning professionals and as of February 26, 2016, six have submitted responses (see **Appendix A<sup>1</sup>**). The five respondents did not expect the proposed project to induce development in their jurisdictions. One respondent, the City of Roanoke, indicated that the proposed project could impact emergency response times for the Roanoke Fire Department which serves as a backup first responder for both Westlake and Trophy Club. Four respondents indicated that the project would not affect the rate or intensity of development in their jurisdictions. One respondent, Town of Westlake, anticipates that the proposed project would affect the rate and

<sup>1</sup> The project ROW was revised after questionnaire responses were received. The project ROW that is included in this report is the most current. The location of the boundary shared by Denton and Tarrant County was also revised after the questionnaire was sent out. There is a discrepancy between the ESRI data and county appraisal district parcel data. The questionnaire map was created using ESRI data. The maps in this report were revised to include the more accurate county appraisal district data.

intensity of development in the town and cited the dependency on access and mobility for high quality development to occur.

#### 4.1.2 Likelihood of Induced Growth on Developable Land

Approximately 53 percent of the AOI is undeveloped. According to the Westlake Comprehensive Plan, future development will be driven primarily by increased population growth in the region. The proposed project would improve access to the undeveloped land in northern Westlake which is currently zoned for mixed use development (Town of Westlake, 2015). It is unlikely that the proposed project would induce development of these parcels which are currently being used for agriculture.

### 5.0 Resources Subject to Induced Growth Impacts

No induced growth is anticipated to result from the proposed project, therefore no resources are anticipated to be impacted and no mitigation is proposed. Based on the results from TxDOT's *Scope Development Tool*, a noise analysis and a transportation conformity analysis report were completed. The region in which the project is located is experiencing population and economic growth (Town of Westlake 2015, North Central Texas Council of Governments 2014).

### 6.0 Conclusion

The induced growth indirect impacts decision tree was used to determine if an induced growth analysis would be required for the project. Since 1) the purpose and need for the project does not include economic development nor is the project proposed to serve a specific development, 2) economic development and/or new opportunities for growth/development are not cited as benefits of the project, 3) land in the project area is available for development, 4) the project would add capacity, 5) the project is not located in a rural area outside of the MPO boundary, 6) the project would substantially increase access and/or mobility in the project area, and 7) the project area is experiencing population and economic growth – it was determined that an induced growth impacts analysis was required and is documented in this report.

The AOI for the proposed project encompasses approximately 2.1 square miles (1,342 acres) in Tarrant and Denton Counties. The AOI intersects four municipalities: Roanoke, Westlake, Trophy Club and Southlake. Based on the preceding analysis of existing and future land use, historic and projected population, travel patterns, and access the proposed project would not induce growth in the AOI. The proposed improvements to SH 114 and SH 170 would improve mobility for existing residents.

Most of the questionnaire respondents (five out of six) did not expect the proposed project to induce development in their jurisdictions. Roughly 40 percent of the AOI is developable (**Figure 2**).

However, it is anticipated that future development will be driven primarily by increased population growth in the region.

The proposed improvements to SH 114 and SH 170 in Tarrant and Denton Counties would not induce growth and there would not be access alteration related negative impacts to air quality in the AOI. The proposed improvements would improve mobility and increase access for existing residents in the communities that are adjacent to proposed project. The proposed improvements to SH 114 and SH 170 would not directly impact resources nor would it cause indirect impacts to resources within the AOI; therefore, a cumulative effects analysis is not required.

## 7.0 References

AASHTO. 2011. Practitioner's Handbook #12 Assessing Indirect Effects and Cumulative Impacts under NEPA

[http://www.environment.transportation.org/pdf/programs/practitioners\\_handbook\\_12.pdf](http://www.environment.transportation.org/pdf/programs/practitioners_handbook_12.pdf),

City of Roanoke

- 2001. Thoroughfare Plan
- 2003. Future Land Use Plan

City of Southlake

- 2009. Southlake 2030 Plan
- 2012. Southlake 2030 Plan - Future Land Use Plan Consolidated Underlying Land Use Designations

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Texas Department of Transportation (TxDOT).

- 2010. Revised Guidance on Preparing Indirect and Cumulative Impact Analyses.
- 2014a. Environmental Handbook: Indirect and Cumulative Impacts Analysis Guidelines
- 2014b. Induced Growth Indirect Impacts Decision Tree
- 2014c. Risk Assessment for Indirect Impacts
- 2015. SH 114 and SH 170 Transportation Conformity Report Form
- 2015a. Indirect Impacts Analysis Guidance

Town of Westlake. 2015. Forging Westlake Comprehensive Plan Update, adopted March 2, 2015.

Town of Trophy Club. 2014. Zoning Map.

## **Appendix A: Indirect Effects Questionnaire**

**SH 170 from east of Roanoke to Trophy Lake Drive and SH 114 from west of SH 114 Interchange (170)  
to Kirkwood Boulevard**

**Indirect Effects Questionnaire**

The Texas Department of Transportation (TxDOT) – Dallas District and the Federal Highway Administration (FHWA) are conducting an Environmental Assessment (EA) of proposed improvements to approximately 4.2 miles of State Highway (SH) 170 from within 250 feet east of Roanoke Road to approximately 400 feet west of SH 114 in Tarrant County and SH 114 from Trophy Lake Drive to Kirkwood Boulevard in Denton County.

The purpose of the proposed project is to alleviate traffic congestion and to accommodate the increased traffic associated with population growth in Denton and Tarrant Counties. The increase in traffic volumes would lead to more conflicts between through traffic and turning movements which would impair safety and inhibit mobility.

The SH 170 segment of the proposed project would result in the construction of six additional travel lanes (three 12-foot lanes in each direction) with 12-foot outside auxiliary lanes, 12-foot inside shoulders and 10-foot outside shoulders. A grade separation with the same lane configuration is proposed for Parish Lane. The SH 114 segment of the proposed project would result in the construction of one additional 12-foot inside travel lane with one 10-foot outside and one 12-foot inside shoulder. All construction would occur within the existing 150 to 180-foot ROW. Main lanes, auxiliary lanes, and inside and outside shoulders would be constructed within the existing right-of-way (ROW).

An Indirect Effects Technical Report is being prepared for the proposed project. Under TxDOT guidance, the potential indirect effects of a project must be addressed in the environmental assessment process. Indirect effects are reasonably foreseeable future impacts caused by the proposed project, but that occur later in time and farther away from the project than direct impacts, which are directly caused by the action and occur at the same time and place as the action. Indirect effects may include induced land development and the changes in population density or growth rate that result from this increased development. **To aid in assessing the potential direct and indirect impacts of the project, we are contacting your organization to obtain your insight on how the project may affect your community or the region.**

We have attached a map of the project area showing the proposed roadway and proposed Area of Influence for indirect effects analysis. TxDOT guidance requires that we assess potential indirect effects out to the planning horizon, which has been established as 2035 in keeping with the North Central Texas Council of Government's (NCTCOG's) current Regional Transportation Plan. We are seeking to identify

any areas where potential development could occur (whether or not it is currently planned) within this planning horizon that could be attributed at least in part to improvements along SH 170 and SH 114.

We recognize that those who are most knowledgeable about how projects might affect a community are the local experts. With that in mind, we appreciate your time and input in this process. Please complete the following questionnaire to the best of your knowledge; if you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization. **Please submit your answers to the following address (electronic responses are welcomed with legible marked up maps) by November 6, 2015: If you have any questions you may call the TxDOT Project Manager, Nelson Underwood at 214-320-6628 or Jennifer Steverson at 512-241-2212.**

**ATTN: SH170 & SH114 Project**

**Ecosystem Planning and Restoration**

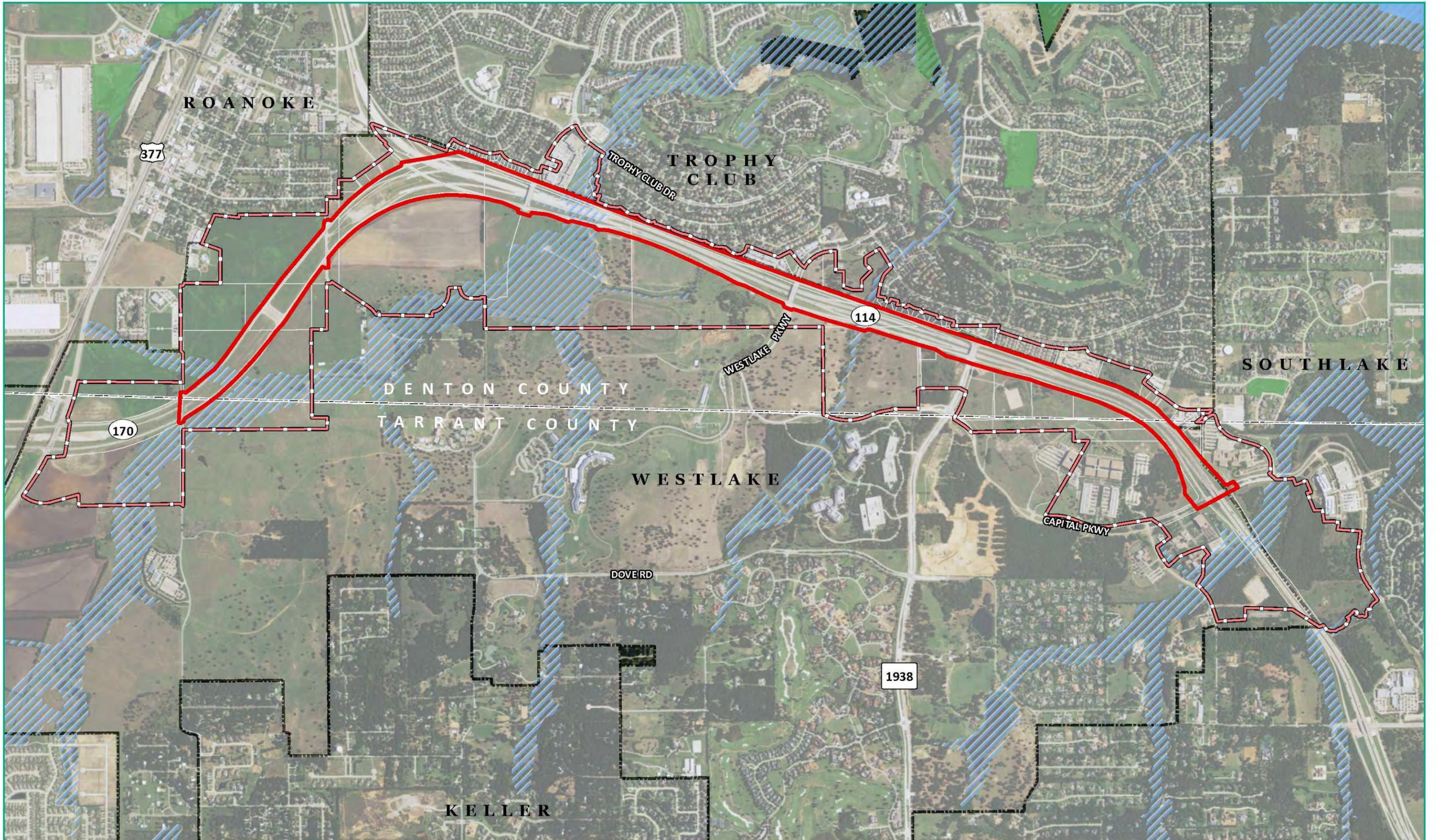
**17442 North Eldridge Parkway**

**Tomball, TX 77377**

**832-399-3400 | [jsterverson@cpyi.com](mailto:jsterverson@cpyi.com) ;**

**CC: [skaiser@eprusa.net](mailto:skaiser@eprusa.net) & [Nelson.Underwood@txdot.gov](mailto:Nelson.Underwood@txdot.gov)**

1. Are you aware of any substantial proposed land developments within your jurisdiction or area? If so, please mark the general areas on the attached (or equivalent) map and provide the location, type, and size (e.g., acres, density, number of units) of any planned developments.
  
2. On the attached map, please identify areas (if any) that you think would likely be developed as a result of the construction of the proposed project that would not otherwise be developed (please distinguish from developments identified in question 1).
  
3. Would the proposed project affect the rate or intensity of land development in your jurisdiction? If so, please describe.
  
4. Are there other capital improvement projects – such as water or sewer infrastructure, school or hospital construction, or roadway improvements – that are planned for the area which might affect development in the project vicinity?
  
5. Are there any factors that could limit growth in the area, such as floodplains, current development, conservation easements, protected lands, etc.?
  
6. In your opinion, are there areas not encompassed by the Area of Influence shown on the attached map that would be indirectly impacted by the project and should be included in the Area of Influence?



**SH 170 and SH 114 Improvements Area of Influence  
Denton and Tarrant Counties**

SH 170 from Roanoke Drive to Trophy Lake Drive  
SH 114 from Trophy Lake Drive to Kirkwood Drive

- Area of Influence (AOI) Boundary
- Project ROW
- City Boundary
- County Boundary
- Parcels
- Parks
- 100 Year Floodplain





# Public Meeting Summary Report

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SH 114 (Trophy Lake Drive to Kirkwood Boulevard)

SH 170 (Roanoke Road to SH 114 Interchange)

Prepared by: Ecosystem Planning and Restoration, LLC

Date: April 2016

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**Public Meeting Summary**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange**

**CSJs:** 0353-02-074, 0353-03-093, 3559-01-005, and 3559-02-007

**Meeting Date:** March 1, 2016

**Meeting Location:** Medlin Middle School  
601 Parkview Drive  
Trophy Club, TX 76262

**Meeting Purpose:** The objective of the meeting was to show the proposed project design and allow the public to comment on the proposed project.

**Meeting Format:** The workshop consisted of an open house session with information stations for proposed design alternatives.

**Attendance:** 89 citizens, 6 public officials, and 13 TxDOT Representatives

**Notification:** Notices were mailed to adjacent property owners and Elected Officials on January 27, 2016.

**DESCRIPTION OF MEETING**

As part of the National Environmental Policy Act (NEPA) public involvement process, the Texas Department of Transportation (TxDOT) held a Public Meeting on March 1, 2016 to discuss the proposed expansion of State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard and SH 170 from Roanoke Road to west of SH 114 Interchange, in Denton and Tarrant Counties, Texas. The meeting was an open house format, with no formal presentation. The meeting took place at Medlin Middle School in Trophy Club, Texas from 5:30 pm to 7:30 pm.

The public meeting was announced and advertised through a variety of methods. Thirty days prior to the public meeting, TxDOT began engaging in an extensive effort to announce the meeting through mailings and published advertisements. Mailed notices (**Appendix A**) announcing the public meeting time, location, and purpose were mailed to a list of interested parties and landowners (**Appendix B**) with property adjacent to the existing and proposed right-of-way. The notice was also posted on the TxDOT website and sent to relevant public officials (**Appendix C**). Advertisements (**Appendix D**) were published in newspapers with local and city-wide circulation approximately 30-days prior to the public meeting. The newspaper notices were published in The Dallas Morning News, Al Dia (Dallas Morning News' Spanish language newspaper), and Local Star News (The Leader). Ten days prior to the public meeting, TxDOT advertised the meeting for a second time on their website.

At the public meeting, citizens and public officials signed in **Appendix E** and each person was provided a blank pre-addressed comment form (**Appendix F**). Sign-in sheets indicated that 89 citizens and six public officials attended the public meeting. Written comments were submitted during the meeting and could also be mailed to TxDOT and postmarked within the 10-day public comment period. The public was encouraged to visit information stations for the proposed design. Several engineers and environmental professionals were available to provide available project information.

## SUMMARY OF COMMENTS

By the conclusion of the comment period on March 11, 2016 TxDOT received 28 comments (**Appendix G**). Each comment or letter received was counted as one respondent. **Table 1** summarizes the comments into general categories and the number of comments received for each category.

**Table 1. General Comment Summary**

Summarized Comment Category	Number of Comments*
General Support	11
Traffic noise abatement/Noise walls	11
Detours, construction delays, scheduling	1
Comment on needs/issues outside of project limits	9
Preservation of trees/replanting	2

\*Individual commenters submitted multiple comments, covering more than one category.

The comments received were generally in favor of the proposed improvements.

TxDOT's responses to comments received are included in **Appendix H**. Photographs of the public meeting are included in **Appendix I**.

**Appendix A**  
Public Meeting Notice



## NOTICE OF PUBLIC MEETING

**SH 114 and SH 170 Freeway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange**  
**Denton and Tarrant County**  
**CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008**

The Texas Department of Transportation (TxDOT) will conduct a Public Meeting for the purpose of soliciting public comment on the proposed widening of State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas.

The SH 114 project proposes the reconstruction and widen of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd, in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd is 2.360 miles.

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW. Total project length of SH 170 East of Roanoke Road to West of SH 114 Interchange is 1.068 miles.

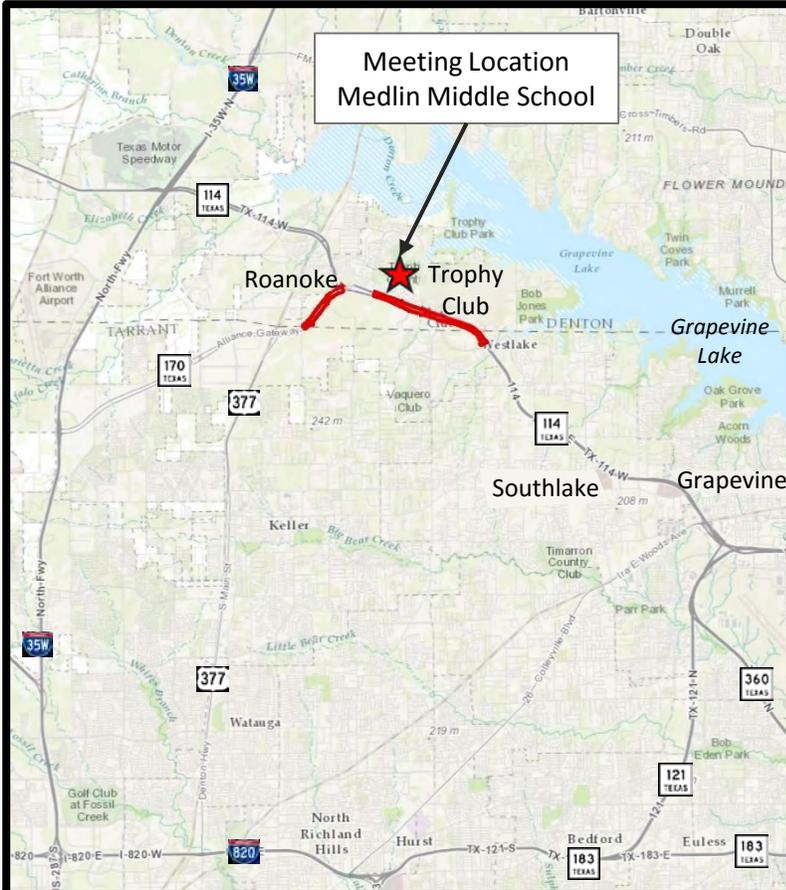
The proposed project would require approximately 5.31 acres of additional right-of-way from existing roadside easements. No residential or commercial property displacements or relocations would be required. The meeting will be held at the **Medlin Middle School, 601 Parkview Drive, Trophy Club, TX 76262 on Tuesday, March 1, 2016**. The Public Meeting will be an Open House format between the hours of 5:30 pm and 7:30 pm with no formal presentation.

Maps showing the proposed project's location and geometric design will be available for viewing at the public hearing. This and other public information is also on file and available for public inspection at the TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, TX 75150 and the TxDOT Denton County Area Office located at 2624 W Prairie Road, Denton, TX 76201. This information will also be available online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under Upcoming Public Hearing/Meeting.

All interested persons are invited to attend this Public Meeting and express their views on this proposed project. Written comments from the public regarding this project are requested and will be accepted for a period of 10 calendar days following the meeting. Written comments may be submitted either in person, or by mail to: Mr. Jim Dobbins, Texas Department of Transportation, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150.

Written comments must be postmarked by Wednesday, March 11, 2016 to be included in the Public Meeting Summary. Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-6100 at least two working days prior to the meeting. Because the Public Meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two (2) days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



# SH 114 and SH 170

## Freeway Widening

SH 114 from Trophy Lake Drive to Kirkwood Boulevard

SH 170 from Roanoke Road to west of SH 114 Interchange

# PUBLIC MEETING

Tuesday March 1, 2016

5:30 to 7:30 PM

Medlin Middle School

601 Parkview Drive

Trophy Club, TX 76262



 Parking Available

**From SH 114:** Take SH 114 toward Trophy Club and exit Trophy Lake Drive. Turn left onto Trophy Lake Drive. Take Trophy Lake Drive to Trophy Club Drive. Turn Left on Trophy Club Drive. Take Trophy Club Drive to Bobcat Blvd. Turn left on Bobcat Blvd. Turn left on Parkview Drive. Medlin Middle School is on the right.

**Appendix B**  
Adjacent Property Owners Mailing List

## Denton and Tarrant County Mailing List

Number	Property ID	Owner Name	Attn	Owner Address	City	State	Zip
1	287892	170 RETAIL ASSOCIATES LTD	C/O THE HOWARD HUGHES CORP	PO BOX 131298	CARLSBAD	CA	92013
2	68310	HW 2421 LAND LP	THREE LINCOLN CTR	3090 OLIVE ST STE 200	DALLAS	TX	75219
3	68314	LEE, MARGARET B, IND EXECUTOR, LEE, SAM W ESTATE		PO BOX 1550	ROANOKE	TX	76262
4	71660	GRAY, JESSE M		612 MAIN ST	ROANOKE	TX	76262
5	71676	BLAKE, SHARON C		616 MAIN ST	ROANOKE	TX	76262
6	287894	170 RETAIL ASSOCIATES LTD	C/O THE HOWARD HUGHES CORP	PO BOX 131298	CARLSBAD	CA	92013
7	214587	WESTLAKE RETAIL ASSOC LTD	C/O THE HOWARD HUGHES CORP	PO BOX 131298	CARLSBAD	CA	92013
8	557544	CNMK TEXAS PROPERTIES LTD		3900 DALLAS PKWY STE 500	PLANO	TX	75093
9	557543	ORIGINAL SITES LTD		600 E DALLAS RD STE 300	GRAPEVINE	TX	76051
10	557548	SHARK PROPERTIES, LLC	ATTN: DR.TIM KHATER	5109 80TH ST	LUBBOCK	TX	79424
11	152109	HW 2421 LAND LP	THREE LINCOLN CTR	3090 OLIVE ST STE 200	DALLAS	TX	75219
12	70877	DESCOTEAUX, JOSEPH & CONNIE D OGLE		7 CROOKED CREEK CT	ROANOKE	TX	76262
13	70886	MONTES, MIKE B		6 CROOKED CREEK CT	TROPHY CLUB	TX	76262
14	70890	BARNES, CHARLES & WINONA		5 CROOKED CREEK CT	TROPHY CLUB	TX	76262
15	70891	COLE, JONATHAN GERARD		4 CROOKED CREEK CT	ROANOKE	TX	76262
16	70893	LOPEZ, HUGO S & RITA M		3 CROOKED CREEK CT	ROANOKE	TX	76262
17	70904	VAN HAAGEN, MICHAEL RAINER		6 ROARING CREEK CT	TROPHY CLUB	TX	76262
18	70905	BATES, JASON NEIL		5 ROARING CREEK CT	TROPHY CLUB	TX	76262
19	70906	CHURCH, SAMANTHA M & AUSTIN J		4 ROARING CREEK CT	TROPHY CLUB	TX	76262
20	70907	PETERSON, LYNN A		3 ROARING CREEK CT	TROPHY CLUB	TX	76262
21	70914	WILSON, ARTHUR LEE III & ANA PAULA		5 RUSHING CREEK CT	TROPHY CLUB	TX	76262
22	70915	KNECHT, ERIK		4 RUSHING CREEK CT	TROPHY CLUB	TX	76262
23	70916	WASHINGTON, JOE & BETTIE		3 RUSHING CREEK CT	ROANOKE	TX	76262
24	563761	TROPHY CLUB, TOWN OF		100 MUNICIPAL DR	TROPHY CLUB	TX	76262
25	70918	LOUGHLIN, EDWARD H & CHERYL A		2 RUSHING CREEK CT	TROPHY CLUB	TX	76262
26	70923	GRIFFETH, DIANA TRUSTEE OF DIANA GRIFFETH FAMILY TRUST 9/26/6		2140 E SOUTHLAKE BLVD # L418	SOUTHLAKE	TX	76092
27	70925	SCOTT, HOWARD MICHAEL & INGA MAUA		3 SPRING CREEK CT	TROPHY CLUB	TX	76262
28	70928	FORD, ISAAC & PEARL O		PO BOX 381	ROANOKE	TX	76262
29	70945	DAL RESIDENTIAL I LLC		445 BUSH ST STE 700	SAN FRANCISCO	CA	94108
30	70947	COPLEN, RICHARD D		4 BROOK CREEK CT	TROPHY CLUB	TX	76262
31	70951	BRANDON, JENNIFER SUE		3 BROOK CREEK CT	ROANOKE	TX	76262
32	70956	STAPLES, HAROLD & LORI		2 BROOK CREEK CT	TROPHY CLUB	TX	76262
33	70971	WEBER, SHAUN R & NATALIE M		5 NARROW CREEK CT	TROPHY CLUB	TX	76262
34	68357	HW 2421 LAND LP	THREE LINCOLN CTR	3090 OLIVE ST STE 200	DALLAS	TX	75219
35	70976	CURRY, NICHOLAS OMAR OLABISI & ZARINAH NAILA SHAHEED REV TR		4 NARROW CREEK CT	ROANOKE	TX	76262
36	70978	GRUPP, FRANCISCO D		3 NARROW CREEK CT	ROANOKE	TX	76262
37	70993	LYNCH, JASON & ERIKA		7 WINDING CREEK CT	TROPHY CLUB	TX	76262
38	70998	MCDERMOTT, RYAN & JAYLA		6 WINDING CREEK CT	ROANOKE	TX	76262
39	71001	PRICE, HARRY B		5 WINDING CREEK CT	TROPHY CLUB	TX	76262
40	71005	RAGSDALE, DONALD J		4 WINDING CREEK CT	TROPHY CLUB	TX	76262
41	71034	MATKIN, ROBERT & LAURA J		3618 IGO ST	SAN ANTONIO	TX	78230
42	71036	CREDIT BYPASS TRUST		7702 COLGATE AVE	WESTMINSTER	CA	92683
43	71040	THURSTON, STEPHANIE C		7 STRAIGHT CREEK CT	TROPHY CLUB	TX	76262
44	185199	4663 OKEECHOBEE BLVD & PALM BEACH HOLDINGS(2002)	C/O GRACE DEV INC	3309 FAIRMONT DR	NASHVILLE	TN	37203
45	185200	SEJ ASSET MANAGEMENT & INVESTMENT COMPANY	C/O 7 ELEVEN INC	1722 ROUTH ST STE 1000	DALLAS	TX	75201
46	185201	CP TROPHY CLUB LLC		640 W SOUTHLAKE BLVD	SOUTHLAKE	TX	76092
47	205818	FMR TEXAS LTD P/S	ATTN FCRE ACCOUNTING	200 SEAPORT BLVD STE Z1N	BOSTON	MA	2210
48	68347	JSB PROPERTIES LP		6211 RAINTREE CT	DALLAS	TX	75254
49	70580	GARCIA, PORFIRIO S		12 BROOK HOLLOW LN	TROPHY CLUB	TX	76262
50	70577	ALLSUP, ROBERT A II		14 BROOK HOLLOW LN	ROANOKE	TX	76262
51	70561	MINOR, MISTY & CASEY		15 BROOK HOLLOW LN	ROANOKE	TX	76262
52	70560	ANDERSON, STEVEN E & KATHLEEN M		13 BROOK HOLLOW LN	TROPHY CLUB	TX	76262
53	70518	RIVERS, TIMOTHY BOYD		8 SAINT ANDREWS CT	TROPHY CLUB	TX	76262
54	70504	SHINER, TIMOTHY		737 BANDIT TRL	NORTH RICHLAND HILLS	TX	76248
55	70498	SAMPSON, JERRY C, JR & NANCY A		5 SAINT ANDREWS CT	TROPHY CLUB	TX	76262

## Denton and Tarrant County Mailing List

Number	Property ID	Owner Name	Attn	Owner Address	City	State	Zip
56	70457	TURNER, HOLLY		6 LAKE FOREST CT	ROANOKE	TX	76262
57	70643	SHIRES, BRENDA		7 LAKE FOREST CT	TROPHY CLUB	TX	76262
58	70639	ADKISSON, DEBRA J		5 LAKE FOREST CT	TROPHY CLUB	TX	76262
59	70623	PICKERING, ROBERT CLAY & JO ANN PICKERING FAMILY LIV TRUST		6 TURNBURY CT	ROANOKE	TX	76262
60	70621	FENNESSY, SANDRA B & DAVID M		7 TURNBURY CT	TROPHY CLUB	TX	76262
61	70618	POLK, BRIAN & JENNIFER		5 TURNBURY CT	ROANOKE	TX	76262
62	70602	PERRY, EARL F		6 GLEN EAGLES CT	TROPHY CLUB	TX	76262
63	70590	BAKER, RICHARD & ROBYN		7 GLEN EAGLES CT	TROPHY CLUB	TX	76262
64	70586	VAN DER WESTHUIZEN, FRANCIS & MYERS, JAMES W		5 GLEN EAGLES CT	TROPHY CLUB	TX	76262
65	68667	LAKE CITIES CHURCH OF CHRIST		280 INDIAN CREEK DR	ROANOKE	TX	76262
66	241590	TC INDIAN CK LTD P/S	C/O DAVID M CHUDNOW, PRESIDENT	364 INDIAN CREEK DR	ROANOKE	TX	76262
1	6352464	170 Retail Associates LTD		P.O. Box 131298	Carlesbad	CA	131298
2	3902668	HW 2421 Land LP		13600 Heritage Parkway. STE 200	Fort Worth	TX	76177-5398
3	4056671	FMR Texas LTD Partnership		245 Summer ST. STE F4B	Boston	MA	2210
4	40778428	Chandler Rhonda Decker		4915 Swiss Ave.	Dallas	TX	75214-5235
5	40777545	Perry Earl F.		6 Glen Eagles CT.	Trophy Club	TX	76262
6	40777510	Richard and Robyn Baker		7 Glen Eagles CT.	Trophy Club	TX	76262-5503
7	4319109	Maguire Partners- Solana Land LP		1800 Valley View LN. STE 300	Farmers Branch	TX	75234
8	40778517	Lake Cities Church Of Christ		280 Indian Creek Dr.	Roanoke	TX	76262-5547
9	40778495	First Madison Bank FSB		14651 Dallas PKWY. STE 200	Dallas	TX	75254
10	7121202	Maguire Partners- Solana Land LP		1800 Valley View LN. STE 300	Farmers Branch	TX	75234
11	40755681	Armored Trophy Club LLC		3699 Wilshire BLVD. STE 645	Los Angeles	CA	90010-2744
12	4319087	Maguire Partners- Solana Land LP		1800 Valley View LN. STE 300	Farmers Branch	TX	75254
13	5243297	Maguire Partners- Solana Land LP		1800 Valley View LN. STE 300	Farmers Branch	TX	75254
14	9737464	Follow Will Kenneth C-DPM		P.O. Box 543151	Dallas	TX	75354-3151
15	40778509	Trophy Lodging LTD		8601 Lindenwood LN.	Irving	TX	75063-3917
16	41652827	Bre Solana LLC		P.O. Box A-3879	Chicago	IL	60690
17	40760014	Old TC LLC		2241 Veranda AVE.	Trophy Club	TX	76262
18	40760006	Old TC LLC		2241 Veranda AVE.	Trophy Club	TX	76262
19	41640020	Old TC LLC		2241 Veranda AVE.	Trophy Club	TX	76262
20	41640039	David Crumpton DDS PA		301 Trophy BR. STE 100	Roanoke	TX	76262
21	41356861	114 At Kirkwood LLC		2600 East Southlake BLVD.	Southlake	TX	76092-6634
22	7141416	5 Village Circle Holdings LP		7501 Wisconsin AVE. STE 500	Bethesda	MD	20814-6519

# **Appendix C**

## **Public Officials Mailing List**

## Elected Officials Mailing List

FirstName	LastName	Position	Organization	Address	City	ST	Zip
Mary	Horn	County Judge	Denton County	110 West Hickory Street 2nd floor	Denton	TX	76201-4168
Glen	Whitley	County Judge	Tarrant County	100 East Weatherford Street	Fort Worth	TX	76196
Michael C.	Burgess	United States Representative, District 26		2000 South Stemmons Freeway, Suite 200	Lake Dallas	TX	75065
Kenny	Merchant	United States Representative, District 24		9901 E. Valley Ranch Parkway, STE. 2060	Irving	TX	75063
Roy Charles	Brooks	Commissioner, Precinct 1	Tarrant County	6551 Granbury Road	Fort Worth	TX	76133
Andy	Nguyen	Commissioner, Precinct 2	Tarrant County	700 E Abram Street, suite 304	Arlington	TX	76063
Gary	Fickes	Commissioner, Precinct 3	Tarrant County	645 Grapvine Highway, Suite 6	Hurst	TX	76054
J.D	Johnson	Commissioner, Precinct 4	Tarrant County	6713 Telephone Road	Lake Hurst	TX	76135
Hugh	Coleman	Commissioner, Precinct 1	Denton County	1175 Union Hill Road	Sanger	TX	76266-8501
Ron	Merchant	Commissioner, Precinct 2	Denton County	1029 West Rosemeade Parkway	Carrollton	TX	75007-6521
Bobbie	Mitchell	Commissioner, Precinct 3	Denton County	110 West Hickory Street, 3rd floor	Denton	TX	76201-2801
Andy	Eads	Commissioner, Precinct 4	Denton County	110 West Hickory Street 3rd floor	Denton	TX	76201-4168
Tan	Parker	State Representative, District 63		800 Parker Square, STE. 245	Flower Mound	TX	75028
Giovanni	Capriglione	State Representative, District 98		P.O. Box 770	Keller	TX	76244
Kelly	Hancock	State Senator, District 9		9121 Belshire Drive, Suite 200	North Richland Hills	TX	76182
Jane	Nelson	State Senator, District 12		1235 S. Main St., Suite 280	Grapvine	TX	76051
Carl	Gierisch, Jr.	Mayor	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Holly	Gray-McPherson	Mayor Pro Tem	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Brian	Darby	Councilmember	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Steve	Heath	Councilmember	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Dion	Jones	Councilmember	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Kirby	Smith	Councilmember	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Angie	Grimm	Councilmember	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Scott	Campbell	City Manger	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Shawn	Wilkinson	Public Works Superintendent	City of Roanoke	108 S. Oak St.	Roanoke	TX	76262
Nick	Sanders	Mayor	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Greg	Lamont	Mayor Pro Tem	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Steven	Seidel	City Manager	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Jim	Parrow	Town Council	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Garrett	Reed	Town Council	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Rhylan	Rowe	Town Council	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Tim	Kurtz	Town Council	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Phillip	Shoffner	Town Council	City of Trophy Club	100 Municipal Drive	Trophy Club	TX	76262
Laura	Wheat	Mayor	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Alesa	Belvedere	Councilmember	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Michael	Barrett	Councilmember	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Wayne	Stoltenberg	Councilmember	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Carol	Langdon	Councilmember	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Rick	Rennhack	Councilmember	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Thomas	Brymer	Town Manager	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76262
Susan	McFarland	Director of Communications	City of Westlake	3 Village Circle, Suite202	Westlake	TX	76263
Michael	Morris, P.E.		North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005-5888
Dan	Lamers		North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005-5888
Chad	Mckeown		North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005-5888
Sandy	Wesch		North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005-5888
Jeffrey	Neal		North Central Texas Council of Governments	P.O. Box 5888	Arlington	TX	76005-5888
Buz	Elsom	Innovative Transportation Solutions	Innovative Transportation Solutions	2701 Valley View Lane	Farmers Branch	TX	75234-4924
John	Polster	Innovative Transportation Solutions	Innovative Transportation Solutions	2701 Valley View Lane	Farmers Branch	TX	75234-4924

# Appendix D

## Newspaper Advertisements

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

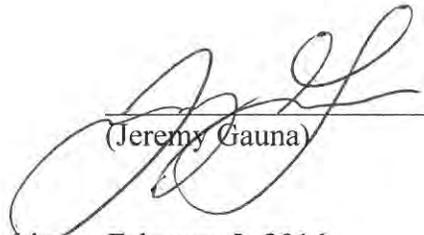
COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Jeremy Gauna, Advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT

was published in The Dallas Morning News

February 1, 2016

  
(Jeremy Gauna)

Sworn to and subscribed before me this February 3, 2016

  
(Notary Public)



**Legal Notices**

**NOTICE OF PUBLIC MEETING**

SH 114 and SH 170 Freeway Widening SH 114 from Trophy Lake Drive to Kirkwood Boulevard SH 170 from Roanoke Road to west of SH 114 Interchange Denton and Tarrant County CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

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The proposed project would require approximately 5.31 acres of additional right-of-way from existing roadside easements. No residential or commercial property

December 16, 2014, and executed by FHWA and TxDOT.

**CITY OF FARMERS BRANCH NOTICE OF PUBLIC HEARING**

**ZONING CASE NO. 15-ZA-06**

The City of Farmers Branch has received a request from JPI Real Estate Acquisition LLC to amend Planned Development No. 88 (PD-88). This amendment includes rezoning the 30.1-acre site from "Commerce" subdistrict to "Mid-Density Residential" subdistrict and establishing a Conceptual Site Plan for a new multi-family residential community containing approximately 840 dwelling units. This proposed Conceptual Site Plan will include several Special Exceptions.

This proposed 30.1-acre site is located approximately 600 feet east of Luna Road and 1000 feet south of LBJ Freeway. This site is located within the Planned Development 88 (PD-88) zoning district (see map on back).

The Planning and Zoning Commission will hold a public hearing to consider this request on Tuesday, February 16th at 6:00 p.m. The hearing will take place in the City Council Chambers of City Hall, located at 13000 William Dodson Parkway, City Hall Plaza, Farmers Branch, Texas. If you have any questions concerning this request, please call Andrea Udrea, Planner, at 972.919.2546.

CPN 1976 Pub. 02/01/2016

**Notice to Physicians and Providers**

First Continental Life and Accident Insurance Company (FCL Dental) will accept applications January 1 - December 31, 2016 from providers who wish to join OroQuest Dental Plans HMO provider network. For more information or to request an application call FCL Dental at 1-800-660-6064 or write to 101 Parklane Blvd, Ste 301, Sugar Land, TX 77478.

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Due to potential misuse/abuse of pets, *The Dallas Morning News* suggests that advertisers charge a minimal fee for their pets. Every life has a value. Also, due to health risks to the pets, we recommend puppies and kittens be at least 8-12 weeks old before they are sold. Use caution when responding to pet ads that involve unusual payment plans or require long-distance shipping. Find your pet from a trustworthy source. If purchasing from a private party or breeder, ask to see where the pets live to ensure the environment is a clean and healthy one. Reputable breeders will almost always provide detailed genealogical information and a health guarantee. You are encouraged to report suspected inhumane conditions and animal abuse/neglect to the Humane Society and your local authorities.

**Dogs**

**AKC BOSTON TERRIERS**  
2 Females, 8 wks, black & white, wormed. Call now for details. (903) 570-8145

**AKC Female Black Lab Pups, Grand Champion Bloodlines. Current shots/wormings. \$400**  
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**AKC Standard Poodle Pup**  
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✓ Akita pups, 5 wks old, healthy, 4 males, no shots. \$1,000 each Call 469-258-3072

Beautiful Beagle puppies, M/F, shots/wormed, reg'd, tricolor, \$250, 469-323-1291.



**Labradors: 6 AKC Reg'd, vaccinated black & yellow Lab retrievers born in our house on 11/24/15, handled daily, fed with premium Orien puppy food. Both parents hunt; grandparents HRCH with 15 Field Champs in 4 generations. Sire: 90lbs, Dam: 70lbs, \$850. Call now. 214-695-4663**

**Labs-AKC White & Black Pups \$650 - \$800 936-648-4122**

**Dogs**

Free 4 year old female pointer Daisy, need house with fence up to date on vet visits can provide rec. 972-342-1489

German Shepherd AKC registered pure breed German Shepherd puppies for sale \$1,300. Excellent Czech blood lines. Sire and Dam on site both with certified hips. Sire European import IPO 1, IPO 11 titled. Excellent for home security and companionship. Exceptional with children. Eight week old male and female puppies available black and tan, sable, and solid black. (940) 399-7452



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**Golden Retriever Pups:**  
Grand Champion Bloodlines. 3 year health guarantee. Call or Text Only. 903-815-2395

**Jack Russell Terrier Tri-Color pups b 11/7/15.** Vet chkd, dewormed & cur shots. Adorable! \$700 ea. Call/Text Lisa 972-542-4419.

**Dogs**

Maltese & Morkie Puppies. Male & Fem. 9 weeks. Vet checked. Fam. raised. \$695-995. 918-398-3715

**Rottweiler: AKC German Rottweiler puppies. Champion bloodline current on vaccines**  
817-992-9204

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**Tiny Teacups, Baby face Maltese, Yorkie, Morkie, Daisy, Shih Tzu, Maltipoo, Chihuahua, Poodle, Poms, size guarantee, Dallas/Garland Texas Teacups.com**  
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**LEGAL BIDS & NOTICES**

- Bankruptcy, Court Sales
- Bids and Proposals
- Legal Notices

**Bids & Proposals**

**Public Notice**

Upper Trinity Regional Water District, a political subdivision of the State of Texas, is currently seeking sealed bids for the following items:

1. WET WELL AND LIFT STATION CLEANING AND OTHER INDUSTRIAL VACUUM TRUCK SERVICES
2. TRANSPORTATION OF WATER RECLAMATION PLANT LIQUID WASTE
3. MAGNESIUM HYDROXIDE SOLUTION

Sealed bids will be received by the Upper Trinity Regional Water District at 900 N. Kealy St., Lewisville, TX 75057 until 10:00 A.M., local time, Tuesday, February 16, 2016 for all bids. Specifications & bid packets may be obtained by sending your company's contact information to: [Purchasing@utrwdpurchasing.com](mailto:Purchasing@utrwdpurchasing.com).

**NOTICE TO BIDDERS**  
Bid # 24-16, Heights Park Baseball Field Fencing  
The City of Richardson will accept sealed Bids for Bid #24-16 for Heights Park Baseball Field Fencing, until Thursday, February 11, 2016 @ 2:00 p.m. CST. A pre-bid conference will be held on Wednesday, February 3, 2016 @ 10:00 a.m. CST in the Finance Department Conference Room 101. Bids shall be received in the Office of the Purchasing Manager, Richardson City Hall, 411 W. Arapaho Road, Room 101, Richardson, Texas 75080. Bid documents may be downloaded, free of charge, at [Bidsync.com](http://Bidsync.com).

CPN 6011 Pub. 01/25/2016 and 02/01/2016

**Legal Notices**

**NOTICE OF PUBLIC MEETING**

SH 114 and SH 170 Freeway Widening  
SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
SH 170 from Roanoke Road to west of SH 114 Interchange  
Denton and Tarrant County  
CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

The Texas Department of Transportation (TxDOT) will conduct a Public Meeting for the purpose of soliciting public comment on the proposed widening of State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas.

**Legal Notices**

dislocations or relocations will be required. The meeting will be held at the **Medlin Middle School, 601 Parkview Drive, Trophy Club, TX 76262 on Tuesday, March 1, 2016.** The Public Meeting will be an Open House format between the hours of 5:30 pm to 8:30 pm with no formal presentation.

Maps showing the proposed project's location and geometric design will be available for viewing at the public hearing. This and other public information is also on file and available for public inspection at the TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, TX 75150 and the TxDOT Denton County Area Office located at 2624 W Prairie Road, Denton, TX 76201. This information will also be available online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under Upcoming Public Hearings/Meeting.

All interested persons are invited to attend this Public Meeting and express their views on this proposed project. Written comments from the public regarding this project are requested and will be accepted for a period of 10 calendar days following the meeting. Written comments may be submitted either in person, or by mail to: Mr. Jim Dobbins, Texas Department of Transportation, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150

Written comments must be postmarked by Wednesday, March 11, 2016 to be included in the Public Meeting Summary. Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-6100 at least two working days prior to the meeting. Because the Public Meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two (2) days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**CITY OF FARMERS BRANCH NOTICE OF PUBLIC HEARING**

ZONING CASE NO. 15-ZA-06

The City of Farmers Branch has received a request from JPI Real Estate Acquisition LLC to amend Planned Development No. 88 (PD-88). This amendment includes rezoning the 30.1-acre site from "Commerce" subdistrict to "Residential" subdistrict and establishing a Conceptual Site Plan for a new multi-family residential community containing approximately 840 dwelling units. This proposed Conceptual Site Plan will include several Special Exceptions.

This proposed 30.1-acre site is located approximately 400 feet

**Bids & Proposals**

**ADVERTISEMENT FOR BIDS**

Sealed proposals addressed to Upper Trinity Regional Water District (UTRWD), Regional Water Treatment Plant, 300 Treatment Plant Rd, Lewisville, TX 75057, for PENINSULA WATER RECLAMATION PLANT - UV DISINFECTION IMPROVEMENTS will be received at the above address until 3:00 p.m. on Tuesday, February 16, 2016, at which time and place the proposals will be publicly opened and read aloud. Any Bid received after closing time will be returned unopened. Proposals may be modified at any time prior to the time set for opening bids. This project includes, but is not limited to, construction of UV Wastewater Disinfection Unit, Bid Documents for this project include The North Texas Council of Governments' (NCTCOG) Standard Specifications for Public Works Construction, Fourth Edition, October 2004, and the Specifications and Contract Documents for the Construction of the Peninsula Water Reclamation Plant - UV Disinfection Improvements Project. Copies of the Bid Documents, including Plans, Specifications, and Contract Documents, are on file at: UTRWD, 900 N. Kealy, Lewisville, TX 75057 and may be obtained from: Alon Plummer Associates, Inc., 1320 S. University Dr., Suite 300, Fort Worth, TX 76107, (817) 866-1700, Fax (817) 870-2536 for a non-refundable cost of \$100.00 per full-size set and \$75.00 per half-size set. Plans, specifications, and other contract documents will be available at [www.CivCastUSA.com](http://www.CivCastUSA.com). Bidders must register on this website in order to view and/or download specifications and plans for this project. There is NO charge to view or download documents. If there are any questions concerning the specifications, or other bid documents or any part thereof, questions must be submitted by Tuesday, February 9, 2015 through the [www.CivCastUSA.com](http://www.CivCastUSA.com) Q&A portal. Bid Documents are also on file and may be reviewed at the McGraw Hill Construction Dodge Plan Room, D/FW Minority Business Council, and North Texas Construction Report & Plan Room. A non-mandatory pre-bid conference will be held at the District's Harpool Water Treatment Plant, 11500 Fishtrap Rd., Aubrey, TX 76227 on Thursday, February 4, 2016 at 3:00pm. Proposal shall be accompanied by either a Bid Bond from a surety satisfying the requirements set forth in the Contract Documents, or certified check upon a national or state bank in an amount not less than 5 percent (5%) of the total maximum bid price, payable without recourse to the UTRWD as a guarantee that the Bidder will within ten (10) days after Award enter into a Contract and furnish a Performance Bond, Payment Bond, and any other bonds set forth in the Contract Documents. UTRWD reserves the right to accept or reject any or all Bids or parts of bids, to waive any informalities and technicalities and to accept the Bid most advantageous to the OWNER. No bid may be withdrawn until the expiration of ninety (90) days from the date bids are opened. Equal Opportunity in Employment - All qualified Applicants will receive consideration for employment without regard to race, color, religion, sex, age, handicap or national origin. Bidders on this work will be required to comply with the President's Executive Order No. 11246, as amended by Executive Order 11375, and as supplemented in Department of Labor regulations 41 CFR Part 60.

**Legal Notices**

**NOTICE OF CITY PLAN COMMISSION HEARING RESIDENTIAL REPLAT REQUEST**

The City Plan Commission of the City of Dallas, Texas, will hold a public hearing at 1:30 p.m., Thursday, February 18, 2016, in the City Council Chambers of Dallas City Hall, 6th Floor, 1500 Marilla Street, to consider the residential replats described below:

- S156-084 4505 Cherokee Trail  
An application to replat a 1.09-acre tract of land containing all of Lots 16A and 16B in City Block Q/4986 into one lot on property located at 4505 Cherokee Trail.
- S156-085 1934 and 1938 Malone Cliff View  
An application to amend a portion of an approved Shared Access Development by replating a 0.1649-acre tract of land containing all of Lots 12 and 13 in City Block A/4015 into one lot on property located at 1934 and 1938 Malone Cliff View.
- S156-088 Elsbeth Street at Neely Street, southeast corner  
An application to replat a 0.596-acre tract of land containing all of Lots 3 and 4 in City Block A/3367 into a 16-lot Shared Access Development with lots ranging in size from 1,428 square feet to 1,999 square feet on property located on Elsbeth Street at Neely Street, southeast corner.
- S156-091 Wall Street at McKee Street, north corner  
An application to amend a portion of an approved Shared Access Development by replating a 0.252-acre tract of land containing all of Lots 4A-4E and Lot 4G in City Block B/907 into eight lots ranging in size from 1,246 square feet to 1,503 square feet on property located on Wall Street at McKee Street, north corner.

At this hearing an opportunity will be provided for all interested parties to be heard concerning these residential replats.

For more information please contact Sharon Hurd at 214-948-4531 or [sharon.hurd@dallascityhall.com](mailto:sharon.hurd@dallascityhall.com) and refer to the appropriate file number.



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German Shepherd AKC registered pure bred German Shepherd puppies for sale \$1,300. Excellent Czech blood lines. Sire and Dam on site both with certified hips. Sire European import IPO 1, IPO 11 titled. Excellent for home security and companionship. Exceptional with children. Eight week old.

**Dogs**

Maltese & Morkie Puppies. Male & Fem. 9 weeks. Vet checked. Fam. raised. \$695-995. 918-398-3715

Rottweiler: AKC German Rottweiler puppies. Champion bloodline current on vaccines 817-992-9204

**SHELTIE puppies, Sable & White health guaranteed**

**Legal Notices**

TAKE NOTICE that Forest Park Medical Center at Southlake, LLC (the "Debtor") filed for protection under Chapter 11 of the Bankruptcy Code on January 19, 2016, in the United States Bankruptcy Court for the Northern District of Texas, Fort Worth Division (the "Court"), Bankruptcy Case No. 16-40273. If you are owed money by, or otherwise have a claim against, the Debtor, the Court has set June 16, 2016, as the deadline to file a proof of claim in the Debtor's bankruptcy case. Any creditor who fails to file a proof of claim on or before June 16, 2016 will be barred from asserting its claims against the Debtor. Proof of claim forms may be obtained from the Debtor's Claims Noticing Agent, Donlin, Recano & Company, Inc., at <http://www.donlinrecano.com/fpmcsl>. Creditors may also call the following hotline for further information: (800)416-3743.

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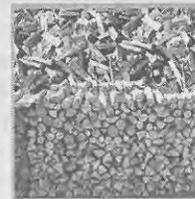
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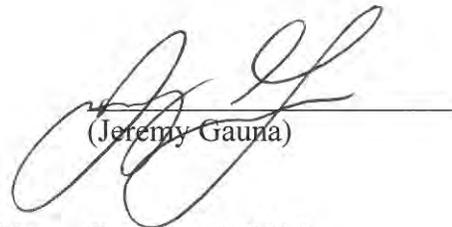
COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Jeremy Gauna, Advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT

was published in Al Dia

February 3, 2016

  
(Jeremy Gauna)

Sworn to and subscribed before me this February 3, 2016

  
(Notary Public)





TOM FOX/DMN

El tranvía que va del centro a Oak Cliff empezará a funcionar más tarde, a las 9:30 en lugar de las 5 a.m.

### AVISO DE REUNIÓN PÚBLICA

#### **Ampliación de las Autopistas SH 114 y SH 170 SH 114 desde Trophy Lake Drive hasta Kirkwood Boulevard y SH 170 desde Roanoke Road hasta el oeste de la intersección con SH 114 en los condados de Denton y Tarrant**

**CSJs: 0353-02-074, 0353-03-093, 03559-01-005, y 3559-01-008**

El Departamento de Transporte de Texas (TxDOT), llevará a cabo una reunión pública con el propósito de solicitar comentarios del público acerca de la propuesta para la ampliación de la autopista estatal (State Highway, SH, por sus siglas en inglés) 114, desde Trophy Lake Drive hasta Kirkwood Boulevard, y en la autopista SH 170 desde el este de Roanoke Road hasta el oeste de la intersección con en la autopista SH 114, en los condados de Denton y Tarrant, Texas.

El proyecto en la autopista SH 114 propone la reconstrucción y ampliación de la existente SH 114 de una vía de tránsito de cuatro carriles a una vía de tránsito de seis carriles dentro de los límites que se extienden desde Trophy Lake Drive en Trophy Club hasta the Kirkwood Blvd, en el condado de Denton, Texas. La propuesta vía de tránsito para esta sección consistirá de la construcción de un carril interior adicional de 12 pies de ancho (tres carriles de 12 pies de ancho en cada dirección) dentro del existente derecho de paso (Right of Way, ROW, por sus siglas en inglés) de 150 a 180 pies. La configuración de la construcción del carril principal será de seis carriles (tres en cada dirección) con un carril de acceso en el exterior de 10 pies de ancho y un carril de acceso en el interior de 12 pies de ancho. La longitud total del proyecto en la autopista SH 114 desde Trophy Lake Drive en Trophy Club hasta el Kirkwood Blvd es de 2.360 millas.

En las mejoras propuestas para la autopista SH 170 se incluirá la construcción de una intersección con niveles, en el desvío con la intersección de Parrish Lane, en los condados de Denton y Tarrant, Texas. La propuesta intersección en Parrish Lane consistirá de seis carriles, tres carriles de 12 pies de ancho en cada dirección, con un carril de acceso interior de 12 pies de ancho y un carril de acceso en el exterior de 10 pies de ancho. Las carreteras de acceso existentes volverán a ser divididas con líneas para incluir un carril de 12 pies y un carril en el exterior de 14 pies para acomodar bicicletas en cada dirección. Todos los cambios propuestos para este proyecto están incluidos dentro del existente derecho de paso, ROW, de 380 a 680 pies. La longitud total del proyecto en la autopista SH 170 desde el este de Roanoke Road hasta el oeste del intercambio en la autopista SH 114 es de 1.068 millas.

El proyecto propuesto requeriría aproximadamente 5.31 acres de derecho de paso adicional de servidumbres de carreteras existentes. No se requieren desplazamientos de propiedad residencial o comercial o reubicaciones. La reunión se llevará a cabo en **Medlin Middle School, 601 Parkview Drive, Trophy Club, TX 76262 el martes, 1 de marzo del 2016.** La reunión pública se llevará a cabo en una sesión de Casa Abierta entre las 5:30 pm y 7:30 pm sin presentación formal.

Los mapas y dibujos que indican la ubicación y el diseño geométrico del proyecto estarán disponibles para su consulta en la audiencia pública. Esta y cualquier otra información pública ha sido archivada y está disponible para inspección del público en la Oficina de Distrito de TxDOT en Dallas, localizada en 4777 E. Highway 80, Mesquite, Texas 75150 y en la Oficina de TxDOT del área del condado de Denton localizada en 2624 W Prairie Road, Denton, TX 76201. Esta información estará disponible en línea en [www.keepingmovingdallas.com](http://www.keepingmovingdallas.com) bajo Upcoming Public Hearing/Meeting.

Todas las personas interesadas están invitadas a asistir a esta reunión pública y expresar sus puntos de vista acerca del proyecto propuesto. Se aceptarán comentarios verbales y por escrito del público respecto a este proyecto y podrán presentarse por en periodo de 10 días después de la reunión. Podrán presentarse comentarios por escrito ya sea en persona o por correo a: Mr. Jim Dobbins, Departamento de Transporte de Texas, Oficina del Distrito de Dallas, 4777 East US Highway 80, Mesquite, TX 75150

Los comentarios por escrito deben enviarse con sello postal antes del miércoles 11 de marzo del 2016 para ser incluidos en el resumen de la reunión pública. Las personas interesadas en asistir a la reunión que tengan necesidades de comunicación o asistencia especial, pueden ponerse en contacto con la Oficina de Información Pública del Distrito de Dallas de TxDOT llamando al (214) 320-6100 por lo menos dos días antes de la reunión. Debido a que la reunión pública se llevará a cabo en inglés, cualquier solicitud para intérpretes de lenguaje o cualquier otra necesidad de comunicación especial también tiene que hacerse por lo menos dos (2) días antes de la reunión pública. Se harán todos los esfuerzos razonables para acomodar dichas necesidades.

La evaluación ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT - en virtud del Acta 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.

DN-1496039-01



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**The Leader, Internet**

**AFFIDAVIT OF LEGAL NOTICE**

I, Nick Souders, Inside Sales Manager of the The Leader, Internet a newspaper printed in the English language in Denton County, State of Texas, do hereby certify that this notice was Published in the The Leader, Internet on the following dates, to-wit

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Internet	01/31/16	01/31/16	1

SH 114-SH 170 NOTICE OF PUBLIC MEETING	\$295.00
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Inside Sales Manager of the The Leader, Internet

Subscribed and sworn on this

1 day of February, 2016

*Joni Craghead*

Notary Public, State of Texas



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**NOTICES**      **NOTICES**      **NOTICES**

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**NOTICE OF PUBLIC MEETING**

**SH 114 and SH 170 Freeway Widening  
SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
SH 170 from Roanoke Road to west of SH 114 Interchange  
Denton and Tarrant County  
CSJs: 0353-02-074, 0353-03-093, 03559-01-005,  
and 3559-01-008**

The Texas Department of Transportation (TxDOT) will conduct a Public Meeting for the purpose of soliciting public comment on the proposed widening of State Highway (SH) 114 from Trophy Lake Drive to Kirkwood Boulevard, and SH 170 from East of Roanoke Road to West of SH 114 Interchange, in Denton and Tarrant County, Texas.

The SH 114 project proposes the reconstruction and widen of existing SH 114 from a four-lane roadway to a six-lane roadway within the limits extending from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd, in Denton County, Texas. The proposed roadway for this section would consist of constructing one additional inside 12-foot travel lane (three 12-foot lanes in each direction) within the existing 150 to 180-foot ROW. Constructed main lane configuration would be six travel lanes (three in each direction) with a 10-foot outside shoulder and 12-foot inside shoulder. Total project length of SH 114 from Trophy Lake Drive in Trophy Club to the Kirkwood Blvd is 2.360 miles.

The proposed improvements of SH 170 would include constructing a grade separated interchange at the Parrish Lane Intersection-frontage road bypass, in Denton and Tarrant Counties, Texas. The proposed interchange and Parrish Lane will consist of six travel lanes three 12-foot lanes in each direction with a 12-foot outside auxiliary lane in each direction, 12-foot barrier inside shoulders and 10-foot outside shoulder. The existing frontage roads will be restriped to include one 12-foot travel lane, one 14-foot outside travel lane to accommodate bicycles in each direction. All changes proposed for this project are included within the existing 380 to 680-foot ROW. Total project length of SH 170 East of Roanoke Road to West of SH 114 Interchange is 1.068 miles.

The proposed project would require approximately 5.31 acres of additional right-of-way from existing roadside easements. No residential or commercial property displacements or relocations would be required. The meeting will be held at the **Medlin Middle School, 601 Parkview Drive, Trophy Club, TX 76262 on Tuesday, March 1, 2016.** The Public Meeting will be an Open House format between the hours of 5:30 pm and 7:30 pm with no formal presentation.

Maps showing the proposed project's location and geometric design will be available for viewing at the public hearing. This and other public information is also on file and available for public inspection at the TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, TX 75150 and the TxDOT Denton County Area Office located at 2624 W Prairie Road, Denton, TX 76201. This information will also be available online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under Upcoming Public Hearing/Meeting.

All interested persons are invited to attend this Public Meeting and express their views on this proposed project. Written comments from the public regarding this project are requested and will be accepted for a period of 10 calendar days following the meeting. Written comments may be submitted either in person, or by mail to: Mr. Jim Dobbins, Texas Department of Transportation, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150

Written comments must be postmarked by Wednesday, March 11, 2016 to be included in the Public Meeting Summary. Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-6100 at least two working days prior to the meeting. Because the Public Meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two (2) days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Appendix E**  
Sign-in Sheets from the Public Meeting



**PUBLIC SIGN-IN SHEET**

**PROPOSED WIDENING OF SH 114 and SH 170**

SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange  
 Denton and Tarrant County, Texas

CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

**TUESDAY, MARCH 1, 2016**

NAME	ADDRESS
<del>Thomas Sorge</del>	<del>1133 Creek Courts Dr Trophy Club</del>
THOMAS SORGE	133 Creek Courts Dr Trophy Club
Darin Davis	208 Skyline Dr., TC TX 76262
Mike Holge	12 Hugen Ct TC TX 76262
Connie White	119 TROPHY CLUB DR, TC 76262
Pat Cooke	100 Municipal Drive 76262
Cole Henley	13355 Nord Rd 75218
Rick Finch	3865 Thoroughbred Trl 76123
David Brewer	1100 River Ridge Rd Roanoke, TX 76262
Derrick Hampton	11 Hanna Ct, Trophy Club, TX 76262
Casey Minor	15 Brook Hollow Ln TC 76262
DOUG HARPER	16 Fair Green Dr TC 76262
<del>SM</del>	<del>4 Trosmyer Ct, 2646-5506</del>
Susan McFarland	1301 Solana Blvd Ste 4202 Westlake
Jason Septer	15950 N. Dallas Pkwy, Dallas TX
Michela Martinez	2500 Muse St Fort Worth, TX 76112
Casey Deshae	10 Crooked Creek Ct, Trophy Club
Kyle Blake	65 Panorama Cir Trophy Club, TX
Kishu Sani	2430 Roseburg Ln, 76262
<del>SM</del>	<del>2802 Macquerie St Trophy Club TX</del>
Crystal Clark	422 Parkview Dr Trophy Club TX 76262
Kon Asante	428 Chestnut Lane, Roanoke, TX 76262



## PUBLIC SIGN-IN SHEET

### PROPOSED WIDENING OF SH 114 and SH 170

SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange  
 Denton and Tarrant County, Texas

CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

TUESDAY, MARCH 1, 2016

NAME	ADDRESS
L. RUSSELL LAUCHLIN	13600 HERITAGE Pkwy #200
KEN KOLSTT	14 CHIMNEY ROCK DR, TC, 76262
T. A. Doering Mary Doering	2202 Prestwick
TOM BEYNER	Town of Westlake
Nathan Grub	2601 Trophy Club Dr
Linda Treadway	2705 Waverly Dr
Leroy Treadway	" "
JAMIE SAWYER	2501 SW LOOP 820 FT WORTH TX
KRISTAL OLSEN	<del>12700 CL</del>
Joe Spake	2726 Broadway Dr.
Holly Hester	609 Reed Roanoke
TODD BRACITO	7 Sonora Dr TC 76262
SENTHILKUMAR CHINNIAH	2806 Trophy Club Dr
Patthy Phypu	3429 Lasso Rd, Rowena 76262
* Jennifer Eldridge	3 Turnbury Ct sound workshop
Evon Harris	2853 Nottingham Dr, Trophy Club
Nick Curry	4 Narrow Creek Ct Trophy Club



**PUBLIC SIGN-IN SHEET**

**PROPOSED WIDENING OF SH 114 and SH 170**

SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange  
 Denton and Tarrant County, Texas

CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

**TUESDAY, MARCH 1, 2016**

NAME	ADDRESS
Chuck Hall	4 Shady Oaks Court, T.C. TEXAS
Ed Loughlin	2 Rushing Creek Ct. Tc TxA
J Green BETTS	3821 DREXMORE RD. FW 76244
Sue Harper	16 Fair Green DR. Tc 76262
Joe Rutz	114 INVERNESS DR.
Rachel Dillard	5 Turnbury Ct.
Vase Campos	623 Ollista Ct.
William Ardrey	4 LACE Forest COURT Trophy club
Jarrod Greenwood	1301 Seama Blvd. Bldg 4 Ste. 4202 Westlake TX
JOE SCHNEIDER	15600 HERITAGE PKAY #200 FTW 76177
Jeff Watson	1719 Wistaria Way Westlake TX
Mo PERAZZA	2808 Brookside / Southlake
Steve Anderson	13 Brook Hollow Ln.
STONEY GWITIRA	2740 Waverley Dr, Trophy Club, TX 76262
CJ BOEDKWA	2422 Ulysses DR TC 76262
R Anderson	13 Brook Hollow Ln
Sharon Ruppel	1100 Bentley DR 76262
Wm Ruppel	"
Lindy Chapman	11 Samie Ct 76262
Troy Lewis	2 Muirfield Ct 76262
Shane Olsen	12736 Outlook Ave Ft Worth, TX 7624
Wayne Stoltenberg	2006 Rock Pine Ct Westlake
Kim Kelley	24 meadow Ridge Dr. Trophy Club 76262



## PUBLIC SIGN-IN SHEET

### PROPOSED WIDENING OF SH 114 and SH 170

SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange  
 Denton and Tarrant County, Texas

CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

TUESDAY, MARCH 1, 2016

NAME	ADDRESS
Jill Lind	2916 Mona Vale Rd - Trophy Club - TX
Jon Pelis	5141 Holly Hock Ln - Ft Worth
Susan Kimball	3 Avalon Dr. Trophy Club, TX
Terry Watson	4717 Ravendale Richardson, TX
Cameron Wunsche	216 Pebble Beach Dr Trophy Club TX
Gene Popik	2 Nudaway Ct TC. 76262
JOHN PAGE	3500 OTTINGER RN WESTLAKE TX
Elisa Garcia	2501 SW LOOP FTW 76133
SHARON LITTLE	12 CROOKED CREEK CT TC 76262
JOE HENNIG	406 LAKEWOOD DR - T.C. 76262
Bob Hill	8 Meadow Ridge Dr, TC 76262
Pete Reincke	3 Colonial Ct Trophy Club 76262
RANDY LANE	8 PALMETTO CT. Trophy Club 76262
TERRI LANE	8 PALMETTO CT. TC 76262
Johnathan Cole	4 Crooked Creek Ct. Trophy Club 76262
Scott Campbell	City of Roanoke
Cody Petree	City of Roanoke
Wayne Bowman	Chadwick Farms
ROBERT MULDRON	2716 Trophy Club TX, TC
Mary Lee Hodge	12 Hayes Ct, Trophy Club
RON RUTHVEN	100 MONZERRAZ DRIVE
Eric Smalling	4419 Cirrus Ln, Roanoke, TX
BRIAN DARBY	1209 INDIAN TRAIL RD, ROANOKE, TX



## PUBLIC SIGN-IN SHEET

### PROPOSED WIDENING OF SH 114 and SH 170

SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
SH 170 from Roanoke Road to west of SH 114 Interchange  
Denton and Tarrant County, Texas

CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

TUESDAY, MARCH 1, 2016

NAME	ADDRESS
Joe Faust	
Reginald Barbarin	
Ethan Sellers	
Fricko Sattler	





**TxDOT AND CONSULTANT SIGN-IN SHEET**

**PROPOSED WIDENING OF SH 114 and SH 170**

**SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange  
 Denton and Tarrant County, Texas**

**CSJs: 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008**

**TUESDAY, MARCH 1, 2016**

NAME	NAME AND ORGANIZATION
David Wilkins	EPR
LeAnn Wyle	EPR
SARAH WILLIAMS	APD
Michelle S. Adams	TXDOT PIO
Nelson L. Underwood	TXDOT APD
Narsul Chandhury	TXDOT-FTW
Mark Hull	TXDOT APD
Brandon Sparkman	TXDOT - Denton A.O.
Susan Tcke	TXDOT - Dal Dist Rdwy Dgn
Star Holt	TXDOT - MPD
Nancy Cline	TXDOT - Denton
MENH TRAN	TXDOT - ENLESS.
Sara Kramer	EPR

# Appendix F

## Comment Form



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**TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**Appendix G**  
Written Comments Received



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

° OUR CURRENT FENCE IS NOT ON OUR PROPERTY LINE. WHEN WE BUILT WE MOVED THE FENCE IN TO AVOID THE UTILITIES THAT WERE BACK THERE. THERE IS A SEWER LINE BACK THERE AS WELL AS OTHER UTILITIES. WILL THE UTILITIES BE MOVED TO THE OUTSIDE OF THE RETAINING WALLS?

IF THE RECOMMENDATION IS TO MOVE OUR SIDE FENCES OUT TO THE SOUND WALL - WILL THERE BE ANY FINANCIAL ALLOTMENT OF FUNDS TO ASSIST WITH THIS MOVE.

WE HAVE TREES BEHIND OUR CURRENT FENCE - WILL

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: KATHLEEN & STEVE ANDERSON  
 ADDRESS: 13 BROOK HOLLOW DR  
 CITY: TROPHY CLUB STATE: TX ZIP: 76162

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

They be left alone

- Once This SOUND WALL goes up - IT WILL BE 14 ft WALLS ALL AROUND - IT WILL LOSE THE FEELING OF RURAL LIVING & IT WILL BE LIKE CITY LIVING.
- Will TxDOT meet w/ INDIVIDUAL Homeowners impacted by the SOUND WALL -

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Place  
Stamp  
Here

TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

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Please Print

WE, AS HOMEOWNERS CLOSE TO THE WIDENING PROJECT, WOULD LOVE TO SEE THE NOISE REDUCTION BARRIERS BE PUT IN PLACE ON THE FRONT END OF PROJECT RATHER THAN THE BACKEND.

WE HOPE THAT YOU WILL PUT IN SOME SORT OF DECORATIVE WALL, LIKE THOSE BEING PLACED AROUND IRVING & OTHER STATES, SUCH AS OKLAHOMA.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: William L Ardrey  
 ADDRESS: 4 Lake Forest Crt  
7  
 CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines on this page on the inside, affix postage, and tape closed (do not staple).

Fold Here



Fold Here

**William & Cathy Ardrey**  
**4 Lake Forest Court**  
**Trophy Club, TX 76262**

NORTH TEXAS TX FWDPC  
DALLAS TX 750  
10 MAR 2016 PM 7 L



**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: MR. NELSON UNDERWOOD, P.E.**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

751506643999





**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

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Please Print

Please finish 114 from 287 to 377. **ASAP**  
Please finish 170 from 114 to 35W.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: David Brewer  
ADDRESS: 1100 River Ridge Rd  
CITY: Roanoke STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
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Please Print

It is a very good project. I appreciate it. But it must be completed faster after it is started. This project, once it is completed, will benefit the ~~pepo~~ people travelling from and to Dallas.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: SENTHILKUMAR CHINNAIAH

ADDRESS: 2806 Trophy Club Dr

CITY: Trophy club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
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Tuesday, March 1, 2016

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Please Print

I am an adjacent homeowner and I do not recall receiving a letter regarding this project. Please add me to the distribution list for upcoming meetings:

Nick Curry  
 4 Narrow Creek Ct  
 Trophy Club, TX 76262

Additionally please send me information to support the noise study completely - showing existing decibel levels and estimated levels after the sound wall is complete.

curryni@hotmail.com  
 (602) 369-8825

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Nick and Zarinah Curry  
 ADDRESS: 4 Narrow Creek Ct.  
 CITY: Trophy Club STATE: TX ZIP: 76262

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

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Tuesday, March 1, 2016

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Please Print

\* Please accelerate construction of the overpass at 114 westbound @ Hwy 377. This will open up 114 to move freely all the way to I-35 W.

\* Please accelerate construction of the overpass at 170 westbound @ Hwy 377. This will alleviate the current and future congestion that slows down at the 170 exit on Hwy 114 in Trophy Club.

Please consider driving the Entire area as an end user (consumer) at peak morning (Eastbound) and peak evening (Westbound) to multiple destinations.

These on-going problems will lead to continued poor quality of life issues for tens of thousands in the immediate area.  
 (Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Derin Davis  
 ADDRESS: 208 Skyline Dr.  
 CITY: Trophy Club STATE: TX ZIP: 76262

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
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Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

We would like to see the sound wall built as soon as possible. Perhaps, even before construction begins on the planned widening.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Rachel Dillard  
 ADDRESS: 5 Turnberry Court  
 CITY: Trophy Club STATE: TX ZIP: 76262

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
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Please Print

+ Good to see 170 will now be extended  
 + be a bridge to allow traffic to  
 170 to be more effective in moving  
 + Glad 3 lanes  
 - Concern backup simply moved a couple  
 miles west.  
 - Concerned backup is at my exit-Trophy Lake  
 My hope for sound walls — have some artistic  
 value to maintain a high quality image

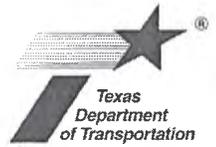
(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Thomas A. Doering  
 ADDRESS: \_\_\_\_\_  
 CITY: Trophy Club STATE: TX ZIP: 76062

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
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**Tuesday, March 1, 2016**

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Please Print

Our family's biggest concern with the SH114 Widening project is the change in the amount of noise projected from the increased flow of traffic. It is our request that a 14 foot Sound Barrier be constructed and installed PRIOR to the actual road widening. We have resided in our neighborhood for 3 years and in that short time we have noticed the level of noise has increased. While widening the freeway would help alleviate traffic, it will increase the noise volume that interrupts our daily outdoor activities as well as indoor enjoyment of our homes. We are even more concerned for the value of our homes that may be affected by this project as our home is in a cul-de-sac that borders the SH114 service road. Please make our request for a sound wall a top priority to install before road construction begins. Thanks!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Kyle and Jennifer Eldridge  
 ADDRESS: 3 Turnbury Ct.  
 CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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Fold Here

**The Eldridge Family**  
3 Turnbury Court  
Trophy Club, TX 76262

NORTH TEXAS TX P&DC  
DALLAS TX 750  
11 MAR 2016 PM 6 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

751506643998







**PUBLIC MEETING COMMENT FORM**  
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Please Print Put the sound barrier up "before" you commence the 2 additional lanes on 114 (E+W). This simple and it will insure the residents of Trophy Club you were sincerely concerned about the noise.

Everyone I talked with (about 22-23 people) felt not any of TxDOT was really sincere and that the decisions had already been decided behind the closed doors.

The remarks were directed to the other property owners in the Plano/Krusco areas that had to involve newspapers and threats with an attorney before TxDOT would put up a sound barrier.

Please don't let it come to that. Just put up the sound barrier for Trophy Club residents and we probably won't complain so much about the additional noise to noise you are going to make building the add. lanes 2 lanes.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: *Dr. Wanda Franklin* (Dr. Wanda Franklin)  
 ADDRESS: *4 Turboway Court*  
 CITY: *Trophy Club* STATE: *TX* ZIP: *76262-5226*

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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FRANKLIN  
4 TURNBURY COURT  
TROPHY CLUB, TX 76262-5506

NORTH TEXAS TX PBDC  
DALLAS TX 750  
09 MAR 2016 PM 5 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150664399





PUBLIC MEETING COMMENT FORM  
 SH 114 and SH 170 Roadway Widening  
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Please Print

Need to provide two (2) continuous lanes through the entire SH170 improvements - from the entrance ramp going east bound to EB SH114 and the ramp exiting WB SH170 to the service road between Parish and Roanoke Rd. Try to eliminate single on/off ramps.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Jarrod Greenwood - Town of Westlake  
 ADDRESS: 1301 Solana Blvd. Bld. 4  
 ste. 4202  
 CITY: Westlake STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

HARPER

RUBBER ROAD ADVOCATE



PUBLIC MEETING COMMENT FORM

SH 114 and SH 170 Roadway Widening  
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Please Print

THANKS FOR THE MEETING!

I SUPPORT WIDENING FOR SURE

HOWEVER I SUPPORT LAYERING THE

CONCRETE WITH A "RUBBER ASPHALT"

RUBBER ROADS ARE QUIET, MUCH

BETTER THAN SOUND WALL HOWEVER

BOTH SOUND WALLS & RUBBER ASPHALT IS BEST.

THANK YOU!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: DOUG & SUE HARPER 214-923-6864

ADDRESS: 16 FAIR GREEN DR

CITY: TC STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

Walls do not abate sound - Entire city  
 hears Road noise daily -

Do an asphalt Road that will keep sound  
 down - Do something for the citizens  
 don't destroy our city or home values -

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: Sue Harper  
 ADDRESS: 16 Fair Green Drive  
 CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



PUBLIC MEETING COMMENT FORM  
 SH 114 and SH 170 Roadway Widening  
 SH 114 from Trophy Lake Drive to Kirkwood Boulevard  
 SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

*- Two things that are not part of this project are greatly needed.*

*1. East (or South) bound frontage road from Navis to Kirkwood (Solana)*

*2. A fix for the massive traffic back-up on Westbound Rt 114 at the Rt 377 stoplight*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Chuck Hall  
 ADDRESS: 7 Shady Oaks Ct.  
 CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

I just want to thank you for holding the meeting and giving us the resources we need to contact you when issues arise. I am located close to the intersection of 114/170 (old town Roanoke) and we look forward to the improvements. Thanks for listening!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: Holly Hester  
 ADDRESS: 609 Reed St  
 CITY: Roanoke STATE: TX ZIP: 76262

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

*This is a joke. It should have done this 2 years ago. Modeling has not been done on capacity. The ~~side~~ entrance @ 114 & Trophy Lake going East is deadly and does not appear to be improved, the exit is on top of the entrance. The entire planning process is a joke. Get someone who knows what they are doing.*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: Bob Hill  
 ADDRESS: 8 Meadow Ridge Dr  
 CITY: Trophy Club STATE: Tx ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



PUBLIC MEETING COMMENT FORM

SH 114 and SH 170 Roadway Widening  
SH 114 from Trophy Lake Drive to Kirkwood Boulevard

SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by FRIDAY, MARCH 11, 2016.

Since there was no formal presentation at this public hearing, it was difficult to understand the project's scope. Answered questions are set forth below:

- ① No details were provided on the proposed wall aesthetics or plant/tree material restoration.
- ② No projected time lines were provided.
- ③ It appears this project is only an intermediate resolution as pending developments in Westlake are likely to dramatically increase traffic congestion in this corridor. However, no information was provided on how long this resolution will cease traffic back-ups, particularly at morning and evening rush hours.

Thank you for your time and efforts, but:  
Please provide answers to items ①, ②, and ③ so proper commentary can be provided.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Mary Lee Hodge  
ADDRESS: 12 Hayes Court  
CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here



Fold Here

12 Hayes Court  
Trophy Club, TX 76262

NORTH TEXAS TX P&DC  
DALLAS TX 750  
07 MAR 2016 PM 10 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399





**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

Thank you for hosting this public meeting in Trophy Club.  
 I had the opportunity to speak with several of The representatives and found them to be very open and knowledgable.  
 I would be remiss if I did not express my concerns that the proposed expansion of 2.360 miles and bridge at 170 will be adequate for four growing communities, both in residential and commercial traffic.  
 May I suggest a representative from TxDOT participate in our traffic difficulties, "headaches", from the hours of 6:30 am- 9:45am going Eastbound on 114 and 4:45pm-7:30pm traveling westbound Monday-Friday.  
 Thank you again for taking time away from your evening to speak to us.

Sincerely, Kim Kelley

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: Kim Kelley  
 ADDRESS: 24 Meadow Ridge Drive  
 CITY: Trophy Club STATE: Tx ZIP: 76242

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

DAVID WAS VERY HELPFUL EXPLAINING:

1) TXDOT SOUND MODEL

2) EFFECTS ON HOMES NEXT TO ROAD  
 VS 500 FT + AWAY

3) OTHER WAYS FOR ME TO REDUCE THE EFFECTS  
 OF SOUND AT MY HOME

THX!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Troy Lewis  
 ADDRESS: 2 Muirfield Ct  
~~Trophy Club~~  
 CITY: Trophy Club STATE: TX ZIP: 76062

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

This is my main travel route to work from 170!

What is the detour schedule during construction? Is there going to be lane closures? Are the service roads going to be touched? What about rush hour?

I know this needs addressed but also need to minimize impact to ~~this~~ a already bad situation

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Shane Olsen  
 ADDRESS: 12736 Outlook Ave  
 CITY: Fort Worth STATE: TX ZIP: 76244

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**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print SUPPORTIVE OF THE PROPOSED EXPANSION.  
WOULD LIKE TO SEE DETAILED SCHEMATIC  
TO GAIN A CLEARER PERSPECTIVE ON  
EXITS AND NOISE CONTROLS

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: MO PERACHA  
 ADDRESS: 2808 BROOKSHIRE  
 CITY: SPOTTENLAKE STATE: TX ZIP: 76032

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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Fold Here

MO PERACHA  
2808 BROOKSHIRE  
SOUTH LAKE TX 76092

N TEXAS  
DALLAS 750  
08 MAR '16  
PM 5 L



TxDOT DALLAS DISTRICT OFFICE  
ATTN: MR. NELSON UNDERWOOD, P.E.  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

75150664308





108 S. Oak Street  
Roanoke, TX 76262



817-491-2411  
FAX 817-491-2242

January 26, 2016

Nancy Cline, PE  
2624 W. Prarie  
Denton, TX 76201

**Re: Resolution No. 2016-100R – TxDot Project**

Please find enclosed an original copy of Resolution No. 2016-100R supporting a Texas Department of Transportation project for improvements to the intersection of SH 114 and US Hwy 377 in Roanoke, Texas to include a grade separation to relieve traffic congestion.

If you should have any questions or need further assistance, please do not hesitate to contact me at 817-491-2411 or via email at [ahill@roanoketexas.com](mailto:ahill@roanoketexas.com).

Thank You,

A handwritten signature in blue ink that reads "April S. Hill". The signature is written in a cursive style.

April S. Hill  
City Secretary

Enclosure

TXDOT  
DENTON AREA OFFICE

JAN 28 2016

DENTON TEXAS  
RECEIVED

**RESOLUTION NO. 2016-100R**

**A RESOLUTION OF THE CITY OF ROANOKE, TEXAS SUPPORTING A TEXAS DEPARTMENT OF TRANSPORTATION PROJECT FOR IMPROVEMENTS TO THE INTERSECTION OF SH 114 AND US HWY 377 IN ROANOKE TO INCLUDE A GRADE SEPARATION TO RELIEVE TRAFFIC CONGESTION.**

**WHEREAS,** the Texas Department of Transportation ("TxDOT") is seeking support and comment from the City of Roanoke regarding proposed improvements to the intersection of SH 114 and US Hwy 377 in Roanoke, and

**WHEREAS,** this intersection has become significantly congested in all directions resulting in the significant increase in transportation times through this intersection, challenges for continued economic development opportunities along SH 114 and US 377, additional demand on police department resources due to required traffic control efforts, and general safety concern for drivers approaching this intersection,

**WHEREAS,** the continued and projected residential and commercial growth in Roanoke and surrounding communities will significantly increase the daily traffic volume through this intersection, adding to its current congestion,

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

That the City of Roanoke, Texas supports the Texas Department of Transportation's efforts to identify funding and implement a project to create a grade separation to relieve congestion at the intersection of SH 114 and US 377 in Roanoke,

**PASSED AND APPROVED** by the City Council of the City of Roanoke, Texas, on this the 12<sup>th</sup> day of January, 2016.

APPROVED:

  
\_\_\_\_\_  
Carl E. Gierisch, Jr., Mayor

ATTEST:

  
\_\_\_\_\_  
April S. Hill, City Secretary



APPROVE AS TO FORM AND LEGALITY:



---

Jeff Moore, City Attorney



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print SH 170/SH 114 CONNECTION:

• PLEASE LOOK AT CONTINUING 2 MAINLANES THROUGHOUT THE EB: WB CONNECTIONS.

NB: SH 170 WB TO ROANOKE ROAD EXIT RAMP COULD BE TEMPORARILY STRIPED AS A 2 LANE EXIT FEEDING INTO THE TWO INSIDE FRONTAGE ROAD LANES. THERE IS NO MERIT TO OPEN THE SH 114 FRONT RD WB TO SH 170 RAMP JUST TO MERGE TRAFFIC? RAMP TO ONE LANE, SIGNAL: POSSIBLY CROSSOVER (ROANOKE RD) NEEDS TO BE REMOVED TO AVOID BACKUP TRAFFIC UP INTO HIGH SPEED W.L.

EB: BRING 2 LANES ONTO THE ROANOKE TO EB SH 170 RAMP AND CARRY 2 LANES ALL THE WAY THROUGH TO SH 114 CONNECTION. FEED INSIDE TWO EB FRONTAGE ROAD LANES ONTO RAMP.

• Ramps Have 26' conc. pavement and could be striped for 2 lanes. COULD ADD TEMPORARY ASPHALT SHOULDER IF NECESSARY. CONVERT BACK TO ONE LANE WHEN SH 170 MAINLANES ARE CONSTRUCTED.

SH 170 WB TO ROANOKE ROAD RAMP TO EB SH 114 RAMP

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT (RETIRED)
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: RICHARD SCHILLER

ADDRESS: 4702 WILLOW VIEW CT

CITY: Colleyville

STATE: TX

ZIP: 76034

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



**PUBLIC MEETING COMMENT FORM**  
**SH 114 and SH 170 Roadway Widening**  
**SH 114 from Trophy Lake Drive to Kirkwood Boulevard**  
**SH 170 from Roanoke Road to west of SH 114 Interchange in Denton and Tarrant County, Texas**

CSJs: - 0353-02-074, 0353-03-093, 03559-01-005, and 3559-01-008

Tuesday, March 1, 2016

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by FRIDAY, MARCH 11, 2016.**

Please Print

At 1375.00, <sup>114</sup> westbound traffic exiting to Trophy Lake Dr, there is not a yield sign for vehicles already on the access road. So, when exiting at peak traffic periods, it is difficult to cross over to take a right turn (North) onto Trophy Lake Dr. Would it be possible to place a yield sign?  
 Thanks

Also, when will they start ~~the~~ construction to relieve the congestion at 114 + 377?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: Rishikesh Soni  
 ADDRESS: 2430 Rosebury Ln  
 CITY: Trophy Club STATE: TX ZIP: 76262

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



February 15, 2016

TxDOT Denton Area Office  
Attn: Area Engineer Nancy S. Cline, P.E.  
2624 W. Prairie Road  
Denton, TX 76201

RE: Resolution supporting a TxDOT project for improvements to the intersection of SH 114 and US Hwy 377

Dear Ms. Cline,

Please find enclosed a copy of Resolution No. 2016-03, supporting a TxDOT project for improvements to the intersection of SH 114 and US Hwy 377 to include a grade separation and improvements to SH 114 from US Hwy 377 to Interstate 35W to include the construction of controlled access freeway lanes to relieve traffic congestion.

Thanks for your assistance in this matter and please call me at 682-831-4605 if you have any questions.

Sincerely,

*Holly Fimbres*

Holly Fimbres  
Town Secretary/RMO

Enclosures: Resolution No. 2016-03

T X D O T  
DENTON AREA OFFICE

FEB 18 2016

DENTON TEXAS  
RECEIVED

**TOWN OF TROPHY CLUB, TEXAS  
RESOLUTION NO. 2016-03**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TROPHY CLUB, SUPPORTING A TEXAS DEPARTMENT OF TRANSPORTATION PROJECT FOR IMPROVEMENTS TO THE INTERSECTION OF STATE HIGHWAY 114 AND U.S. HIGHWAY 377 TO INCLUDE A GRADE SEPARATION AND, IMPROVEMENTS TO STATE HIGHWAY 114 FROM U.S. HIGHWAY 377 TO INTERSTATE 35W TO INCLUDE THE CONSTRUCTION OF CONTROLLED ACCESS FREEWAY LANES TO RELIEVE TRAFFIC CONGESTION.**

**WHEREAS**, the Texas Department of Transportation ("TxDOT") is seeking support and comment from the Town of Trophy Club regarding proposed improvements to State Highway 114 where it is currently unimproved from U.S. Highway 377 in Roanoke to Interstate 35W, and

**WHEREAS**, this portion of State Highway 114 has become significantly congested resulting in the significant increase in transportation times through this portion of roadway, challenges for continued regional economic development opportunities along SH 114 and US 377, additional demand on Trophy Club police resources and impacts on local street infrastructure due to "cut-through" traffic avoiding said portion of State Highway 114 and U.S. Highway 377, and general safety concern for drivers,

**WHEREAS**, the continued and projected residential and commercial growth in the region, particularly along the State Highway 114 and Interstate 35W corridor, will significantly increase the daily traffic volume through this portion of roadway, adding to its current congestion.

**NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF TROPHY CLUB, TEXAS:**

That the Town of Trophy Club, Texas supports the Texas Department of Transportation's efforts to identify funding and implement a project to create a grade separation at the intersection of State Highway 114 and U.S. Highway 377 in Roanoke, and to improve State Highway 114 between U.S. Highway 377 and Interstate 35W by constructing controlled access freeway lanes to relieve congestion

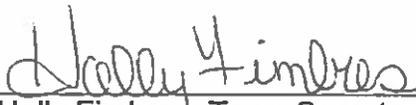
**PASSED and APPROVED** by the Town Council of the Town of Trophy Club, Texas on this 9th day of February 2016.



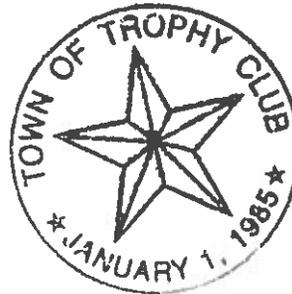
C. Nick Sanders, Mayor  
Town of Trophy Club, Texas

[SEAL]

ATTEST:



Holly Fimbres, Town Secretary  
Town of Trophy Club, Texas



APPROVED TO AS FORM:



Patricia A. Adams, Town Attorney  
Town of Trophy Club, Texas

# **Appendix H**

## Response to Comments

Comment Number	First Name	Last Name	Address	Comment	Response
1	Kathleen and Steve	Anderson	13 Brook Hollow Lane, Trophy Club, TX 76262	Our current fence is not on our property line. When we built we moved the fence in to avoid the utilities that were back there. There is a sewer line back there as well as other utilities. Will the utilities be moved to the outside of the retaining walls? If the recommendation is to move our side fences out to the sound wall - will there be any financial allotment of funds to assist with the move. We have trees behind our current fence, will they be left alone? Once this sound wall goes up, it be 14 ft. all around, it will lose the feeling of rural living and it will be like city living. Will TxDOT meet with individual homeowners impacted by the sound wall?	The location of all current utilities will remain in place except for areas where there is a conflict and then either the wall alignment or the utility will be relocated. Currently, it is not the plan for TxDOT to relocate the existing utilities to outside the sound wall. Any financial impact to extending the side fences to the sound wall will either be the property owners responsibility or the cities. Every effort to preserve the trees will be made during the construction of the sound wall, however if it is necessary to either trim or take out a tree to erect the wall, then it will be done. TxDOT will be conducting a noise workshop with the affected property owners that are adjacent to TxDOT ROW.
2	William	Ardrey	4 Lake Forest Court, Trophy Club, TX 76262	We as homeowners close to the widening project would love to see the noise reduction barriers be in place on the front end of the project rather than the back end. We hope that you will put in some sort of decorative wall, like those being placed around Irving and other states, such as Oklahoma.	The construction of the noise wall will be determined at the time of construction with regards to the overall phasing of the project. TxDOT can recommend to the contractor that the wall is the first thing that is built. TxDOT will be conducting a noise wall workshop with the affected property owners that are adjacent to TxDOT ROW to determine by ballot what kind of finish will be placed on the resident side of the wall. Because the noise wall would be located within City of Trophy Club right-of-way the City will determine the finish for the outside of the noise wall.
3	David	Brewer	1100 River Ridge Road, Roanoke, TX 76262	Please finish 114 from 287 to 377. Please finish 170 from 114 to 35 W. ASAP.	There are current plans to build the 114/377 grade separation within the next 5 years, but building the rest of 114 and 170 are not on the current horizon.
4	Senthikumar	Chinnaiah	2806 Trophy Club Drive, Trophy Club, TX 76262	It is a very good project. I appreciate it. But it must be completed faster after it is started it is started. This project, once it is completed, will benefit the people traveling from and to Dallas.	Comment noted.
5	Nick and Zarinah	Curry	4 Narrow Creek Court, Trophy Club, TX 76262	I am not an adjacent homeowner and I do not recall receiving a letter regarding this project. Please add me to the distribution list for upcoming meetings. Additionally, please send me information to support the noise study completely - showing existing decibel levels and estimated levels after the sound wall is complete.	TxDOT will be dewaling with the property owners adjacent to TxDOT ROW. A request for the noise study/report will need to be submitted to TxDOT in order to receive a copy of the analysis.
6	Darin	Davis	208 Skyline Drive, Trophy Club, TX 76262	Please accelerate construction of the overpass at 114 westbound at Highway 377. This will open up 114 to move freely all the way to I-35W. Please accelerate construction of the overpass at 170 westbound at Highway 377. This will alleviate the current and future congestion that slows down at the 170 exit on Hwy 114 in Trophy Club. Please consider driving the entire area as an end user (consumer) at peak morning (eastbound) and peak evening (westbound) to multiple destinations. These on-going problems will lead to continued poor quality of life issues for tens of thousands in the immediate area.	There are current plans to build the 114/377 grade separation within the next 5 years, but building the rest of 114 and 170 are not on the current horizon.
7	Rachel	Dillard	5 Turnbury Court, Trophy Club, TX 76262	We would like to see the sound wall built as soon as possible. Perhaps, even before construction begins on the planned widening.	TxDOT can recommend to the contractor that the wall is the first thing that is built.
8	Mary	Doering	2202 Prestwick Avenue, Trophy Club, TX 76262	I thought that the exit for Trophy Lake would be made better, but traffic will still be in the far right causing back up to get on (from Trophy Club) and off for Trophy Lake. A disappointment! Oh well!! Alliance trucks will still dictate the speed limit and the ability to get off. Thanks for the opportunity to share.	Comment noted.
9	Thomas	Doering	Trophy Club, TX 76262	Good to see 170 will now be extended and be a bridge to allow traffic to 170 to be more effective in moving. Glad 3 lanes. Concerned back-up is at my exit - Trophy Lake Drive. My hope for sound walls - have some artistic value to maintain a high quality image.	Comment noted. TxDOT will be conducting a noise workshop with the affected property owners that are adjacent to TxDOT ROW.
10	Kyle and Jennifer	Eldridge	3 Turnbury Cr., Trophy Club, TX 76262	Our family's biggest concern with the SH 114 widening project is the change in the amount of noise projected from the increased flow of traffic. It is our request that a 14 foot sound barrier be constructed and installed prior to the actually road widening. We have resided in our neighborhood for 3 years and in that short time we have noticed the level of noise has increased. While widening the freeway would help alleviate traffic, it will increase the noise volume that interrupts our daily outdoor activities as well as indoor enjoyment of our homes. We are even more concerned for the value of our homes that may be affected by this project as our home is a cul-de-sac that borders the SH 114 service road. Please make our request for a sound wall a top priority to install before road construction begins. Thanks!	TxDOT can recommend to the contractor that the wall is the first thing that is built.

Comment Number	First Name	Last Name	Address	Comment	Response
11	Jarrold	Greenwood	1301 Solana Boulevard, Building 4 Suite 4202, Westlake, TX 76262	Need to provide two continuous lanes through the entire SH 170 improvements - from the entrance ramp going eastbound to SH 114 and the ramp exiting WB SH 170 to the service road between Parish and Roanoke Road. Try to eliminate single on/off ramps.	Comment noted.
12	Chuck	Hall	4 Shady Oaks Court, Trophy Club, TX 76262	Two things that are not part of this project are greatly needed. 1. East (or south) bound frontage road from Davis to Kirkwood (Solana). 2. A fix for the massive traffic back-up on Westbound Rt. 114 at the RT 377 stoplight.	Comment noted. There are current plans to build the 114/377 grade separation within the next 5 years, but building the rest of 114 and 170 are not on the current horizon.
13	Sue	Harper	16 Fair Green Drive, Trophy Club, TX 76262	Walls do not abate sound, entire city hears road noise daily. Do an asphalt road that will keep sound down. Do something for the citizens don't destroy our city and or home values.	Comment noted.
14	Doug and Sue	Harper	16 Fair Green Drive, Trophy Club, TX 76262	Thanks for the meeting! I support widening for sure; however, I support layering the concrete with a "rubber asphalt". Rubber Roads are quiet, much better than sound walls; however, both sounds walls and rubber asphalt is better. Rubber Road Advocate.	Comment noted.
15	Holly	Hester	609 Reed Street, Roanoke, TX 76262	I just want to thank you for holding the meeting and giving us the resources we need to contact you when issues arise. I am located close to the intersection of 114/170 (old town Roanoke) and we look forward to the improvements. Thanks for listening.	Comment noted.
16	Bob	Hill	8 Meadow Ridge Drive, Trophy Club, TX 76262	This is a joke. Should have been done 2 years ago. Modeling has not been done on capacity. The entrance at 114 and Trophy Lake going east is deadly and does not appear to be improved and the exit is on top of the entrance. The entire planning process is a joke. Get someone who knows what they are doing.	Comment noted.
17	Mary Lee	Hodge	12 Hayes Court, Trophy Club, TX 76262	Since there was no formal presentation at this public hearing, it was difficult to understand the project scope. 1. No details were provided on the proposed wall aesthetics or plant/tree material restoration. 2. No projected time lines were provided. 3. It appears this project is only an intermediate resolution as pending developments in Westlake are likely dramatically increase traffic congestion in this corridor. However, no information was provided on how long this resolution will cease traffic back-ups, particularly at morning and evening rush hours. Thank you for your time and efforts but; please provide answers to items 1, 2, and 3 so proper commentary can be provided.	1.) TxDOT will be holding a noise wall workshop for the property owners that are adjacent to TxDOT ROW. This is the opportunity for the residents to vote on the aesthetics. 2.) The project is to be let in July of 2016 and construction will begin 3 months later. 3.) TxDOT and NCTCOG (North Texas Council of Governments) is continually looking at congestion patterns and what project in the future can be done to help mitigate congestion.
18	Kim	Kelley	24 Meadow Ridge Drive, Trophy Club, TX 76262	Thank you for hosting this public meeting in Trophy Club. I had the opportunity to speak with several of the representatives and found them to be very open and knowledgeable. I would be remiss if I did not express my concerns that the proposed expansion of 2.36 miles and bridge at SH 170 will be adequate for four growing communities both in residential and commercial traffic. May I suggest a representative from TxDOT participate in our traffic difficulties, "headaches", from the hours of 6:30 a.m. - 9:45 a.m. going eastbound on 114 and 4:45 p.m. - 7:30 p.m. traveling westbound Monday - Friday. Thank you again for taking the time away from your evening to speak to us.	There are current plans to build the 114/377 grade separation within the next 5 years, but building the rest of 114 and 170 are not on the current horizon.
19	Troy	Lewis	2 Muirfield Court, Trophy Club, TX 76262	David was very helpful explaining: 1. TxDOT Sound Model. 2. Effects on homes next to wall vs. 500 ft. away. 3. Other ways for me to reduce the effects of sound at my home. Thanks!	Comment noted.
20	Shane	Olsen	12736 Outlook Avenue, Fort Worth, TX 76244	This is my main travel route to work from 170. What is the detour schedule during construction? Is there going to be lane closures? Are the service roads going to be touched? What about rush hour? I know this needs to be addressed but also need to minimize impact to a already bad situation.	There are currently no need to detour traffic while this project is under construction. There will be no lane closures. These two (2) projects are added capacity projects to the mainlanes and will not involve the frontage roads. All normal traffic patterns will be maintained during construction so that there will be minimal impacts to traffic.
21	Jon	Pelis	5141 Holly Hock Lane, Fort Worth, TX 76244	Plans look great. I'm especially happy about the exit from 114W to 170 becoming two lanes.	Comment noted.
22	Mo	Peracha	2808 Brookshire, Southlake, TX 76092	Supportive of the proposed expansion. Would like to see detailed schematic to gain a clearer perspective on exits and noise control.	Comment noted.

Comment Number	First Name	Last Name	Address	Comment	Response
23	Richard	Schiller	4702 Mill View Court, Colleyville, TX 76262	Westbound. Please look at continuing 2 mainlanes throughout the EB:WB connections. SH 170 WB to Roanoke Road exit could be temporarily striped as a 2 lane exit feeding into the two inside frontage road lanes. There no merit to open the SH 114 frontage road WB to SH 170 ramp just to merge traffic and reduce to one lane. Signal possibly crossover (Roanoke Road) needs to be removed to avoid backing traffic into high-speed mainlanes. . Eastbound. Bring 2 lanes onto the Roanoke to EB SH 170 ramp and carry 2 lanes all the way through to SH 114 connection. Feed inside two EB frontage road lanes onto ramp. Ramps have 26 foot concrete pavement and could be striped for 2 lanes. Could add temporary asphalt shoulder if necessary. Convert back to one lane when SH 170 mainlanes are constructed.	Comment noted.
24	Rishikesh	Soni	2430 Rosebury Lane, Trophy Club, TX 76262	At 13+75.00, SH 114 westbound traffic exiting to Trophy Lake Drive, there is not a yield sign for vehicles already on the access road. So, when exiting at peak traffic periods, it is difficult to cross over to take right turn (north) onto Trophy Lake Drive. Would it be possible to place a yield sign? Thanks. Also, when will they start construction to relieve the congestion at 114 and 377.	This proejct does not involve the frontage roads. Speak to your city council or TxDOT Denton Area Office concerning a yeild sign at the exit to Trophy Lake Drive.
25	Linda	Treadway	2750 Waverly Drive, Trophy Club, TX 76262	I am thrilled with the expansion of 114!	Commnet noted.
26	City of Roanoke		108 S. Oak Street, Roanoke, TX 76262	The City of Roanoke, Texas supports the Texas Department of Transportation's efforts to identify funding and implement a project to create a grade separation to relieve congestion at the intersection of SH 114 and US 377 in Roanoke.	Comment noted.
27	Town of Trophy Club		100 Municipal Drive, Trophy Club, Texas 76262	The Town of Trophy Club, Texas supports the Texas Department of Transportation's effort to identify funding and implement a project to create a grade separation at the intersection of State Highway 114 and U.S. Highway 377 in Roanoke, and to improve State Highway 114 between U.S. Highway 377 and Interstate 35W by constructing controlled access freeway lanes to relieve congestion.	Comment noted.
28	Dr. Franklin		4 Turnbury Court, Trophy Club, TX 76262	Put the sound barrier up "before" you commence the 2 additional lanes on 114 (E & W). This simple and it will ensure the residents of Trophy Club you were sincerely concerned about the noise. Everyone I talked with (about 22 - 23 people) felt not any of TxDOT was really sincere and that the decisions had already been decided behind closed doors. The remark were directed is to the other property owners in the Plano/Frisco area that had to involve newspaper and threats with an attorney before TxDOT would put up a sound barrier. Please don't let it come to that. Just put up the sound barrier for Trophy Club residents and we probably won't complain so much about the additional noise you are going to make building the additional 2 lanes.	TxDOT can recommend to the contractor that the wall is the first thing that is built. Comment noted.

**Appendix I**  
Public Meeting Photos



## SH 170/SH 114 Public Meeting 3/1/16

Welcome board located in the foyer of the Medlin Middle School Cafeteria.



Sign-In table in cafeteria foyer.



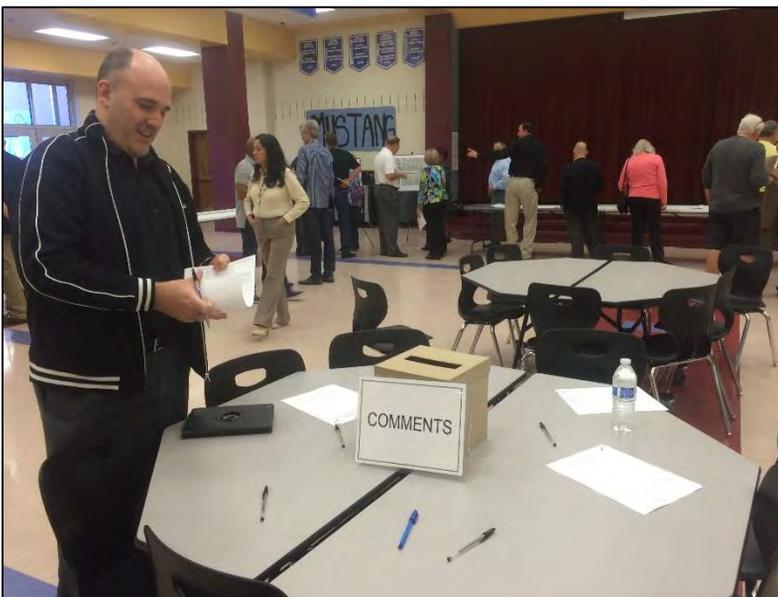
TxDOT answering questions about project schematic.



Public viewing second set of schematics.



Two boards showing potential noise wall details.



Citizen filling out comment forms and submitting in the comment box.