ENVIRONMENTAL ASSESSMENT DOCUMENTATION PACKAGE

INTERSTATE HIGHWAY (IH) 635

FROM: US 75
TO: IH 30
DALLAS COUNTY

CSJ: 2374-01-127 & 2374-02-053

DECEMBER 2002

THE PACKAGE CONTAINS:

- ENVORONMENTAL ASSESSMENT
- CERTIFICATIONS
- PUBLIC HEARING SUMMARY AND ANALYSIS/RECOMMENDATIONS
- PUBLIC HEARING VERBAL & WRITTEN COMMENTS / RESPONSES
- PUBLIC HEARING TEXT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

TEXAS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ASSESSMENT

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ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

TEXAS DEPARTMENT OF TRANSPORTATION

December 2002

Texas Department of Transportation

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

January 30, 2003

NH ( )
Environmental Assessment
Dallas County
CSJ 2374-01-027 & 2374-02-053

I.H. 635 (LBJ Freeway – East Section): From U.S. 75 to I.H. 30

Ms. Denise Francis
State Single Point of Contact
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

Dear Ms. Francis:

A finding of no significant impact has been issued for the subject project. It has been determined that this project will not significantly affect the quality of the human environment.

Sincerely,

Ann M. Irwin

Ann M. Irwin
TRACS Coordinator

MMS: pat
Attachment
bcc: Dallas District
ERG FS-A

Reference: ENV 850

NOTE TO DISTRICT: Attached is one copy of the Finding of No Significant Impact (FONSI) signed by the FHWA. This completes the public hearing and environmental requirements. As indicated in paragraph 2-511 of the Highway Design Manual, Part II-B, the news media should be notified by press release that approval has been received. Also, please notify the State intergovernmental review contact of the availability of the FONSI.

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

NH ( )
Dallas County
CSJs 2374-01-127 & 2374-02-053

I.H. 635 (LBJ Freeway – East Section): From U.S. 75 to I.H. 30

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

1/30/03
DATE

Salvador Deocampo
FEDERAL HIGHWAY ADMINISTRATION

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I. DESCRIPTION OF THE PROPOSED ACTION

A. Description of Proposal

Interstate Highway (IH) 635 is located in an urban area of north central Texas in Dallas County. Improvements to a 34 kilometer (km) (21 mile [mi]) segment of IH 635, stretched between Luna Road and U.S. Highway (US) 80, are currently being evaluated in three separate sections: the West Section (Luna Road to US 75), the East Section (US 75 to IH 30), and the Mesquite Section (IH 30 to US 80). Each Section comprises a stand-alone project.

Separate Environmental Assessments are being prepared for the West and Mesquite Sections. *Appendix A* (*Figures 1* through *3*) illustrates the overall project area.

Existing Facility

The East Section is located in the Cities of Dallas, Garland, and Mesquite. It is an eight-lane highway with four 3.6 meter (m) (12 foot [ft]) mainlanes and two 3.0-m (10 ft) shoulders in each direction, and it has non-continuous frontage roads. The existing right-of-way (ROW) width varies from 100.6 m (330 ft) to 195.0 m (639.8 ft). An interim fifth mainlane has been added to eastbound IH 635 from US 75 to Skillman Avenue. This lane was added by restriping the mainlanes and reducing the inside shoulder. This fifth lane serves to accommodate the interim, buffer-separated high occupancy vehicle (HOV) lane west of US 75. The US 75/IH 635 interchange begins just west of Greenville Avenue and ends just east of Hillcrest Avenue.

There are 18 arterial streets that cross (as underpasses or overpasses) the existing facility within the project limits. The bridges associated with these crossings are listed in *Table 1*.

Table 1 – Existing Bridges Along IH 635 Between US 75 and IH 30

Bridge	Length m (ft)	Width m (ft)	Number of Lanes
Greenville Ave Underpass	69.2 (227)	25.4 (83.3)	7-lane
Abrams Rd Underpass	85.8 (281.5)	21.9 (71.9)	5-lane
Forest Ln Underpass	109.7 (359.9)	28.4 (93.2)	7-lane
Skillman St Underpass	68 (223.1)	28.5 (93.5)	7-lane
Miller Rd Underpass	86.3 (283.1)	26.3 (86.3)	4-lane
Plano Rd Overpass	58.2 (190.9)	42.9 (140.7)	8-lane
Kingsley Rd Overpass	87.1 (285.8)	42.9 (140.7)	8-lane
Jupiter Rd Overpass	69.3 (227.4)	42.9 (140.7)	8-lane
McCree Rd/AT&SF RR Overpass	95.3 (312.7)	42.9 (140.7)	8-lane
Garland Rd Overpass	93.3 (306.1)	42 (141.1)	8-lane
Shiloh Rd Overpass	62.4 (204.7)	46.5 (152.6)	8-lane
Northwest Highway Overpass	81.4 (267.1)	42.7 (140.1)	8-lane
Centerville Rd Overpass	60.0 (196.9)	43 (141.1)	8-lane
La Prada Dr Overpass	60.9 (199.7)	43.2 (141.7)	8-lane
Oates Dr Underpass	89.5 (293.6)	28.9 (94.7)	5-lane
Galloway Ave Underpass	138.9 (455.6)	23.4 (76.7)	5-lane
Westbound Frontage Rd Underpass	152.1 (499)	10.1 (33)	2-lane
Westbound IH 30 Underpass	(106) 347.8	12.5 (41)	3-lane
Eastbound IH 30 Underpass	(106) 347.8	12.5 (41)	3-lane
Conn N-E	575 (1,886.5)	7.4 (24.3)	1-lane
Conn W-N	650 (2,132.5)	7.4 (24.3)	1-lane
Conn E-S	580 (1,902.8)	7.4 (24.3)	1-lane
Conn S-W	650 (2,132.5)	7.4 (24.3)	1-lane
Eastbound Frontage Road Underpass	137.5 (451)	10.1 (33)	2-lane

The Dallas Area Rapid Transit (DART) provides light rail and bus transportation in the Dallas area. A DART light rail line crosses IH 635 between Skillman Street and Miller Road. A DART bus transfer station is located between Shiloh Road and Northwest Highway. Also, there is a DART crossing parallel to TI Boulevard, just west of the East Section project limit.

Proposed Improvements

The proposed action for IH 635 from east of US 75 to south of IH 30 just north of Town East Boulevard, a segment of approximately 17.4 km (10.8 mi), consists of complete reconstruction of the existing facility. The proposed improvements include:

- Addition of one 3.6 m (12 ft) mainlane in each direction for a total of ten lanes;
- Addition of two Managed HOV lanes in each direction, located between the eastbound and westbound mainlanes in the median, from east of US 75 to Skillman Street;

- Addition of two reversible Managed HOV lanes, located between the eastbound and westbound mainlanes in the median, from Skillman Street to north of IH 30;
- Addition of Managed HOV access ramps and structures near Skillman Street, Shiloh Road (partial – to be completed by others), and LaPrada Drive;
- Addition of two- and three-lane frontage roads to link the existing non-continuous frontage roads in each direction;
- Reconstruction of the existing two- and three-lane frontage roads to accommodate other corridor improvements;
- Reconstruction of all arterial street crossings;
- Addition of a new bridge for through-traffic on Skillman Street;
- Removal of old ramps and construction of new ramps throughout the corridor; and
- Complete reconstruction of the interchange at IH 30 and IH 635 including new direct connectors, frontage roads, frontage road connections, IH 30 mainlanes, and Gus Thomasson Road.

The proposed improvements and typical sections are illustrated in *Appendix A* (*Figures 4* through *32*).

The project would generally follow the existing horizontal alignment of IH 635. The only exception is between Skillman Street and Plano Road where the alignment would be shifted to the north as much as 10 m (32.8 ft). This was done to minimize impacts to local residential properties adjacent to the freeway. The proposed vertical alignment would also generally follow the existing roadway profile. There will be some modifications to the profile in order to provide for current vertical curve design standards and vertical clearance standards.

The Managed HOV lanes are proposed for use by high-occupancy vehicles (currently defined as two or more persons per vehicle) and by drivers of single-occupant vehicles (SOV) willing to pay a toll to utilize these lanes. The plan for these lanes is that the toll charged for SOV will vary by time-of-day and/or congestion level. This type of operation is typically referred to as "Value Pricing" and the goal is to use the toll level, and resulting price elasticity, to ensure the facility operates at traffic volumes that permit free-flow conditions at all times.

The proposed improvements would result in a nearly continuous frontage road system from US 75 to south of IH 30. The only exception would be a very short eastbound segment (less than 0.4 kilometers [0.25 mi]) between Shiloh Road and Northwest Highway. The close proximity of these cross streets and the required ramps in the area do not permit a frontage road connection. A summary of the existing and proposed frontage road links is located in *Appendix B* (*Exhibit 1*).

The proposed ramping is generally be an "X" configuration. Grade separated braided ramps will be located eastbound and westbound between Greenville Avenue and Abrams Road and Shiloh Road and Northwest Highway, and eastbound between Kingsley Road

and Jupiter Road. A summary of the proposed ramp changes is included in *Appendix B* (*Exhibit 2*).

The IH 30/IH 635 interchange would be completely reconstructed in the proposed improvements. The interchange, shown graphically in *Appendix A* (*Figures 26* through *30*), would be a four-level fully directional interchange with cloverleaf connections between continuous frontage roads. The proposed improvements to this interchange would significantly improve the operation and safety of the existing interchange and increase the mobility within the influence area of this interchange.

All existing freeway to freeway ramps would be replaced with new direct connectors designed to increase the interchanging capacity of the facility. The southbound-to-westbound (CONN N/S-W) connector and the eastbound-to-northbound (CONN W-N) connector would be two lanes each to accommodate the projected traffic volumes. The remaining connectors would all be single-lane ramps. The direct connectors would be designed to current design standards, which would result in improved horizontal and vertical geometries as compared to the existing interchange design. A ramp will be added to the direct connector from IH 30 to southbound IH 635 to serve Town East Boulevard.

The lowest level of the interchange would be the IH 635 mainlanes, which would remain at their existing elevation. The next level would be the IH 30 mainlanes and they would be approximately 0.8 m (2.6 ft) higher than existing in order to meet vertical clearance requirements. The IH 635 and IH 30 frontage roads would be at the same elevations as their respective mainlanes and they would not directly intersect. The connections between the frontage roads would be made via cloverleaf ramps located in all four quadrants. The direct connectors would comprise the third and fourth levels of the proposed interchange. In addition, bypass frontage roads will be added eastbound at Galloway Avenue and westbound at Gus Thomasson Road.

The proposed IH 30/IH 635 interchange reconstruction would require reconstruction along IH 30 for approximately 823 m (2,700 ft) west of IH 635 and approximately 244 m (800 ft) east of IH 635. This proposed reconstruction would involve reconstruction of the Gus Thomasson/IH 30 intersection and conversion of that area from a jug-handle configuration to a more conventional cross-street/frontage road intersection configuration.

The proposed improvements would result in modifications or additions to all of the bridges along IH 635 from east of US 75 to south of IH 30. The proposed bridges are presented in *Table 2*. The list of proposed bridges includes all IH 635 mainlane bridges and all bridges that cross over the IH 635 mainlanes. Bridges along the frontage roads, cross streets or HOV access facilities are not included in this table but can be viewed graphically in the schematic plans contained in *Appendix A*.

Table 2 – Proposed Bridges Along IH 635 Between US 75 and IH 30

Bridge	Length m (ft)	Width m (ft)	Number of Lanes
Greenville Ave Underpass	93.4 (306.4)	60.6 (198.8)	8-lane
Abrams Rd Underpass	111.7 (366.5)	61.3 (201.1)	8-lane
Forest Ln Underpass	131.6 (431.8)	61.3 (201.1)	8-lane
Skillman St Underpass	77. 7 (254.9)	61.3 (201.1)	8-lane
Skillman Flyover	487 (1598)	18.8 (61.7)	4-lane
H-(For HOV)Ramp	130 (426.5)	18 (59)	4-lane
DART Rail Line	138.8 (455.4)	18.4 (60)	2-lane
Miller Rd Underpass	106.1 (384.1)	61.3 (201.1)	8-lane
Plano Rd Overpass (WB)	98.4 (322.8)	24.3 (79.7)	5-lane
Plano Rd Overpass (EB)	98.4 (322.8)	24.3 (79.7)	6-lane
Plano Rd Overpass (HOV)	98.4 (322.8)	13.8 (45.3)	2-lane
Kingsley Rd Overpass (WB)	160 (524.9)	31 (101.7)	6-lane
Kingsley Rd Overpass (EB)	160 (524.9)	33 (108.3)	5-lane
Kingsley Rd Overpass (HOV)	160 (524.9)	13.8 (45.3)	2-lane
Jupiter Rd Overpass (WB)	136 (446.5)	38 (124.7)	6-lane
Jupiter Rd Overpass (EB)	136 (446.5)	28.2 (92.5)	6-lane
Jupiter Rd Overpass (HOV)	136.1 (446.5)	13.8 (45.3)	2-lane
McCree Rd/AT&SF RR Overpass (WB)	120 (394.7)	24.3 (79.7)	5-lane
McCree Rd/AT&SF RR Overpass (EB)	120.3 (394.7)	24.3 (79.7)	6-lane
McCree Rd/AT&SF RR Overpass (HOV)	120.3 (394.7)	13.8 (45.3)	2-lane
Garland Rd Overpass (WB)	110.6 (362.9)	24.3 (79.7)	5-lane
Garland Rd Overpass (EB)	110.6 (362.9	54.4 (178.5)	6-lane
Garland Rd Overpass (HOV)	110.6 (362.9)	13.8 (45.3)	3-lane
Shiloh Rd Overpass	103.5 (339.6)	54.4 (178.5)	8-lane
T-Ramp	268 (879.3)	12.2 (40)	2-lane
Northwest Highway Overpass	134.3 (440.6)	79 (259.2)	8-lane
Centerville Rd Overpass (WB)	96.9 (317.9)	29.6 (97.1)	8-lane
Centerville Rd Overpass (EB)	96.9 (317.9)	24.3 (79.7)	5-lane
Centerville Rd Overpass (HOV)	96.9 (317.9)	20.4 (66.9)	3-lane
La Prada Dr Overpass (NB)	408.2 (1339.9)	28.2 (92.5)	6-lane
La Prada Dr Overpass (SB)	192.8 (632.5)	40 (131.2)	6-lane
Ramp SB HOV/Toll-Conn W/E	373 (1223.7)	7.8 (25.6)	1-lane
Ramp Conn E/W-NB HOV/Toll	383 (1256.6)	7.8 (25.6)	1-lane
Oates Dr Underpass	104.1 (341.5)	48 (157.5)	8-lane
Galloway Ave Underpass	158.6 (520.3)	36 (118.1)	8-lane
Conn N-E	470.4 (1543.3)	8.0 (26.2)	1-lane
Conn W-N	697.2 (2287.4)	10.8 (35.4)	2-lane
Westbound Frontage Rd Underpass	144.4 (473.8)	14.4 (47.2)	3-lane
IH-30 Underpass (WB)	141 (462.6)	25.2 (82.7)	4-lane
IH-30 Underpass (EB)	141 (462.6)	17.4 (57.1)	3-lane
Eastbound Frontage Rd Underpass	141.7 (464.9)	14.4 (47.2)	3-lane
Conn S-W	900 (2952.8)	7.8 (25.6)	1-lane
Conn E-S	850 (2788.7)	7.8 (25.6)	1-lane

WB – Westbound SB – Southbound
EB – Eastbound HOV – High Occupancy Vehicle
NB – Northbound

The design schematic for the proposed improvements is available for viewing at the Dallas District Office of the Texas Department of Transportation (TxDOT) located at 4777 East Highway 80, Mesquite, Texas, 75150.

B. Purpose and Need for Proposed Action

The purpose of, and need for, the proposed improvements to IH 635, from east of US 75 to south of IH 30, are to:

- Provide traffic congestion relief on the IH 635 facility and on the surrounding arterial street system;
- Provide for a continuous frontage road system by linking existing segments;
- Provide balanced and better access to the surrounding facilities and thoroughfares by modifying ramps to meet future growth conditions;
- Provide improved cross street/frontage road intersections;
- Provide access to HOV and rail mode choices;
- Incorporate Value Pricing into the corridor to permit improved traffic management;
- Improve safety concerns (i.e., by implementing current roadway design, lighting, signing, and roadside standards, etc.);
- Accommodate additional traffic and traffic movements to the major interchanges at US 75 and IH 30; and
- Replace the existing facility, which is more than 30 years old and has exceeded its design capacity.

IH 635 was constructed in the late 1960s and early 1970s to serve as an outer loop freeway and provide mobility for the rapidly growing North Dallas, Garland, and Mesquite areas. The IH 635 corridor is located in the Dallas-Fort Worth metropolitan area, which is one of the fastest growing areas in the country. According to the 2000 Census, the population of the North Central Texas region has increased from 2,506,973 in 1970 to 5,309,277 in 2000, an increase of greater than 111 percent. A significant part of this growth has occurred in the project area of northern and eastern Dallas County.

At the time of initial construction of the IH 635 facility, residential and commercial developments were just approaching the IH 635 corridor from the south. The original facility was constructed with eight freeway lanes in anticipation of the continuing growth. However, what was considered aggressive planning at the time proved to be insufficient to handle the demand placed on the facility. As the development patterns continued to the north and east, the IH 635 corridor became a focal point of residential, retail, office, and industrial development. As evidenced by the significance of this corridor, it is estimated that nearly 80 percent of the total employment in Dallas County is contained within the IH 635 study corridor.

The growth in the corridor led to fully developed surrounding land uses by the mid-1980s. The density of development was somewhat greater on the West Section of IH 635, west of US 75, but the overall growth led to significant traffic demands on the

East Section of the corridor as well. Historical traffic volumes clearly indicate these growth trends. In 1976, there were approximately 80,000 vehicles per day (vpd) along IH 635 (East Section), and that number has increased to greater than 190,000 vpd in 2000.

The interregional travel nature of this interstate facility and the extensive development in the IH 635 corridor have resulted in the facility serving a wide variety of trip purposes. The connections to other regional facilities including US 75, IH 30 and US 80 result in IH 635 serving long distance trips while the residential and commercial developments in the corridor serve as origins and destinations for shorter, local trips. An Origin and Destination study completed during the Major Investment Study (MIS) indicated the following:

- 27 percent Through Traffic – Defined as traffic with origins and destinations outside of the study area;
- 31 percent Destination Traffic – Defined as traffic with origins outside of the study area and destinations inside the study area;
- 22 percent Origins Traffic – Defined as traffic with origins inside of the study area and destinations outside the study area; and
- 20 percent Local Traffic – Defined as traffic with origins and destinations located within the study area.

The combined effect of these trip types results in traffic volumes exceeding 190,000 vpd on the mainlanes in 2000. These volumes are expected to increase by 2020 to greater than 240,000 vpd on the mainlanes and more than 60,000 vpd on the Managed HOV lanes, for a total of more than 300,000 vpd.

The current traffic volumes on IH 635 from east of US 75 to south of IH 30 have a directional split of approximately 65 percent-35 percent. The morning peak period is northbound/westbound and the afternoon peak period is eastbound/southbound. The existing facility currently operates at Level of Service (LOS) F for the majority of the corridor during each of the peak periods. The traffic stream density determines LOS, where LOS A describes free-flow operations when vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream, and LOS F describes breakdown in vehicular flow.

During the 1997 morning peak period of three to four hours, LOS F occurs from US 75 east to Skillman Street and beyond, a total distance of greater than 4.8 kilometers (3 mi). In addition, LOS F conditions exist at several other locations in the northbound/westbound direction due to capacity constraints at high demand entrance and exit ramp locations. During the 1997 afternoon peak period of three to four hours, the LOS F conditions occur throughout the corridor, again due to capacity constraints at high demand entrance and exit ramp locations.

The standard daily congestion encountered on IH 635 is recurring congestion resulting from the volume/capacity relationship of the corridor. In addition, incidents (accidents,

disabled vehicles, etc.) on the facility can greatly impact congestion and cause extreme stop-and-go traffic in either or both directions. The lack of frontage roads through most of this corridor exacerbates the problem since there are no convenient alternative routes.

The current (1997) and projected (2020) traffic volumes at selected locations throughout the study corridor are presented in *Table 3*. Current and projected traffic volumes for all of the roadway facilities within the corridor are presented in *Appendix A* (*Figures 33* through *41*).

Table 3 – Average Daily Traffic (ADT) Volumes

Roadway Segment	ADT (in thousands)[1)]	
	1997	2020
IH 635		
Floyd to Greenville Avenue		
EB Frontage Road	N/A	21.1
WB Frontage Road	N/A	23.6
IH 635	194.5	249.8
HOV	N/A	19.2
Greenville Avenue to Abrams Road		
EB Frontage Road	26.1	35.6
WB Frontage Road	29.2	35.6
IH 635	136.1	222.0
HOV	N/A	19.2
Abrams Road to Forest Lane		
EB Frontage Road	13.3	21.4
WB Frontage Road	13.3	21.7
IH 635	150.7	222.0
HOV	N/A	19.2
Forest Lane to Skillman Street		
EB Frontage Road	N/A	43.6
WB Frontage Road	N/A	43.0
IH 635	174.7	174.5
HOV	N/A	19.2
Skillman Street to Miller Road		
EB Frontage Road	N/A	27.3
WB Frontage Road	N/A	35.1
IH 635	160.6	170.3
HOV	N/A	18.8
Miller Road to Plano Road		
EB Frontage Road	N/A	25.2
WB Frontage Road	N/A	25.6
IH 635	137.8	152.8
HOV	N/A	17.8

Table 3 – Average Daily Traffic (ADT) Volumes, (*Cont.*)

Roadway Segment	ADT (in thousands)[1] 1997	2020
Plano Road to Kingsley Road		
EB Frontage Road	N/A	31.1
WB Frontage Road	N/A	25.7
IH 635	146.2	158.6
HOV	N/A	17.8
Kingsley Road to Jupiter Road		
EB Frontage Road	9.8	15.7
WB Frontage Road	N/A	6.8
IH 635	136.4	190.7
HOV	N/A	17.8
Jupiter Road to Garland Road		
EB Frontage Road	1.5	43.9
WB Frontage Road	2.4	44.9
IH 635	166.2	164.4
HOV	N/A	17.8
Garland Road to Shiloh Road		
EB Frontage Road	N/A	13.6
WB Frontage Road	N/A	16.8
IH 635	150.1	218.2
HOV	N/A	17.8
Shiloh Road to Northwest Highway		
EB Frontage Road	N/A	16.6
WB Frontage Road	12.6	35.2
IH 635	150.1	214.6
HOV	N/A	17.8
Northwest Highway to Centerville Road		
EB Frontage Road	N/A	33.8
WB Frontage Road	N/A	43.2
IH 635	173.0	185.0
HOV	N/A	17.8
Centerville Road to LaPrada Drive		
EB Frontage Road	N/A	3.2
WB Frontage Road	N/A	30.0
IH 635	182.0	233.0
HOV	N/A	17.8
LaPrada Drive to Oates Drive		
SB Frontage Road	N/A	18.0
NB Frontage Road	N/A	18.7
IH 635	170.4	222.1
HOV	N/A	7.2
Oates Drive to Galloway Avenue		
SB Frontage Road	3.9	23.1
NB Frontage Road	4.2	31.5
IH 635	171.2	222.1
HOV	N/A	7.2
Galloway Avenue to IH 30		
SB Frontage Road	2.0	21.7
NB Frontage Road	N/A	27.2
IH 635	171.2	222.1
HOV	N/A	7.2

Table 3 – Average Daily Traffic (ADT) Volumes, (*Cont.*)

Roadway Segment	ADT (in thousands)[1] 1997	2020
IH 30		
IH 30 to Town East Boulevard		
SB Frontage Road	N/A	25.7
NB Frontage Road	N/A	21.0
IH 635	145.6	190.8
HOV	N/A	N/A
Galloway Avenue to IH 635		
WB Frontage Road	5.4	11.4
EB Frontage Road	7.7	11.0
IH 30	91.3	141.5
IH 635 to Gus Thomasson		
WB Frontage Road	7.4	7.2
EB Frontage Road	7.7	13.6
IH 30	91.9	144.2
Gus Thomasson to Motley Drive		
WB Frontage Road	7.4	17.3
EB Frontage Road	7.7	23.9
IH 30	91.9	126.7

[1] ADT volumes presented are the volumes midway between interchanges. Ramp volumes and their effect on mainline, HOV and frontage road volumes are not presented but were utilized in the modeling.

It is important to note that the projected traffic volumes for 2020 would be constrained by the capacity of the proposed improvements. The unconstrained demand, as demonstrated using traffic modeling conducted by the North Central Texas Council of Governments (NCTCOG) during the MIS, is significantly higher with ADT projections of more than 450,000 vpd in the East Section. The excess demand on the facility would seek alternate routes, which would include both arterial streets and the proposed frontage roads.

In order to measure the effectiveness of the proposed improvements, a peak-hour 2020 LOS analysis was completed for IH 635 and the results are presented in *Appendix A* (*Figures 42* through *48*). As expected, the projected demand exceeds the proposed capacity in several areas during the peak periods, resulting in LOS F conditions. However, with the proposed improvements, IH 635 would be capable of accommodating most of the existing traffic and the majority of the growth in traffic volumes anticipated for at least the next 20 years. Therefore, these proposed improvements would lead to shorter periods of congestion in the future. The 2020 LOS analysis illustrates this point because there are only a few select locations where LOS F conditions are expected to occur and these are due to very high ramp and weaving volumes at certain locations along the corridor.

The purpose and need for the proposed improvements can also be demonstrated by describing what would occur if the project were not constructed. If the proposed improvements are not made to IH 635, the peak periods would continue to lengthen to an estimated 5 to 6 hours for each of the peak periods. In addition, more traffic would choose to use the only alternative routes, the local arterial streets. The congested

conditions on these streets would continue to worsen as a result of the lack of adequate capacity on IH 635.

The benefits of the proposed improvements, separated into six categories, are presented in *Table 4*. In summary, the proposed improvements would improve regional mobility, reduce congestion, improve safety, air quality, access, and circulation through the northern and eastern parts of Dallas County.

Table 4 – Proposed Improvements and Expected Benefits for the East Section

Improvements	Expected Benefits
Mainlane Expansion	▪ Increased traffic handling capacity ▪ Increased safety due to design improvements ▪ Increased accessibility and improvements to traffic operations due to greater use of auxiliary lanes ▪ Ability for more flexible operations for entire facility with lower level of congestion ▪ Better air quality due to better speed
Frontage Road Links	▪ Improved incident management ▪ Provide parallel route for traffic through a disjointed arterial street network ▪ Permit optimal ramp layout ▪ Help relieve traffic from mainlanes ▪ Reduce circuitous traffic ▪ Better air quality due to better speed
Frontage Road Widening	▪ Improved access to facility ▪ Improved cross street intersections ▪ Increased traffic handling capacity ▪ Improved incident management ▪ Better air quality due to better speed
Managed HOV Lanes	▪ Provide an incentive to carpool, reducing number of vehicles on street and improving mobility ▪ Improved ability to manage flow in lanes by offering space for SOV users at a price ▪ Provide for improved multimodalism with bus and light rail service ▪ Improved opportunities to establish more direct bus usage for the facility by enabling scheduled service ▪ Defray cost of operation, maintenance and future transportation improvements from revenue collection
ITS (Intelligent Transportation System)	▪ Improved system integration between TxDOT system and the adjacent city systems ▪ Improved traffic incident management
Cross Street Improvements	▪ Improved local traffic operations ▪ Improved access to facility

C. Right-of-Way Requirements and Utility Adjustments

The proposed facility would remain a controlled access facility. Approximately 14.48 ha (35.77 acres) of additional ROW is required for the proposed East Section improvements. This additional ROW occurs in areas where the existing width varies from 100.6 m (330 ft) to 195.0 m (639.8 ft) and is from 126 separate parcels on either side of IH 635. The location and quantity of this ROW is presented in *Appendix B* (*Exhibit 3* and *4*). Improvements to Abrams Road, Forest Lane, Skillman Street, Miller Road, Plano Road, Kingsley Road, Jupiter Road, Garland Road, La Prada Drive, Oates Drive, and Galloway Avenue are included in the proposed improvements shown in *Appendix B* (*Exhibits 3* and *4*). Any proposed ROW due to these arterial intersection improvements is also identified in *Appendix A (Figures 4* through *30).*

Several utility systems exist in the area of the proposed improvements. These utilities include Texas Utility (TXU) electric overhead and underground electrical transmission lines, and Southwestern Bell telephone, water, sewer, and TXU gas lines. A location to note is the area between Northwest Highway and La Prada Drive that has numerous overhead power lines. The various utility conflicts encountered in the East Section are presented in *Appendix B* (*Exhibit 5*).

While it may be necessary to relocate some existing utilities, the existing utility lines are not expected to pose significant problems to the construction, operation, and maintenance of the proposed improvements. Detailed information on the utility lines will be evaluated during the design phase of the project in order to identify the need to integrate the proposed improvements and utility systems into the design plans.

A relocation/replacement plan will be prepared in accordance with the TxDOT adopted utility accommodation policy. The purpose of such a plan would be to reduce the extent and duration of possible utility impacts during construction, with particular emphasis on minimizing service interruptions. Development of the plan would occur during the early design phase of the project and would require close coordination between the TxDOT Dallas District, the City of Dallas, the City of Garland, the City of Mesquite, and the utility owners. Recommendations within the plan would be incorporated into the construction phase of the project, where possible, to facilitate overall project timing. Otherwise, a majority of the identified utility conflicts will be relocated prior to the construction projects.

D. Project Cost Estimate

Based on the schematic design, the estimated cost for the proposed improvements is $655,573,000. This amount includes ROW acquisition, engineering, utility and other costs. The utility relocation will be included in this cost if the existing utility is located within the existing or proposed ROW and meets the requirements as set forth on the utility accommodation policy. Interstates are reimbursable to an amount based on the size

of the upgrade involved in the relocation. Otherwise, the affected utility will be responsible for the cost of the relocation at its own expense. A breakdown of the project costs is provided in the *Table 5*. Federal, state, and local entities will fund the design and construction of the project.

The project is included in the Mobility 2025 Plan Update; however, no specific funding allocations have been made at this time. Funding will be identified when the project moves from Long Range Status (LRP) to Unified Transportation Plan (UTP) Priority 2 status.

Table 5 – Project Cost Estimate

Cost Due To	Local Funds	State/Federal Funds	Subtotal
	(Figures in thousands and in Year 2000 dollars)		
Construction	$ 89,600	$ 358,400	$ 448,000
E and C* (9.57%)	$ 8,574	$ 34,299	$ 42,873
Design, Survey, Testing, etc. (15%)	$ 13,440	$ 53,760	$ 67,200
Right-of-Way	$ 0	$ 83,500	$ 83,500
Utility Adjustments	$ 0	$ 14,000	$ 14,000
		Total	$ 655,573

*Engineering and Contingencies

E. Local Government Support

This project is consistent with the needs of the Cities of Dallas, Garland, and Mesquite. Resolutions of support by the cities for the project as defined in *Section I.A.* are included in the MIS, which is available for viewing at the Dallas District Office of TxDOT, located at 4771 East U.S. Highway 80, Mesquite, Texas, 75150.

II. DISCUSSION OF EXISTING FACILITY

A. Existing Facility

IH 635 from US 75 to IH 30 (East Section) is within an urban area located in the Cities of Dallas, Garland, and Mesquite. It was originally constructed in the late 1960s to early 1970s. Its current configuration is an eight-lane highway structure with four 3.6 m (12 ft)

mainlanes and 3.0-m (10-ft) shoulders in each direction. The existing ROW width varies from 100.6 m (330 ft) to 195.0 m (639.8 ft). Due to costs and ROW constraints, non-continuous frontage roads were constructed at some locations. Existing conditions of the facility are presented in *Appendix A* (*Figures 4* through *32).*

IH 635 East Section serves several major traffic areas including Texas Instruments, Highpointe Centre, Northgate Business Park, Garland Heliport, Tom Thumb Distribution Center, the Dallas Athletic Club Country Club, and numerous residential and commercial areas.

IH 635 is a heavily utilized highway. The extremely high volume of traffic has resulted in significant congestion that has extended beyond normal peak hours to include most of the day. Transportation improvements implemented on and near IH 635 have not been able to satisfy the ever-increasing travel demand in the area or reduce congestion on the facility. Predicted development and travel demand growth for the area indicate that the problem will continue to worsen for the foreseeable future.

There are no open fields within or adjacent to the project area that would encourage storm water drainage onto the roadway facility.

IH 635 East Section interfaces with the DART public transportation system. DART provides light rail and bus transportation in the Dallas area. A DART light rail line crosses IH 635 between Skillman Street and Miller Road, and a DART bus transfer station is located between Shiloh Road and Northwest Highway.

B. Surrounding Terrain and Land Use

The topography of the project area is generally flat, while the adjacent terrain exhibits some gently rolling topography. IH 635 between US 75 and IH 30 crosses six waterways including: Cottonwood Creek, Floyd Branch, Jackson Branch, Audelia Branch, Dixon Branch and Long Branch. Garland Heliport is located approximately 0.91 km (0.57 mi) from the project area, but no other airports located within 5,000 feet of the project.

Soil types within the project area were identified using the Natural Resources Conservation Service (NRCS) (formerly the Soil Conservation Service) Soil Survey of Dallas County (1980). The predominant soil series in the project area include the Austin, Dalco, Ferris, Heiden, and Houston Black series. These series are summarized in *Table 6*.

Table 6 – Soil Descriptions

Soils	Description
Austin	Moderately deep, well-drained clayey soils
Dalco	Moderately deep, moderately well-drained clayey soils in shallow valleys
Ferris	Deep, well-drained, sloping and strongly sloping clayey soils on uplands
Heiden	Deep, well-drained, clayey soils on uplands
Houston Black	Deep, moderately well-drained clayey soils on uplands

The land uses adjacent to and surrounding the project consist primarily of single-family, industrial, multi-family, commercial, retail, and vacant space. Texas Instruments, Northgate Business Park, Garland Heliport, Tom Thumb Distribution Center, and Dallas Athletic Club Country Club are major employment areas adjacent to the project site. The remainder of the area consists of multi-family homes, single-family homes, parks, and undeveloped areas.

An inventory of the existing adjacent land use patterns within 0.80 km (0.5 mile) of the project was accomplished through the use of the NCTCOG's Geographic Information Systems (GIS) land use data. The study area is primarily urban in character with over 80 percent as developed land. Approximately 38 percent of the developed area consists of business-related uses. Undeveloped areas are dispersed fairly evenly along the corridor. *Table 7* summarizes the land use by area. The proposed project is consistent with local planning efforts and would not be anticipated to change land usage as it currently exists.

Table 7 – Existing Land Use Along 635 East Section

Land Use Category	Percentage	Area in Hectares (Acres)
Single family	29.7	1445 (3,572)
Industrial	18.9	921 (2,277)
Vacant	12.8	622 (1,538)
Multi-family	12.7	622 (1,538)
Roadway	7.5	366 (905)
Retail	6.1	297 (735)
Parks	5.8	282 (696)
Institutional	2.4	115 (283)
Office	1.8	89 (219)
Utilities	1.1	52 (129)
Flood Control	0.5	22 (55)
Transportation	0.4	21 (52)
Hotel/Motel	0.2	9 (22)
Under Construction	0.1	4 (9)
Total Developed Area	100.0	4867 (12,030)

C. Traffic Volumes

The existing year (1997) and design year (2020) ADT volumes are shown in *Table 3* (pages 8-10) and *Appendix A* (*Figures 33* through *41*). The existing ADT volumes range from a high of 100,200 between US 75 and TI Boulevard going eastbound and a low of 57,300 between Kingsley Road and Plano Road going westbound.

III. Alternatives

A. No Action

The No-Build Alternative was considered as an option in assessing improvements to IH 635 between US 75 and IH 30. No Action is the No-Build Alternative. This alternative includes the existing transportation system plus any additional future transportation projects that have been funded for the IH 635 corridor. This option was not considered a viable alternative, since the projected growth in traffic demand would far exceed the capacity of IH 635 without any improvements. Under the No-Build Alternative, additional traffic in the corridor would be absorbed on IH 635 or would utilize the arterial streets in the corridor. Traffic that could be absorbed on IH 635 would increase the length of the peak periods, leading to longer periods of congestion and thereby degrading air quality. Motorists who chose to use the arterial streets would increase congestion on these facilities, which would likewise lead to a degradation in air quality.

The No-Build Alternative would not improve regional mobility. Future increases in traffic would further decrease the LOS and increase the delays imposed on motorists. Circuitous traffic patterns and reduced overall efficiency would worsen in this area. Without the proposed improvements congestion delay, traffic incidents, and safety problems would increase; air quality would decrease; and overall mobility would be impaired.

B. Build Alternatives

Major Investment Study

In order to address the increasing traffic congestion, the Texas Department of Transportation (TxDOT) performed an MIS which is documented in the December 1996 report *MIS for the IH 635 (LBJ Freeway) Corridor*. The MIS was conducted to evaluate various alternatives to alleviate current traffic congestion and allow for continued growth along the IH 635 corridor from west of IH 35E to US 80. The MIS participants included TxDOT, city elected officials and staff, Dallas County, DART, North Texas Tollway Authority (NTTA) (formerly known as Texas Turnpike Authority [TTA]), NCTCOG, homeowners, business interests, property owners, local commuters, and other interested individuals. These participants worked together to develop alternatives for the corridor improvements and a set of criteria by which these alternatives could be evaluated. The

public involvement activities for the MIS are documented in detail in the MIS Report. In general, they included monthly meetings of an LBJ Executive Board, Technical Advisory Committee, and Study Concept Development Committee, multiple focus groups, and numerous meetings with the general public, cities, county and chambers of commerce, among others. In total, there were more than 180 public involvement meetings held between early 1993 and late 1996.

The *MIS for the IH 635 (LBJ Freeway) Corridor* report is available for public viewing at the Dallas District Office of TxDOT, located at 4777 East Highway 80, Mesquite, Texas, 75150.

The study participants began by identifying problems and potential solutions for the IH 635 corridor. This work effort led to the creation of an Alternative Definition list that included elements such as improvements to parallel arterials, continuous frontage roads, additional general purpose lanes, express lanes, HOV lanes, rail transit, Traffic Demand Management (TDM) measures and Congestion Management System (CMS) measures. The goal of this part of the process was to identify all of the elements that could possibly form a final solution for the corridor.

Using this Alternative Definition list, the study participants then developed concepts for analysis. These concepts included the Baseline and CMS concepts, roadway "Build" concepts and rail concepts. The roadway "Build" concepts, included various combinations of mainlanes, HOV lanes, express lanes, and frontage roads. In addition, the concepts generally defined whether some of the facilities would be located at-grade, depressed, or in tunnel sections.

The first step in evaluating these concepts was to use quantitative measures (travel demand, travel performance, air quality impacts, and congestion costs) and qualitative measures (ROW impacts, visual impacts, accessibility, noise impacts, operational flexibility, and multimodal flexibility) to preliminarily analyze the alternatives and their impact to the corridor. This initial screening process permitted some general conclusions to be drawn:

- There will continue to be substantial growth in traffic demand within the IH 635 corridor whether or not IH 635 is reconstructed;
- If IH 635 is not improved, most of the traffic growth will occur on arterial thoroughfares in the corridor; and,
- Any additional traffic that can be absorbed on IH 635 will increase the length of peak periods leading to a continued increase in the hours of congestion each day.

In addition to these general conclusions, the initial screening also led to the conclusion that two or more HOV lanes would be required in the East Section and that four or more HOV lanes and/or express lanes would likely be excessive. However, it was also concluded that the section between US 75 and Skillman Street would be a transition area between the section west of US 75 and the East Section.

The next step in the MIS was to conduct a more detailed analysis of remaining alternatives. Due to the sensitive nature of the project, it was necessary to develop more than just a simple set of criteria, which led to the creation of a decision-making framework. This decision-making framework included a detailed listing of criteria, goals, and objectives; candidate design elements; potential trade-offs; and methods of measurement, evaluation, and selection. The East Section alternatives were then developed using Concept Schematics and a process of "blending" that led to the creation of final alternatives. The stage-two analysis, which involved all of the aforementioned groups, resulted in the selection of a Locally Preferred Alternative (LPA) for the East Section. This LPA is now the Recommended Preferred Alternative for the East Section.

The LPA for the East Section required the combination of various alternatives in order to meet the varying demands and constraints in this section. In fact, three different alternative configurations were included in the final East LPA. The East LPA from US 75 to south of IH 30 consists of 10 mainlanes, but the number of HOV lanes varies. The US 75 to Skillman Street section consists of four HOV lanes, two in each direction. This HOV lane configuration is needed to transition from the West LPA through the US 75/IH 635 interchange to the main portion of the East LPA. The main portion of the East LPA, between Skillman Street and IH 30, includes two reversible HOV lanes. The HOV lanes terminate just north of IH 30.

In addition to the limited access roadway improvements, the East LPA also includes ramp, frontage road, and cross-street improvements. All of these improvements require complete reconstruction of the existing facility from ROW to ROW.

The East LPA was developed as a collaborative effort by the project study team, the public, and involved agencies. The LBJ Executive Board adopted the recommended LPA on September 5, 1996. The Regional Transportation Council then approved the East LPA in December 1996 and included it in *Mobility 2025 Plan Update*, the regional transportation plan.

One of the key components of the conclusions of the MIS was to identify discrete sections that could be advanced independently. This analysis resulted in identifying three distinct sections: West Section, East Section, and Mesquite Section. The proposed improvements for each section were identified to have independent utility and benefit. The East Section is the section of freeway covered by this Environmental Assessment.

Schematic Design Phase

The purpose of the MIS was to identify mode choice and general alignments. The LPA then had to be further developed through the schematic design phase. This process has been ongoing concurrently with the evaluations documented in this Environmental Assessment.

During the schematic design phase, the following elements were developed, evaluated and refined:

- Horizontal and vertical alignments of mainlanes, ramps, Managed HOV lanes, frontage roads, and cross streets;
- Interchange design at IH 30/IH 635;
- Typical sections of cross streets, ramps, and frontage roads in terms of number of lanes at all locations;
- Managed HOV access facilities;
- Coordinated light rail crossing with DART;
- Three-level flyover intersection at Skillman Street;
- Modified McCree Road crossing west of Garland Road;
- Modified schematic drainage plan near La Prada Drive;
- Modified ramps and local connections in the IH 30/IH 635 interchange;
- Traffic and revenue estimates associated with the Managed HOV lanes; and
- Urban Design concepts for use in the corridor.

Extensive public involvement, in the form of quarterly Planning Advisory Committee meetings and multiple smaller group meetings, continued throughout this phase to ensure continuing consensus with the developing final alternative. During the schematic design and Environmental Assessment preparation phase from 1997 to mid-2001, more than 120 public involvement meetings were held. The specifics of these meetings were logged and are available for viewing at Dallas District Office of TxDOT, located at 4777 East Highway 80, Mesquite, Texas, 75150. In addition to the meetings, several newsletters were also produced and they are also available from the Dallas District Office.

As an additional oversight analysis, a Value Engineering Study was conducted in February 1999. This study included planning, design, and construction expertise from TxDOT, Federal Highway Administration (FHWA), NTTA, and the consultant community. TxDOT documented the recommendations from this study, and the resulting modifications to the proposed improvements.

The final schematic design has been completed and described previously in this document.

IV. POTENTIAL SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

A. Regional and Community Growth

The proposed project is located in Dallas County, within the Cities of Dallas, Garland, and Mesquite. The estimated 2000 population of the City of Dallas is 1,083,500 persons; Garland is 205,300 persons; and Mesquite is 121,900 (NCTCOG 2001). The estimated 2000 population of the area within a 0.8 km (0.5 mi) radius of the East Section is 62,790 persons (Claritas 2001). This area adjacent to the East Section is highly developed and

will be better served by the improved facility through increased mobility. Population growth for the region is shown in *Table 8*.

Table 8 – Population Estimates

Area	Year 1990	Year 2000 (est.)	Percent growth (1990-2000)
Dallas County	1,852,810	2,218,919	19.8
City of Dallas	1,007,618	1,083,500	7.5
City of Garland	180,635	205,300	13.6
City of Mesquite	101,484	121,900	20.1
Project Area	56,189	62,790	11.8

Source: NCTCOG, April 2001.

The 2000 estimated median household annual income for the project area was $45,564 and approximately 6.5 percent of the population lived below the national poverty level ($17,500 per year for a family of four). In March 2001, the labor force in the project area was 49,752 people, of which 42,642 were employed (NDS 2001). This area of Dallas County is highly developed. The proposed improvements would not adversely impact future development in areas within, or adjacent to, the project corridor. The proposed project will not impact the overall population or demographic profile of the area.

B. Socio-Economic Impacts

Everything possible will be done to minimize inconvenience to the associated communities and customers using the facility during the construction phase, as well as residents who live and work in the area. Currently, 14 establishments would require relocation. The Solarium Apartments, Commons Apartments, Hunting Ridge Apartments and several storage units at the Assured Self Storage and Public Storage businesses would require partial relocations; the remaining establishments would be complete relocations. *Table 9* and *Appendix A* (*Figures 49* through *55*) identify and show the location of each of these establishments.

The Commons Apartments, Solarium Apartments, and Hunting Ridge Apartments are multi-unit properties that would be partially impacted, with the removal of two buildings at the Commons Apartments, four buildings at the Solarium Apartments, and four buildings at the Hunting Ridge Apartments. The partial relocations for the self storage businesses include one building at the Public Storage on Skillman Street; two buildings at the Public Storage located at 3702 Kingsley Road; and, three buildings at Assured Self Storage located at 3950 Gus Thomasson Road. The remaining eight properties each have one building that would be removed.

Table 9 – Impacted Properties

No.	Name	Address
1	Dallas Piano Warehouse and Showroom	9292 LBJ Freeway
2	The Commons Apartments	9941 Whitehurst Road
3	Taco Bueno	Whitehurst Drive and Skillman Street
4	Public Storage (Partial)	11020 Audelia Road
5	Clicks Billiards/Western Union/Peach Tree Food Mart	11111 Kingsley Road
6	Assured Self Storage (Partial)	3950 Gus Thomasson Road
7	Pearle Vision/Mattress Giant/Furniture, Etc.	Town East Boulevard at LBJ Freeway
8	Trophy Nissan Truck Center (Out-Building)	Galloway Avenue at LBJ Freeway
9	Checks Cashed/A-Affordable Insurance/Planet Texas Candle Factory	2102 West Northwest Highway
10	Public Storage (Partial)	3702 Kingsley Road
11	"Abandoned" Gas Station	Skillman Street near LBJ Freeway
12	"Abandoned" Restaurant	Skillman Street near LBJ Freeway
13	Hunting Ridge Apartments (Partial)	9821 Summerwood Circle
14	Solarium Apartments (Partial)	9275 LBJ Freeway

The Commons Apartments is a mixed racial and ethnic community consisting of 32 buildings with 4 to 10 units per building. The Solarium Apartments is a mixed racial and ethnic community consisting of 10 buildings with 16 units per building. The Hunting Ridge Apartments is a mixed racial and ethnic community consisting of 29 buildings with 8 to 24 units per building. The Commons Apartments, Solarium Apartments, and Hunting Ridge Apartments are not considered low-income housing.

Residents of the affected apartment units can relocate to other vacant apartments within the same complex or relocate to one of the many other apartment complexes in the area with comparable cost, amenities, and socio-economic composition. There will be no impact to overall population or demographic profile of the area.

TxDOT offers relocation assistance to all individuals, families, businesses, farmers, ranchers, and nonprofit organizations displaced as a result of a State highway or other transportation project. In order to assist those who are required to move, TxDOT provides, through its relocation assistance program, payments and services to aid in movement to a new location. This assistance applies to tenants as well as owners

occupying the real property needed for the projects. Each displaced person will be given sufficient time to plan for an orderly, timely, and efficient move. This applies not only to residential occupants, but to all parties where an occupant has to move to a new location or move his property to a new location. A relocation counselor will contact the affected property owners and tenants.

No displaced residents shall be required to move permanently from his or her residence until at least one comparable replacement dwelling is made available to the person. A replacement means a dwelling which is decent, safe, and sanitary; functionally equivalent to the displacement dwelling, with particular attention to the number of rooms and living space; is adequate in size to accommodate the occupants; is in an area that is not subject to unreasonable adverse environmental conditions; is not generally less desirable than the location of the displaced person's dwelling with respect to public utilities and commercial and public facilities; is reasonably accessible to the development, with normal site improvements, including customary landscaping currently available to the displaced person on the private market unless the person is receiving government housing assistance to occupy the displacement dwelling; and is within the financial means of the displaced person. The replacement housing will meet all minimum requirements established by the State of Texas and will conform to applicable housing and occupancy codes. The specific relocation sites of the displacees will not be known until TxDOT initiates the ROW acquisition process, which cannot occur until FHWA approval of the project's environmental assessment.

The impacted properties are included in approximately 14.48 ha (35.77 ac) of additional ROW. For the year 2000, the taxable value of the property, which would be removed from the Dallas County tax base, is approximately $83,500,000. The breakdown of this area according to land use and the associated cost is shown in *Table 10*.

With the exception of the 14 establishments previously discussed, no other commercial businesses would be adversely affected by this project. During construction, there will be a short-term economic gain to the area due to new job opportunities and a temporary boost to the local economy. Drivers will benefit economically from various design improvements, which will reduce vehicle operating costs and improve safety. There will be no division of farm operations as a result of the proposed improvements.

It is not anticipated that this project would significantly change land use as it now exists or as planned for future development. This project is consistent with local planning and zoning efforts.

Table 10 – Approximate Cost of Additional ROW along IH 635 between US 75 and IH 30

Type	Area	Cost
City of Dallas	0.03 ha (0.07 ac)	$ 16,000
Comm./Retail	5.84 ha (14.43 ac)	$45,580,300
DART	2.67 ha (6.52 ac)	$ 1,520,000
Railroad	0.32 ha (0.79 ac)	$ Joint Use
TXU	2.85 ha (7.05 ac)	$ 487,000
Residential (Multi-family)	1.62 ha (4.00 ac)	$24,149,000
Office	0.52 ha (1.28 ac)	$ 9,600,000
Vacant	0.66 ha (1.63 ac)	$ 2,182,000
Total	**14.48 ha (35.77 ac)**	**$ 83,534,300**

Dallas Area Rapid Transit has existing bus service along the corridor, which they will continue to maintain in the future. There are presently bus lines on nearly all major arterials along the LBJ corridor, and all cities adjacent to LBJ, except the City of Mesquite, are longtime members of DART and do not appear to be reconsidering their membership. The DART Light Rail line has a station located at Skillman Street and IH 635. Currently, this station accesses the "Blue Line" which services downtown Dallas and areas south of downtown Dallas. The Blue Line also intersects with the Red Line north of downtown Dallas. Plans are currently in place to extend the Blue Line east to Garland. Additionally, a DART Bus Park and Ride facility is located off of Shiloh Road and IH 635.

Sidewalks are proposed on all cross streets. There would no community impacts caused by the proposed improvements. The proposed improvements would not impact the pedestrian and bicycle provisions contained in the Mobility 2025 Plan Update. The proposed facility would not pose undue barrier to anticipated bicycle and pedestrian demands in the area and will appropriate continuity for existing bicycle and pedestrian facilities in the area. Sidewalks and wide curb lanes would also be considered with the frontage roads.

C. Public Facilities and Services

Public facilities within and adjacent to the project area include recreational facilities, schools, health care facilities, and cultural facilities, among others. Restland Memorial Park Cemetery is located adjacent to the project area on the northeast side of IH 635 east of US 75 as shown in *Appendix A* (*Figure 56*). The cemetery will not be affected.

The proposed improvements will provide an increase in accessibility to the various religious, educational, medical, and recreational facilities in the area for this portion of Dallas County. Emergency public services will have a safer, more efficient facility to use in the performance of their various duties. The adjustment and relocation of any utilities will be handled so that no significant interruptions will take place while these adjustments are being made.

D. Community Cohesion

The neighborhood communities along and adjacent to the project area were developed between 1939 and 1990. The residential community is comprised of approximately 45 percent single-family residences and approximately 55 percent multi-family residences. The proposed project will not adversely affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. No displacements or relocations of neighborhood communities will be caused by this project.

E. Environmental Justice

Executive Order 12898 entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" mandates that Federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the programs on minority and low-income populations. A minority population is defined as a group of people and/or a community experiencing common conditions of exposure or impact that consists of persons classified by the U.S. Census Bureau as Negro/Black/African-American; Hispanic or Latino; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons. A low-income population is defined as one with an annual income for a family of four equal to or below the national poverty level of $17,500.

An Environmental Justice evaluation consists of identifying minority and low income populations; analyzing environmental effects on minority and low-income communities (to include social, economic, and human health effects); and proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental and public health effects and related social and economic effects, for communities, neighborhoods, and individuals affected by Federal programs, policies, and activities (Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations, No. 5610.2, April 1997). Where possible, alternatives that would result in avoiding or minimizing disproportionately high and adverse human health or environmental impacts were considered throughout the project planning process.

In general, disproportionate environmental impact occurs when the risk or rate for a minority population or low-income population from exposure to an environmental hazard exceeds the risk or rate of the general population and, where available, to another appropriate comparison group (EPA 1997; DOT 1997). The appropriate comparison

group may vary depending upon the resource; however, in evaluating impacts for most resources, the comparison group is the county within which the project area is located. The exceptions to this are for potential disproportionate adverse impacts related to noise levels, air quality, land use, transportation/traffic, and residential/business relocations where the project area is the comparison group.

Table 11 shows the racial distribution for the project area within 0.8 km (0.5 mi) and Dallas County. Hispanic origin is considered an ethnicity, as defined by the U.S. Census Bureau.

Table 11 – Estimated Racial Distribution (Year 2000)

	Total Population	White	Black	Asian/Pacific Islander	Some Other Race	Two or More Races	Persons Living Below Poverty Level
Project Area	62,790	65.41%	20.83%	5.94%	7.82%	*	6.5%
Dallas County	2,218,919	58.4%	20.3%	4.1%	14.6%	2.7%	13.5%

Source: Claritas, 2001; U.S. Census Bureau, 2001.
*Project Area is within 0.5 mile and the data does not include detailed breakdown of race

The information presented in *Table 11* indicates the project area is very similar to Dallas County in racial composition. It also indicates that Dallas County is more diverse as shown in the "Some Other Race" category, which is almost double the percentage of the project area. According to the U.S. Census, persons of Hispanic origin are those who indicated that their origin was Mexican, Puerto Rican, Cuban, Central or South American, or some other Hispanic origin. It should be noted that persons of Hispanic origin may be of any race. Approximately 14.5 percent of the project area and 29.9 percent of Dallas County identify themselves as Hispanic. *Table 12* provides a racial breakdown of people identifying themselves as Hispanic in the project area and in Dallas County. The number of Hispanics is consistent between the project area and Dallas County for white and other races. There are three times more Hispanic blacks and 6.5 times more Hispanic Asian/Pacific Islanders in the project area compared to Dallas County; however, this only accounts for 0.5 percent of the total population of the project area.

Table 12 – Hispanics by Race

	Total Population	White	Black	Asian/Pacific Islander	Other
Project Area	9,123	45.7%	2.4%	1.3%	50.6%
Dallas County	662,729	47.0%	0.7%	0.2%	52.1%

As described in Section B, The Commons Apartments, Solarium Apartments, and Hunting Ridge Apartments would require partial relocations. The Commons Apartments is a mixed racial and ethnic community with two buildings (4 to 10 units per building)

being impacted. The Solarium Apartments is a mixed racial and ethnic community with four buildings (16 units per building) being impacted. The Hunting Ridge Apartments is a mixed racial and ethnic community with four buildings (16 units per building) being impacted.

A disproportionate adverse environmental impact to minority populations and low-income populations would not occur as a result of the proposed project. The minority and low-income as well as the entire community would have long term benefits (e.g., reduced congestion) from the proposed improvements.

F. Impact on 4(f) Properties

There are eight parks adjacent to or within the project corridor, including Arbor Park, Wallace Park, B.B. Owen Park, McCree Annex East Park, Samuel Garland Park, Armstrong Park, Grissom Park, and White Park. The proposed project will not require the use of, nor substantially impair the purposes of, any publicly owned land from these public parks; other recreational areas; wildlife and waterfowl refuge lands; or historic sites of national, state, or local significance. Therefore, a Section 4(f) statement will not be required. Access to and park use will not change, and there will be no noticeable visual impacts. *Appendix A (Figure 56)* shows the location of the parks in relation to the project area.

G. Lakes, Rivers, and Streams

Within the project area, which is located within the Trinity River basin, IH 635 crosses eight waterways including Jackson Branch (third order), Audelia Branch (third order), Dixon Branch (third order), two unnamed tributaries to Dixon Branch, Long Branch (fourth order), and a tributary to Long Branch, as shown in *Appendix A* (*Figures 57* through *59*). These waterways, with the exception of Long Branch, drain into White Rock Creek, which drains into White Rock Lake. White Rock Lake, Stream Segment 0827, has been classified by the Texas Natural Resource Conservation Commission (TNRCC) in *The State of Texas Water Quality Inventory '96* as effluent limited, with designated water uses of contact recreation and high aquatic life. Long Branch drains into Duck Creek, which drains into the East Fork of the Trinity River. The East Fork of the Trinity River, Stream Segment 0819, has been classified by the TNRCC as water quality limited, with designated water uses of contact recreation and intermediate aquatic life.

Within the project area, IH 635 crosses seven areas that have been established as 100-year floodplain areas by the Federal Emergency Management Agency (FEMA), as shown in *Appendix A* (*Figure 60*). The floodplain areas are located where IH 635 crosses the following waterways:

- Floyd Branch between US 75 and Greenville Avenue (FEMA Map Number 480171 0065C - March 16, 1983);

- Dixon Branch between Plano Road and Jupiter Road (FEMA Map Number 480171 0065C - March 16, 1983); and
- Long Branch between Garland Road and Centerville Road, and between Centerville Road and Oates Drive (FEMA Map Numbers 485471 0025E - August 15, 1990; 480171 0105C - March 16, 1983; 485490 0005F - May 30, 1990; and 485471 0030E - July 19, 1993).

Dallas County and the Cities of Dallas, Garland, and Mesquite are participants in the National Flood Insurance Program (NFIP). The proposed project will not increase the base flood elevation to a level that would violate applicable floodplain regulations. In cooperation with the FEMA, TxDOT will conform to the standard for temporary and permanent fill set by Flood Insurance Rate Maps (FIRM).

Floyd Branch, Jackson Branch, and Audelia Branch are not navigable waterways. A navigational clearance under Sections 9 and 10 of the Rivers and Harbors Act of 1899 is not applicable. Coordination with the U.S. Coast Guard and the U.S. Army Corps of Engineers (USACE) will not be required under Sections 9 and 10. Dixon Branch, Long Branch, and their tributaries are not navigable waterways. A more detailed description of these crossings is included in *Section H* (Jurisdictional Waters).

The hydraulic design for this project will be in accordance with current TxDOT and FHWA design policies and procedures. The highway facility will permit the conveyance of design year flood, inundation of the roadway being acceptable, without causing significant damage to the highway, stream or other property.

H. Jurisdictional Waters

The East Section of IH 635 crosses eight tributaries that are depicted on the U.S. Geological Survey Map in *Appendix A* (*Figures 57* through *59*). A preliminary site investigation indicates that these tributaries would be considered as waters of the U.S. subject to the USACE jurisdiction under Section 404 of the Clean Water Act (Section 404). The investigation indicates there are no wetlands within the project area. However, it has been determined that 100-year, FEMA-designated floodplains exist within the project area. *Appendix C* contains detailed information regarding the preliminary determination of Section 404 jurisdiction.

The USACE regulates the discharge of dredged and fill material into waters of the U.S., including wetlands, under Section 404. The preliminary determination of Section 404 jurisdiction indicates that the identified tributaries are considered waters of the U.S. subject to Section 404. Each separate, proposed culvert extension could be authorized by Nationwide Permit (NWP) 14. NWP 14 (Linear Transportation Crossing) authorizes public linear transportation crossings in non-tidal waters, excluding non-tidal wetlands adjacent to tidal waters, provided the discharge does not cause the loss of greater than 0.2 ha (0.5 acre) of waters of the U.S. Notification is required when there is a loss of greater than 0.04 ha (0.10 acre), if there are impacts to special aquatic sites, including

wetlands, or if the work would result in the placement of fill material within the 100-year floodplain. Those waters requiring notification include the tributary to Long Branch, Long Branch, Dixon Branch, Audelia Branch, and Jackson Branch.

Jackson Branch crosses IH 635 east of Forest Lane at Station 34+725. This waterway flows within a wide, unmaintained, riparian corridor upstream and downstream of the existing ROW. The tributary is contained in a concrete-lined channel within the ROW. The dominant vegetation in this area is comprised of hawthorn, poison ivy, yaupon holly, johnsongrass, soapberry, Canada goldenrod, and catalpa. The ordinary high water mark width of Jackson Branch within the project area averages 12 m (40 ft). Impacts to the waterway at this location include the loss of approximately 0.029 ha (0.072 ac) of waters of the U.S.

Audelia Branch crosses IH 635 west of Skillman Street/Audelia Road at Station 35+240. This waterway flows within a wide, unmaintained, riparian corridor upstream and downstream of the existing ROW. The waterway is contained in a concrete-lined channel within the ROW. The dominant vegetation in this area is comprised of hackberry, mesquite, cedar elm, cottonwood, green ash, flameleaf sumac, perennial ryegrass, and johnsongrass. The ordinary high water mark width of Audelia Branch within the project area averages 15 m (50 ft). Impacts to the waterway at this location include the loss of approximately 0.027 ha (0.068 ac) of waters of the U.S.

Dixon Branch crosses IH 635 just east of Plano Road at Station 38+300. The waterway is contained in a concrete-lined channel upstream of the IH 635 crossing. This waterway flows within a previously modified, earthen channel downstream of the existing ROW. The dominant vegetation in this area is comprised of black willow, mulberry, mesquite, Chinese tallow, and hackberry. The ordinary high water mark width of Dixon Branch within the project area averages 12 m (40 ft). Impacts to the waterway at this location include the loss of approximately 0.027 ha (0.066 ac) of waters of the U.S.

A tributary to Dixon Branch crosses IH 635 at Kingsley Road at Station 39+440. This waterway flows within a narrow, maintained, riparian corridor upstream and downstream of the existing ROW. The dominant vegetation in this area is comprised of caric sedge, western ragweed, wild onion, spikerush, and Texas spear grass. The ordinary high water mark width of the tributary to Dixon Branch within the project area averages 1.5 m (5 ft). Impacts to the tributary at this location include the loss of approximately 0.003 ha (0.008 ac) of waters of the U.S.

A tributary to Dixon Branch (East) crosses IH 635 just west of Jupiter Road at Station 39+800. This tributary has been modified such that it flows subsurface upstream and downstream of the existing ROW. The dominant vegetation in this area is comprised of perennial ryegrass, wild oat, Canada goldenrod, johnsongrass, western ragweed, and black willow. The ordinary high water mark width of the tributary to Dixon Branch (East) within the project area averages 1.5 m (5 ft). Impacts to the tributary at this location include the loss of approximately 0.006 ha (0.014 ac) of waters of the U.S.

Long Branch (West) crosses IH 635 south of Northwest Highway at Station 42+860. The waterway is contained in a concrete-lined channel upstream of the IH 635 crossing. This waterway flows within a previously modified, earthen channel downstream of the existing ROW. The dominant vegetation in this area is comprised of perennial ryegrass, wild oat, curly dock, buttercup, Canada goldenrod, and johnsongrass. The ordinary high water mark width of Long Branch (West) within the project area averages 2.4 m (8 ft). Impacts to the waterway at this location include the loss of approximately 0.037 ha (0.090 ac) of waters of the U.S.

A tributary to Long Branch crosses IH 635 north of Centerville Road at Station 43+370. This tributary has been modified such that it flows subsurface upstream of the existing ROW. This tributary flows within a narrow, unmaintained, riparian corridor downstream of the existing ROW. The dominant vegetation in this area is comprised of perennial ryegrass, wild oat, peppervine, and black willow. The ordinary high water mark width of the tributary to Long Branch within the project area averages 0.9 m (3 ft). Impacts to the tributary at this location include the loss of approximately 0.005 ha (0.012 ac) of waters of the U.S.

Long Branch (East) crosses IH 635 just east of La Prada Drive at Station 46+050. The waterway is contained in a concrete-lined channel upstream of the crossing and within the ROW. This waterway flows within a wide, unmaintained, riparian corridor downstream of the existing ROW. The dominant vegetation in this area is comprised of little walnut, Chinese tallow, black willow, Canada goldenrod, mulberry, mimosa, and switchgrass. The ordinary high water mark width of Long Branch (East) within the project area averages 9.1 m (30 ft). There are no impacts to waters of the U.S. proposed for Long Branch (East).

Table 13 provides a summarized version of the various stream crossings and estimated impacts.

Table 13 – Existing Stream Crossings and Proposed Area of Impact

Location LBJ Station #	Size	Extension	Total Area of Streambed Impact	Additional ROW
Jackson Branch (34+725)	Four 2.7 x 2.7 m (9 x 9 ft) RCB	14 m (45.9 ft) East 10 m (32.8 ft) West	0.029 ha/0.072 ac	0.0
Audelia Branch (35+240)	Five 3.0 x 2.4 m (10 x 8 ft) RCB	10 m (32.8 ft) East 8 m (26.2 ft) West	0.027 ha/0.068 ac	0.0032 ha/0.008 ac (West)
Dixon Branch (38+300)	Three 2.4 x 2.4 m (8 x 8 ft) RCB	10 m (32.8 ft) East 12 m (39.4 ft) West	0.027 ha/0.066 ac	0.0040 ha/0.01 ac (East)
Tributary of Dixon Branch (39+440)	Four 2.7 x 0.91 m (8.75 x 3.0 ft) RCB	10 m (32.8 ft) East 12 m (39.4 ft) West	0.003 ha/0.008 ac	0.0
Tributary of Dixon Branch (39+800)	Four 2.7 x 0.91 m (8.75 x 3.0 ft) RCB	22 m (72.2 ft) East 16 m (52.5 ft) West	0.006 ha/0.014 ac	0.0
Long Branch (42+860)	Six 2.1 x 1.2 m (7 x 4 ft) RCB	106 m (347.8 ft) North 44 m (144.4 ft) South	0.037 ha/0.090 ac	0.40 ha/0.10 ac (East) 0.073 ha/0.18 ac (West)
Tributary of Long Branch (43+370)	Four 1.5 x 0.61 m (5 x 2 ft) RCB	14 m (45.9 ft) North 38 m (124.7 ft) South	0.005 ha/0.012 ac	0.0
Long Branch (46+050)	Six 3.0 x 2.1 m (10 x 7 ft) MBC	No changes	None	0.0

Floyd Branch, Jackson Branch, Audelia Branch, Dixon Branch, and Long Branch and their tributaries are not navigable waterways. A navigational clearance under Sections 9 and 10 of the Rivers and Harbors Act of 1899 is not applicable. Coordination with the U.S. Coast Guard will not be required.

I. Water Quality

The proposed project is located within the Trinity River basin. The basin begins with an approximate 209 km (130 mi) wide headwaters area north and west of Fort Worth and continues southeast to Trinity Bay in Chambers County, near Houston. Elevations range from sea level at the mouth of the Trinity River Basin to over 457 m (1,500 ft) in the upper reaches of the basin. The watershed of the Trinity River basin drains an area of approximately 46,540 square km (17,969 square mi).

The upper Trinity River begins in four branches, which include the Clear Fork, West Fork, Elm Fork, and East Fork. The headwaters of the West and Elm Forks converge in Dallas County to form the main stem of the Trinity River, which then continues in a southeastward direction. The Trinity is considered an urban river. The amount of water that it receives is controlled by the watershed runoff from impervious areas during storms, by releases of water from the series of man-made reservoirs which surround it, and by the discharge effluent from sewage treatment plants.

White Rock Lake, Stream Segment 0827, has been classified by the TNRCC in *The State of Texas Water Quality Inventory '96* as effluent limited, with designated water uses of

contact recreation and high aquatic life. There is one permitted domestic outfall and no permitted industrial or agricultural outfalls to this stream segment. Urban runoff is the main contributor of contaminants in this stream segment.

Long Branch drains into Duck Creek, which drains into the East Fork of the Trinity River. This portion, Stream Segment 0819, has been classified by the TNRCC as water quality limited, with designated water uses of contact recreation and intermediate aquatic life. There are nine permitted domestic outfalls and no permitted industrial or agricultural outfalls to this stream segment. Stream flow in this stream segment is dominated by domestic wastewater effluent and water quality has historically been poor; however, the construction of new wastewater treatment facilities, and the implementation of advanced treatment and effluent dechlorination by major dischargers have resulted in improved water quality.

Because this project will disturb more than 2.0 ha (5.0 ac), TxDOT will be required to comply with the U.S. EPA's *National Pollutant Discharge Elimination System* General Permit for Construction Activity. This will be accomplished by filing a Notice of Intent to comply with the U.S. EPA stating that TxDOT will have a Storm Water Pollution Prevention Plan in place during construction of the proposed improvements.

The project engineer will ensure appropriate steps are taken to control water pollution during construction. The amount of disturbed earth will be limited so that potential for excessive erosion is minimized and sedimentation outside of the ROW is avoided. Existing vegetation will be preserved wherever possible. Temporary erosion and sedimentation control measures such as silt fences, rock berms, sedimentation basins, and/or soil retention blankets will be implemented as needed prior to the initiation of construction. Permanent soil erosion control features will be constructed as soon as feasible during the early stages of the contract through proper sodding and/or seeding techniques. Disturbed areas will be restored and stabilized as soon as the construction schedule permits, and temporary sodding will be considered where large areas of disturbed ground will be left bare for a considerable length of time. Based on the low to moderate sloping topography of the area and the space available along the project, grassed swales will be used as post-construction total suspended solids measures.

The contractor will take appropriate measures to prevent, minimize, and control spillage of hazardous materials in the construction staging area. All materials being removed or disposed of by the contractor will be done in accordance to applicable state and federal laws and as not to degrade ambient water quality. All of these measures will be enforced under appropriate specifications in the planning, specification, and estimate stage of project development.

These erosion control measures will be coordinated with the permanent soil erosion control features that are to be a part of the completed project to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods. Moreover, efforts will be made to prevent long-term water

pollution by reducing fertilizer and pesticide use during the installation and maintenance of landscaping.

The project does not cross a source of public water or a tributary to a public water supply; therefore, no impact is anticipated to potable water sources. During construction, soil erosion control and a Storm Water Pollution Prevention Plan will be used to control runoff to area water bodies, as discussed above. There is no single point-source industrial discharge in the project area. No excessive impact to the area water quality is expected to occur as a result of the facility construction or operation.

J. Threatened/Endangered Species and Wildlife Habitat

The project area is located on the White Rock, Addison, and Mesquite, Texas U.S. Geological Survey quadrangle maps. A review of information from the U.S. Fish and Wildlife Service and Texas Parks and Wildlife Department's Biological and Conservation Data System was performed to determine the presence of threatened or endangered species, and designated critical habitat, within and immediately adjacent to the project area. No threatened or endangered plant species have been identified within this portion of Dallas County. Dallas County is within the migratory flyway of various state and Federally listed species. This includes the Whooping Crane (*Grus americana*), Interior Least Tern (*Sterna antillarum athalassos*), American Peregrine Falcon, (*Falco peregrinus anatum*), Arctic Peregrine Falcon (*Falco peregrinus tundrius*), American Bald Eagle (*Haliaeetus leucocephalus*), Black-Capped Vireo (*Vireo atricapillus*), and White-Faced Ibis (*Plegadis chihi*). No sightings of these species have been recorded for the vicinity of the project area. The developed nature of the project area precludes the existence of the required habitat elements for the listed species. Furthermore, a field review confirmed that the specific habitat requirements for these species do not exist within or adjacent to the project area. The listed migratory bird species may occasionally pass through this portion of Dallas County, but it is highly unlikely that they would use the project area due to the absence of preferred habitat. There are no natural or unique plant communities within the project area.

It will be necessary to remove multiple trees during the construction of this project. These trees are, in many cases, within the existing ROW and are secondary growth trees that have taken over the space occupied by the original trees removed during the previous construction of the original IH 635 facility. *Appendix B* (*Exhibit 6*) lists those trees that will require removal along the IH 635 East route. The initial survey of those trees along the existing ROW indicates that ten different species combining a total of 1,486 centimeters (cm) (585 inches [in]) diameter at breast height (dbh) will be removed during construction. Of this total, there are only seven trees of two different species that can be considered as large mature trees. Combined, these seven trees make up 434 cm (171 in) dbh or approximately 29 percent of the total biomass. A large mature tree is one that has attained a 51 cm (20 in) dbh or larger. Of the large mature trees, two post oaks are the only hardmast producing trees. The remainder of the large mature trees are cottonwoods.

Within the project ROW, the dominant species are oaks of various varieties and immature specimens of elms, willows, and cottonwoods. Trees within the ROW, but not in the construction zone, will not be removed if possible. These areas will be preserved to try to minimize the impact to wildlife habitat in the area. The affected trees are located in the upland areas of the project ROW or bottom of the proposed stormwater drainage ditches. Excavation and earthwork required for drainage will require removal of many of these trees. Due to the number of trees involved, TxDOT will minimize the impact caused by the loss of vegetation by preserving as many trees as possible. However, to compensate for the loss, mitigation will be provided. A list of trees and shrubs that will be used as replacement for the vegetation lost during construction activities is included in *Appendix B* (*Exhibit 7).* The proper spacing and recommended proportioning of vegetation will provide a diverse habitat for wildlife. Riparian habitat does not exist at the stream crossing locations within the project ROW. A field investigation also revealed that there are no significant natural plant communities or native prairie remnants which will be impacted by the proposed project.

Some species of wildlife have adapted to the urbanized environment within and surrounding the project area. These species primarily include small mammals, amphibians, reptiles, and birds. A wide variety of birds including raptors, wading birds, and songbirds utilize this region as both residents and migrants. The project is in a highly urbanized region of Dallas, Garland, and Mesquite. Consequently, only those species tolerant of these conditions will occur in and adjacent to the project area.

K. Historical and Archaeological Sites

A review of the Dallas County soil survey describes the majority of the soils in the project area as Urban-Land Complex soils. Consequently, these soils are disturbed by definition. A few locations along the southern portion of the corridor contain soils that are not listed as Urban-Land Complex soils. However, the proposed ROW width at these locations has been previously disturbed. Disturbance was caused by development that previously occurred along the existing ROW in these areas. Further evaluation of these areas revealed that the existing ROW contains many buried utilities.

As a result of previous disturbance, it is unlikely that the area of potential effects contains archaeological sites with sufficient integrity to be eligible for inclusion in the National Register of Historic Places, or to merit designation as a State Archaeological Landmark. A review of the National Register of Historic Places and Historic Preservation in Texas, and a ground reconnaissance indicate that there are no potential sites of national significance within the project area. There are no historic structures within or near the proposed ROW that will be affected by the proposed improvements. The proposed improvements to IH 635 between US 75 and IH 30 require 11.6 ha (27.9 ac) of additional ROW. No known archaeological or historical sites are recorded on or near the existing nor proposed ROW and the project does not pass through any National Register Districts.

Coordination with the State Historic Preservation Office indicates there are no properties within the project area eligible for designation. The proposed undertaking will have no

effect on historical properties or State Archaeological Landmarks *(Appendix E)*. An archeological impact evaluation was conducted and no sites listed in or eligible for listing in the National Register of Historic Places were identified in the project area. In the unlikely event that archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate accidental discovery procedures under the provisions of the Programmatic Agreement between TxDOT, Texas Historical Commission (THC), FHWA, and the Advisory Council on Historic Preservation; and the Memorandum of Understanding (MOU) between TxDOT and the THC.

L. Aesthetic Considerations

The aesthetics within the project area are primarily influenced by the commercial retail businesses that predominate the area. Aesthetic values for the area have been emphasized in the design of this project. As directed for all Federally assisted projects (where cost-effective and to the extent practicable) regionally native plants will be used for landscaping. Moreover, TxDOT will design and promote construction practices that minimize adverse effects on existing vegetation. It is a TxDOT policy to construct pleasing roadways to blend with the aesthetic quality of the area. The proposed improvements are expected to blend with the character of the community. Coordination with architects has been on-going in developing an urban design that provides a solution for the physical, structural and aesthetic needs for the corridor. The final urban design objectives consider visual organization, timeless design, scale appropriate to speed, static and dynamic perspective, view to and from the road, and the IH 635 corridor image. Additionally, design elements consider bridges, retaining walls, noise abatement walls, barriers, signage, lighting, landscape, and cross street frontage road streetscape.

The aesthetic effect of the project is anticipated to be equal to or better than that of the existing intersection conditions.

M. Prime, Unique, and Special Farmland Impacts

Prime farmland soils, as defined by the U.S. Department of Agriculture, are soils that are best suited to producing food, feed, forage, fiber, and oilseed crops. They have the quality, growing season, and moisture supply needed to economically produce a sustained high yield of crops when treated and managed using acceptable farming methods. Prime farmland soils produce the highest yields with minimal inputs of energy and economic resources, and farming these soils results in the least damage to the environment. The NRCS establishes Land Capability Classifications to determine the suitability of soils for field crops. Capability classes range from I to VIII, indicating progressively greater limitations and narrower choices for practical use (NRCS, 1990). The NRCS considers those soils with Capability Classes III and IV to be the best soils for crop production. Project area identification of prime farmlands is made by the NRCS. Heiden Clay is the only soil type within the study area identified as prime farmland soil. The additional ROW required is currently developed, urbanized, or zoned or urban use, therefore, the

proposed project is exempt from the requirements of the Farmland Protection Policy Act (FPPA) and requires no coordination with the NRCS.

N. Air Quality Assessment

The proposed project is located within Dallas County which is designated a serious ozone standard non-attainment area; therefore, the transportation conformity rules do apply.

The proposed action is consistent with the area's financially constrained metropolitan transportation plan known as Mobility 2025 Plan Update, and the 2002-2004 Transportation Improvement Program (TIP) was found to conform to the Clean Air Act Amendments of 1990, by the U.S. Department of Transportation (DOT) on October 19, 2001. Additionally, the project comes from an operational CMS that meets all requirements of 23 Code of Federal Regulations (CFR) 450 and 500. The proposed action is included in the 2002-2004 Metropolitan TIP, Appendix D page 6.

The primary pollutants from motor vehicles are volatile organic compounds (VOCs), carbon monoxide (CO), and nitrogen oxides (NO_x). Volatile organic compounds and NO_x can combine under the right conditions in a series of photochemical reactions to form ozone (O_3). Because these reactions take place over a period of several hours, maximum concentrations of ozone are often found far downwind of the precursor sources. Thus, ozone is a regional problem and not a localized condition.

The modeling procedures for ozone require long-term meteorological data and detailed area-wide emission rates for all potential sources (industry, business, and transportation) and are normally too complex to be performed within the scope of an environmental analysis for a highway project. Accordingly, concentrations of ozone for the purpose of comparing the results to the National Ambient Air Quality Standards (NAAQS) are modeled by the regional air quality planning agency for the SIP. However, concentrations of CO are readily modeled for highway projects and are required by Federal regulations.

The topography and meteorology of the area in which the proposed project is located will not seriously restrict dispersion of the air pollutants. The traffic data used in the analysis was obtained from the TxDOT Transportation Planning and Programming (TPP) Division and is presented in *Table 3*.

Carbon monoxide concentrations for the proposed action were modeled using a worst case scenario (adverse meteorological conditions and sensitive receptors at the ROW) in accordance with the TxDOT Air Quality Guidelines. Local concentrations of CO are not expected to exceed the national standards at any time *(Table 14)*.

Congestion Management System

The CMS is a systematic process for managing traffic congestion. The CMS provides information on: transportation system performance, alternative strategies for alleviating

congestion, and enhancing the mobility of persons and goods to levels that meet state and local needs. The IH 635 improvement project was developed from the NCTCOG's operational CMS, which meets all requirements of 23 CFR 500.109. The CMS was adopted by the NCTCOG in October 1993 and updated in December 1996.

Table 14 – Project Area Carbon Monoxide Concentrations

Year	1 HR CO (PPM) Standard 35 PPM	1 HR % NAAQS*	8-HR CO (PPM) Standard 9 PPM	8-HR % NAAQS
1997	9.0	25.7%	4.4	48.9%
2020	10.4	29.7%	5.0	55.6%

**The NAAQS for CO is 35 ppm for one hour and 9 ppm for eight-hours. The analysis includes a one hour background concentration of 3.7 ppm and an 8-hour background concentration of 2.3 ppm.*
ppm = parts per million

Operational improvements and travel demand reduction strategies are commitments made by the region at two levels: program level and project level implementation. Program level commitments are inventoried in the regional CMS, which was adopted by the NCTCOG; they are included in the financially constrained Metropolitan Transportation Plan, (MTP) and future resources are reserved for their implementation.

The NCTCOG in conjunction with other local public and private organizations performed an analysis to estimate the effectiveness of the Regional Employee Trip Reduction (ETR) Program within the East Section corridor. It concluded that the ETR Program reduced peak-period vehicle trips in the study area corridor by 6.5 percent. The effectiveness of this program was evaluated on the following factors: 1) employment characteristics of the corridor, including predominate employment and employment density; 2) traffic characteristics of the corridor, including levels of congestion in the corridor; and, 3) alternative modes available to the corridor.

The CMS element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) detailing type of strategy, implementing responsibilities, schedules, and expected costs. At the project 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 programming of these projects at the appropriate time with respect to the SOV facility implementation and project specific elements.

Committed congestion reduction strategies and operational improvements within the IH 635 improvement study boundary will consist of signalization and intersection improvements. TxDOT and, where appropriate, the local community will manage these projects under the Congestion Mitigation Air Quality (CMAQ) program, which are included in the regional CMS. Individual projects are presented in *Appendix D*.

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and the NCTCOG will continue to promote appropriate congestion reduction strategies through the CMAQ program, the CMS, and the MTP. According to the NCTCOG, the congestion reduction strategies considered for this project will help alleviate congestion in the SOV study boundary but would not entirely eliminate the congestion. Therefore, the proposed improvement to the section of IH 635 from US 75 to IH 30 is justified. The CMS analysis for added SOV capacity projects in the Transportation Management Area (TMA) is on file and available for review at the NCTCOG.

O. Noise Assessment

This analysis conforms to Federal Highway Administration (FHWA) Regulation 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction," and TxDOT 1996 Guidelines for Analysis and Abatement of Highway Traffic Noise.

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

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dBA." *Table 15* presents some common A-weighted noise levels.

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 "$L_{eq}(h)$".

Table 15 – Common Sound/Noise Levels

Outdoor	dBA	Indoor
Pneumatic hammer	100	Subway train
Gas lawn mower at 1 meter		
	90	Food blender at 1 meter
Downtown (large city)	80	Garbage disposal at 1 meter
Lawn mower at 30 meters	70	Vacuum cleaner at 3 meters
		Normal speech at 1 meter
Air conditioning unit	60	Clothes dryer at 1 meter
Babbling brook		Large business office
Quiet urban (daytime)	50	Dishwasher (next room)
Quiet urban (nighttime)	40	Library

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; and
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA Noise Abatement Criteria (NAC) for various land uses, as published in 23 CFR 772, are presented in *Table 16*. These criteria are used as one of two means to determine when a traffic noise impact will occur.

Table 16 – Noise Abatement Criteria Hourly A-Weighted Sound Level – Decibels (dBA)

Activity Category	L_{eq} (1 Hr)	Description of Activity Category
A	57 dBA (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the lands are to continue to serve their intended purpose.
B	67 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospital.
C	72 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	---	Undeveloped lands.
E	52 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospital and auditoriums.

Source: 23 CFR 772, Revised August 1996

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

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

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

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

Noise Modeling

The FHWA approved traffic noise model 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.

Existing and predicted traffic noise levels were modeled at 69 Category B, C, and E receivers (*Appendix A, Figures 61* through *87*). These receivers are residences and

commercial businesses adjacent to the highway project that might be impacted by traffic noise and that may potentially benefit from reduced noise levels. Average daily traffic volumes used in the computer modeling analysis are presented in *Table 3*.

Noise Levels

Land use along the corridor is predominantly a mixture of single-family, industrial, multi-family, commercial, retail, and vacant space. Interspersed with the residential developments are commercial properties. Examination of aerial photos and site visits indicated that the exterior areas of frequent human use at the apartment/condominium complexes are primarily inner courts of the complexes shielded from the roadway by the building structures. Therefore, it was deemed appropriate to apply the NAC's Activity Category E *(Table 16)*, to the apartment/condominium developments.

As indicated in *Table 17*, predicted design hour $L_{eq}(h)$ noise levels exceed existing levels by 1 to 6 dBA; however, the NAC was approached, equaled, or exceeded at 44 receivers. Design hour noise levels at the commercial establishments along the corridor would range from 74 to 78 dBA $L_{eq}(h)$. There are 32 Activity Category E receptors along IH 635 corridor that would be exposed to interior noise levels ranging from 34 dBA to 57 dBA $L_{eq}(h)$. Eight of the 32 receptors would be exposed to noise levels that approach or exceed the 51 dBA $L_{eq}(h)$ criterion for Activity Category E. In addition, there are 32 Activity Category B receptors in the study area. Thirty-one of these receptors would be exposed to noise levels ranging from 66 dBA to 81 dBA $L_{eq}(h)$. Therefore, the project will result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of soundwalls. Future frontage roads in many areas are higher than the backyards of the adjacent residences. These roads act as barriers to the mainlane noise. Therefore, the future noise levels are less than existing conditions.

Before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. In order to be feasible, the measure should reduce noise levels by at least 5 dBA at impacted receivers; and to be reasonable the cost should not exceed $25,000 for each benefited receiver.

Traffic Management

Traffic management control devices could be used to reduce the speed of the traffic; however, the minor benefit of 1 dBA per 5 miles per hour (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 interstate highways.

Alignment Alterations

Alteration of horizontal alignments of the existing roadways could displace existing businesses and residences, require additional ROW and would not be cost-effective/reasonable. A significant alteration of vertical alignment would not be cost-effective and reasonable.

Buffer Zones

Acquisition of the available undeveloped land adjacent to the project to preclude future development that could be impacted by highway traffic noise would not be cost-effective/reasonable.

Table 17 – Traffic Noise Levels (dBA Leq)

Receiver	Appendix A Figure #	NAC Category[1)]	NAC Level	TNM® Modeled Existing 1997	TNM® Modeled Future 2020	Change (+/-)	Noise Impact[2)]
N1	61	E	52	49	52	3	I
N2	62	C	72	72	74	2	I
N3	62	E	52	46	44	-2	N
N4	62	E	52	52	47	-5	N
N5	62	E	52	53	48	-5	N
N6	62	B	67	80	75	-5	I
N7	63	B	67	74	71	-3	I
N8	63	E	52	52	48	-4	N
N9	63	E	52	56	57	1	I
N10	63	E	52	52	56	4	I
N11	63	E	52	48	42	-6	N
N12	64	E	52	49	45	-4	N
N13	64	E	52	55	54	-1	I
N14	63	E	52	47	46	-1	N
N15	63	E	52	55	54	-1	I
N16	64, 65	E	52	54	55	1	I
N17	64, 65	E	52	54	46	-8	N
N18	66	E	52	50	44	-6	N
N19	66	B	67	69	66	-3	I
N20	66	B	67	71	72	1	I
N21	67	B	67	76	79	3	I
N22	67	B	67	76	76	0	I
N23	67	B	67	77	79	2	I
N24	67	C	72	73	76	3	I
N25	68	E	52	43	45	2	N
N26	69	E	52	48	47	-1	N
N27	69	E	52	49	49	0	N
N28	69	E	52	45	45	0	N
N29	71	E	52	32	34	2	N
N30	74	C	72	71	75	4	I
N31	74	E	52	47	50	3	N
N32	75	E	52	45	49	4	N
N33	76	E	52	45	49	4	N
N34	75	B	67	73	77	4	I
N35	75	B	67	75	81	6	I
N36	75	B	67	75	80	5	I
N37	76	B	67	75	79	4	I
N38	76	B	67	76	81	5	I
N39	76	B	67	76	81	5	I
N40	76	B	67	76	80	4	I
N41	76	B	67	74	76	2	I

Table 17 – Traffic Noise Levels (dBA Leq) (*Cont.)*

Receiver	Appendix A Figure #	NAC Category[1)]	NAC Level	TNM® Modeled Existing 1997	TNM® Modeled Future 2020	Change (+/-)	Noise Impact[2)]
N42	77	B	67	63	65	2	N
N43	77	E	52	50	52	2	I
N44	77	E	52	46	48	2	N
N45	79	E	52	53	54	1	I
N46	79	E	52	49	46	-3	N
N47	79, 85	E	52	46	42	-4	N
N48	78	B	67	70	70	0	I
N49	78	B	67	77	75	-2	I
N50	78	B	67	77	75	-2	I
N51	79	B	67	75	77	2	I
N52	79	B	67	72	69	-3	I
N53	79	B	67	70	68	-2	I
N54	85	B	67	69	71	2	I
N55	85	B	67	69	71	2	I
N56	84	B	67	69	71	2	I
N57	84	B	67	67	69	2	I
N58	84	B	67	67	69	2	I
N59	84	E	52	45	47	2	N
N60	84	E	52	47	49	2	N
N61	84	E	52	45	46	1	N
N62	83	B	67	68	70	2	I
N63	83	B	67	67	69	2	I
N64	82	B	67	68	70	2	I
N65	83	B	67	68	70	2	I
N66	83	C	72	77	78	1	I
N67	82	C	72	75	77	2	I
N68	80	E	52	49	50	1	N
N69	80	B	67	69	70	1	I

[1)] Category E noise levels reflect interior levels, Category B & C noise levels reflect exterior levels
[2)] I: Impacted; N: Not Impacted

Mitigation Measures

Noise walls: This is the most commonly used noise abatement measure. For this project, noise walls could have a detrimental impact on nearby businesses by restricting views. For that reason, noise walls would not be feasible and reasonable for any of the commercial receptors adjacent to the corridor.

A total of nine noise walls were analyzed within the project limits. Based on preliminary calculations, as summarized in *Table 18*, all walls were determined to be both feasible and reasonable.

Noise Wall 1

- Located between Greenville Avenue and Abrams Road along westbound frontage road
- Approximately 125 m (410 ft) long, 2.8 m (9 ft) tall
- Would provide at least 5 dBA reduction for 10 first floor apartment units
- Estimated cost for this wall would be $71,750 or $7,175 per benefited receiver

Noise Wall 2

- Located between Forest Lane and Skillman Street along eastbound frontage road
- Approximately 1,215 m (3,986 ft) long, 2.8 m (9 ft) tall
- Would provide a minimum insertion loss of 5 dBA for 21 first-floor apartment units and 16 single-family units
- Estimated cost for this wall would be $697,410 with a cost per benefited receiver of $18,850

Noise Wall 3

- Located between Forest Lane and Skillman Street along westbound frontage road
- Approximately 1,000 m (3,281 ft) long and 2.8 m (9 ft) tall
- Would provide a minimum of 5 dBA reduction for 42 first-floor apartment units
- Estimated cost of $574,000 with a cost per benefited receiver of $13,670

Noise Wall 4

- Located between Miller Road and Plano Road along eastbound frontage road
- Approximately 1,140 m (3,740 ft) long, 2.8 m (9 ft) tall
- Would provide a minimum of 5 dBA reduction for 44 single-family units
- Estimated cost of $654,360 with a cost per benefited receiver of $14,875

Noise Wall 5

- Located between Centerville Road and La Prada Drive along westbound frontage road
- Approximately 1,480 m (4,856 ft) in length and 2.8 m (9 ft) tall
- Would provide at least a 5 dBA reduction for forty-eight (48) single-family units
- Estimated cost would be $849,520 with a cost per benefited receiver of $17,700

Noise Wall 6

- Located between La Prada Drive and Oates Drive along northbound frontage road
- Approximately 225 m (738 ft) in length and 2.8 m (9 ft) tall
- Would provide at least a 5 dBA reduction for 8 first-floor apartment units
- Estimated cost would be $129,150 with a cost per benefited receiver of $16,150

Noise Wall 7

- Located between Galloway Ave and IH 30 along northbound frontage road
- Approximately 195 m (640 ft) in length and 2.8 m (9 ft) tall
- Would provide at least a 5 dBA reduction for 6 first-floor apartment units
- Estimated cost would be $111,930 with a cost per benefited receiver of $18,655

Noise Wall 8

- Located between Galloway Avenue and IH 30 along southbound frontage road
- Approximately 135 m (443 ft) in length and 2.8 m (9 ft) tall
- Would provide at least a 5 dBA reduction for 5 residential units
- Estimated cost would be $77,490 with a cost per benefited receiver of $15,500

Noise Wall 9

- Located between Galloway Avenue and IH 30 west of IH 635 and north of IH 30
- Approximately 1,100 m (3,609 ft) in length and 2.4 to 6.1 m (8 to 20 ft) tall
- Would provide at least a 5 dBA reduction for 47 residential units
- Estimated cost would be $901,590 with a cost per benefited receiver of $19,185

The final decision regarding the construction of the nine proposed noise walls will be made upon completion of the project design and the public involvement process.

Table 18 - Noise Wall Proposal (Preliminary)

Wall No.	Figure No.	# Benefited Receivers	Length (meters)	Height (meters)	Total Cost*	$ per Benefited Receiver
1	61	10	125	2.8	$71,750	$7,175
2	62, 63, 64	37	1,215	2.8	$697,410	$18,850
3	63, 64	42	1,000	2.8	$574,000	$13,670
4	66, 67	44	1,140	2.8	$654,360	$14,875
5	71, 72	48	1,480	2.8	$849,520	$17,700
6	77	8	225	2.8	$129,150	$16,150
7	79	6	195	2.8	$111,930	$18,655
8	78	5	135	2.8	$77,490	$15,500
9	78, 79, 85	47	1,100	2.4 – 6.1	$901,590	$19,185
Total for East Section		247	--	--	$4,067,200	--

* Based on estimated construction costs of $205.00 per square meter

Construction Noise Impacts

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 with heavy machinery 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 provided to local officials to ensure, to the maximum extent possible, future developments are planned, designed and programmed in a manner that will avoid traffic noise impacts. 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.

P. Hazardous Waste/Substance

Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA), a preliminary investigation was conducted to identify sites within the project study area which are "at risk" of environmental contamination by hazardous wastes/substances. Sites considered likely to be contaminated and within the existing and proposed ROW are categorized as "high risk" (e.g. landfill, military base, chemical manufacturing facility). Sites are categorized as "low risk" if available information indicates that some potential for contamination exists, but the site is not likely to pose a contamination problem to highway construction. The following federal and state databases and records were searched at the given distances for relevant information.

- **RCRIS (TSD)** - Resource Conservation and Recovery Information System - Non-Corrective Action Treatment, Storage, and Disposal (TSD) Facilities (1.6 km [1.0 mi])
- **RCRIS (CA)** - Resource Conservation and Recovery Information System - TSDs Subject to Corrective Action (1.6 km [1.0 mi])
- **RCRIS (SG)** - Resource Conservation and Recovery Information System - Small Quantity Generators (1.6 km [1.0 mi])
- **RCRIS (LG)** - Resource Conservation and Recovery Information System - Large Quantity Generators (1.6 km [1.0 mi])
- **CERCLIS** – Comprehensive Environmental Response, Compensation, and Liability Information System (0.80 km [0.50 mi])
- **NPL** - National Priorities List (1.6 km [1.0 mi])
- **HWS** - Texas Registry of Superfund Sites (0.80 km [0.50 mi])

- **SWF** - Texas Municipal Solid Waste Landfill Report (1.6 km [1.0 mi])
- **RST** - Texas Petroleum Storage Tanks (0.40 km [0.25 mi])
- **LRST** - Texas Leaking Petroleum Storage Tanks (0.40 km [0.25 mi])
- **SPILLS** - Texas Spills Report (0.40 km [0.25 mi])
- **ERNS** - Emergency Response Notification System (0.40 km [0.25 mi])

The environmental database search revealed 2 RCRIS (CA) sites, 31 RCRIS (SG) sites, 5 RCRIS (LG) sites, 66 RST sites, 43 LRST sites, 13 SPILLS sites, and 2 ERNS sites, for a total of 162 sites within the East Section project area at the above stated distances (*Appendix B – Exhibit 8)*. The environmental database report revealed that no RCRIS (TSD), CERCLIS, NPL, HWS, or SWF sites are located within or immediately adjacent to the project area at the above stated distances. *Appendix A* (*Figures 88* through *90*) show the locations of the potential hazardous waste sites. The Hazardous Materials Investigation Report is available for viewing at the Dallas District Office of TxDOT, located at 4777 East Highway 80, Mesquite, Texas 75150.

Commercial businesses in the vicinity of the project area handle many regulated materials. Sites of concern primarily include auto repair shops, convenience stores, gas stations, and dry-cleaning services. Of the regulated sites identified within the search radii indicated above, there are 20 LRST sites, 27 RST sites, 12 RCRIS (SG) sites, one RCRIS (LG) site, 5 SPILLS sites, and one ERNS site, for a total of 66 sites located within or directly adjacent to the project limits. *Appendix B* (*Exhibit 8*) identifies these potential sites and summarizes their current case status.

There are five areas within the project limits where the potential of encountering hazardous materials is the highest. *Table 19* lists the prioritized areas of concern and their corresponding hazardous waste/substance sites adjacent to the project area as shown in *Appendix A* (*Figures 88* through *90*) and *Appendix B (Exhibit 8)*.

The highest priority, Priority 1 areas of concern, is at IH 635 and Oates Drive. A polychlorinated biphenyl (PCB) spill (approximately 38 liters [10 gallons]) previously occurred at this location. The exact location and disposition of the spilled material was not reported. In addition, there is an automotive dealership that was responsible for disposing of antifreeze and used oils in the storm drainage system in this same area. There is also a RCRIS large quantity generator responsible for generating both used oils and solvents in this vicinity. There were three LRSTs reported and those cases have been successfully closed.

Within the vicinity of IH 635 and Oates Road are 21 petroleum storage tanks in use and eight that have been removed from use. In total, there are 11 potential hazardous waste/substance sites within the Priority 1 areas of concern near the vicinity of the IH 635 and Oates Road location. All of these conditions indicate that caution should be used during the project construction activities around the Priority 1 areas of concern.

Priority 2 areas of concern are located where Jupiter Road crosses IH 635. These areas contain several Small Quantity Generators and have had at least two reportable gasoline spills. Leaking storage tanks have been remediated and both resulted in soil contamination only. In total, there are eight potential hazardous waste/substance sites within the Priority 2 areas of concern.

Priority 3 areas of concern are in the vicinity of Abrams and Forest Lane where they cross IH 635. There has been at least one reportable spill of diesel fuel and the Small Quantity Generators store quantities of benzene and ignitable solid waste. Two LRST cases remain open in this area and one case is closed.

2645 Exxon RAS #6-3524 (LRST#093712), located at 12330 Greenville Avenue, has contaminated the groundwater and is currently under TNRCC regulatory control. Since June of 2001, the priority code for the LRST has been upgraded to level 2.6 which means impacted groundwater has discharged into a surface water used by humans with endangered species less than 152 m (500 ft) from this location. TxDOT will acquire a portion of the affected parcel and will perform deep excavations immediately adjacent to the site. The potential for TxDOT to impact contaminated media is extremely high, and additional research will need to be conducted in this area.

In total, there are 12 potential hazardous waste/substance sites within the Priority 3 areas of concern.

Priority 4 areas of concern are at the crossing of Northwest Highway over IH 635. These areas have three RCRIS Small Quantity Generators that generate a variety of pollutants, including lead and benzene. In addition, there has been a significant spill of diesel fuel in this area. There was only one LRST reported and that case has been successfully closed. In total, there are seven potential hazardous waste/substance sites within the Priority 4 areas of concern.

Priority 5 areas of concern consist of a single location at 12215 LBJ Freeway. A Small Quantity Generator produces solid waste that is ignitable and reportable quantities of lead pollutants. There was one LRST with soil contamination and that case has been closed. The concern in this area is the generation of lead pollutants as well as possible soil contamination from a diesel fuel spill. In total, there are three potential hazardous waste/substance sites within the Priority 5 areas of concern. These five prioritized areas of concern are explained in greater detail in *Appendix B* (*Exhibit 8)* and *Appendix A* (*Figures 88* through *90).*

In addition to conducting a Federal and state environmental search to determine the existence of potential hazardous waste/substance sites, site inspections were conducted on August 13, 1999, and April 5, 2001. The land use adjacent to and surrounding the project area is comprised primarily of single-family, industrial, multi-family, commercial, retail, and vacant space. Various business locations (e.g., gas service stations, etc.) within the project limits use hazardous materials/substances as part of their operations. There are

numerous businesses that own underground storage tanks and/or generate some quantity of hazardous waste, primarily related to fueling, and/or car maintenance and repair activities. These businesses include Texaco, Chevron, Mobil, and Exxon gas service stations, as well as automobile dealerships and light industrial facilities. No stressed vegetation or other obvious surficial signs of environmental contamination (e.g., stained soil) were observed within the project limits.

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

In the event that hazardous materials are found on parcels of land to be acquired for this project, the removal of such materials will comply with applicable Federal, state, and local laws. Hazardous materials that require special handling will be removed only by certified abatement contractors. The TxDOT Dallas District has procedures intended to minimize cost and construction delays when petroleum contaminated soils are encountered during roadway construction. The Dallas District has a contractor to remove underground tanks, and a contract to excavate and haul petroleum contaminated soils. These contracts are not intended to replace any mitigation that can take place prior to ROW acquisition, but do reduce the cost if petroleum contamination is encountered during construction. *Table 19* addresses the five prioritized areas of concern and lists their corresponding hazardous waste/substance sites. The Priority 1 areas of concern near Oates Drive contain 11 potential hazardous waste/substance sites within 0.8 km (0.5 mi) of the project corridor; the Priority 2 areas of concern have eight sites; Priority 3 areas of concern have 12 sites; Priority 4 areas of concern have seven sites; and, the Priority 5 areas of concern have three sites.

The contractor will take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials in the construction staging areas. All spills, including those of less than 94.6 liters (25.0 gallons) shall be cleaned immediately and any contaminated soil shall be immediately removed from the site and be disposed of properly. Designated areas shall be identified for spoils disposal and materials storage. The areas shall be protected from inflow and runoff. Materials resulting from the destruction of existing roads and structures shall be stored in these designated areas. All materials being removed and/or disposed of by the contractor will be done so in accordance with state and Federal laws and by the approval of the TxDOT Project Engineer.

Table 19 - Prioritized Potential Hazardous Waste/Substance Sites Adjacent to IH 635 Between U.S. 75 and I.H. 30

Priority	Map ID	Type Site	Hazardous Waste/Substance (# Tanks)	Area Location
1	3377	SPILL	PCB	Oates Drive
	2939	RST	Gasoline (6), Used Oil (1)	
	2944	RST	Gasoline (7), Used Oil (1)	
	1907	RCRIS – LG	Used Oil, Solvents	
	6420	RCRIS – SG	Solid Waste, Solvents	
	1366	ERNS	Dumping of Antifreeze and Used Oil	
	3007	RST	Gasoline (3) In Use, (3) Removed	
	2888	RST	Gasoline (3) In Use, (5) Removed	
	4308	LRST	Soil Contamination – Closed	
	4305	LRST	Ground Water – Closed	
	0000	LRST	Ground Water – Closed	
2	0692	LRST	Soil Contamination – Closed	Jupiter Road
	0576	LRST	Soil Contamination – Closed	
	6225	LRST	Ground Water – Closed	
	3476	SPILL	Gasoline	
	3477	SPILL	Gasoline	
	7264	RCRIS – SG	Benzene	
	1920	RST	Gasoline (3), Diesel (1)	
	0147	RST	Gasoline (3) In Use, (4) Removed	
3	4053	LRST	Soil Contamination – Open	Abrams Road and Forest Lane
	5094	LRST	Soil Contamination – Closed	
	4862	LRST	Ground Water – Open	
	9664	RST	Gasoline (4) In Use, (4) Removed	
	9830	RST	Gasoline (3)	
	9421	RST	Gasoline (3)	
	9762	RST	Gasoline (1) Removed	
	9321	RST	Gasoline (4)	
	3547	SPILL	Diesel	
	8102	RCRIS – SG	Benzene, Solid Waste Ignitable	
	2645	LRST	Ground Water – Open	
	8036	RCRIS – SG	Benzene, Solid Waste Ignitable	
4	7714	LRST	Ground Water – Closed	Northwest Hwy
	1981	RST	Gasoline, (8) Removed	
	1946	RST	Gasoline and Used Oil, (4) Removed (5) In Use	
	3453	SPILL	Diesel	
	8235	RCRIS – SG	Solid Waste Ignitable, Gasoline, Lead	
	5614	RCRIS – SG	Solid Waste Ignitable, Solid Waste Corrosive	
	7575	RCRIS – SG	Gasoline, Benzene, Lead	
5	8684	LRST	Soil Contamination – Closed	12215 IH 635
	1951	RST	Gasoline – (1) In Use, (1) Out of Use	
	1262	RCRIS – SG	Solid Waste Ignitable, Lead	

Source: ERIS Report # 212384A, 1997

Q. Items of Special Nature

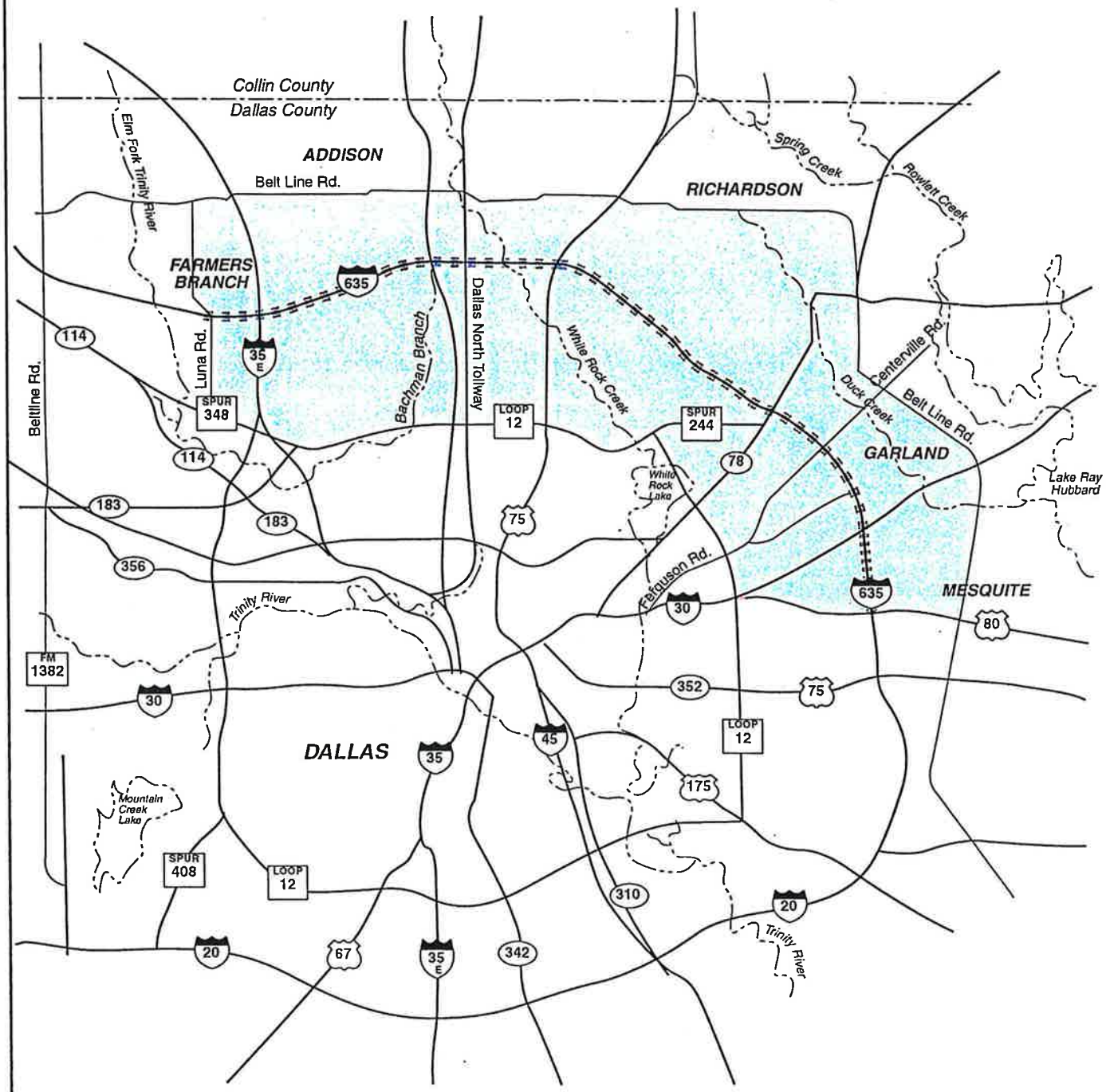
Federal Aviation Regulation (FAR) Part 77 and 23 CFR 620.104 describe basic criteria to be applied at public-use and military airports. These standards prescribe required vertical clearances over highways. Specifically, any construction whose height is greater than 25 to 1 slope for a horizontal distance of 1,524 m (5,000 ft) from the nearest landing and takeoff area of a heliport requires formal notification and coordination between the FHWA and the Federal Aviation Administration. Garland Heliport is located on Jupiter Road 1.64 km (0.5 mi) east from IH 635. The proposed improvements to IH 635 within 1,524 m (5,000 ft) of Garland Heliport do not exceed the maximum height requirements as stated in the FAR and CFR. Coordination between the FHWA and the Federal Aviation Administration is not required for this project

V. CONCLUSION

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

APPENDIX A

FIGURES



Legend

IH 635 Study

Project Corridor Study Area

1 cm = 2.53 km
1" = 4 mi
(Approximate)

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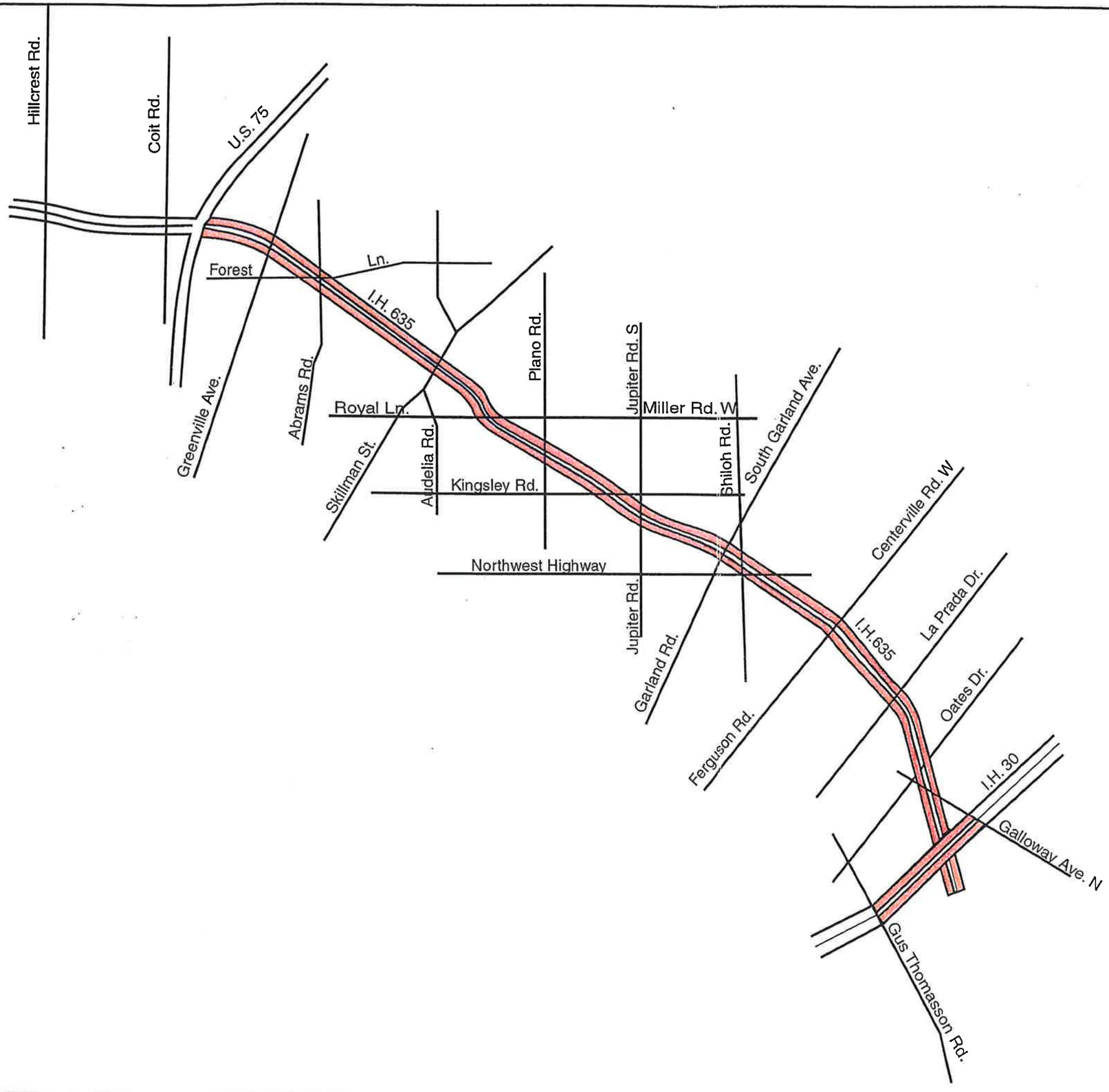
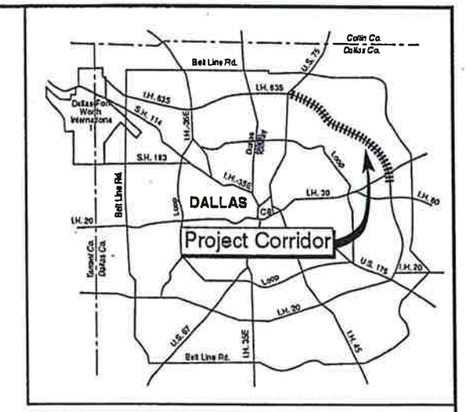
IH 635
from IH 35 E to US 80

LBJ Study Area

Figure 1 | March 2001





Legend

Project Corridor

Not To Scale

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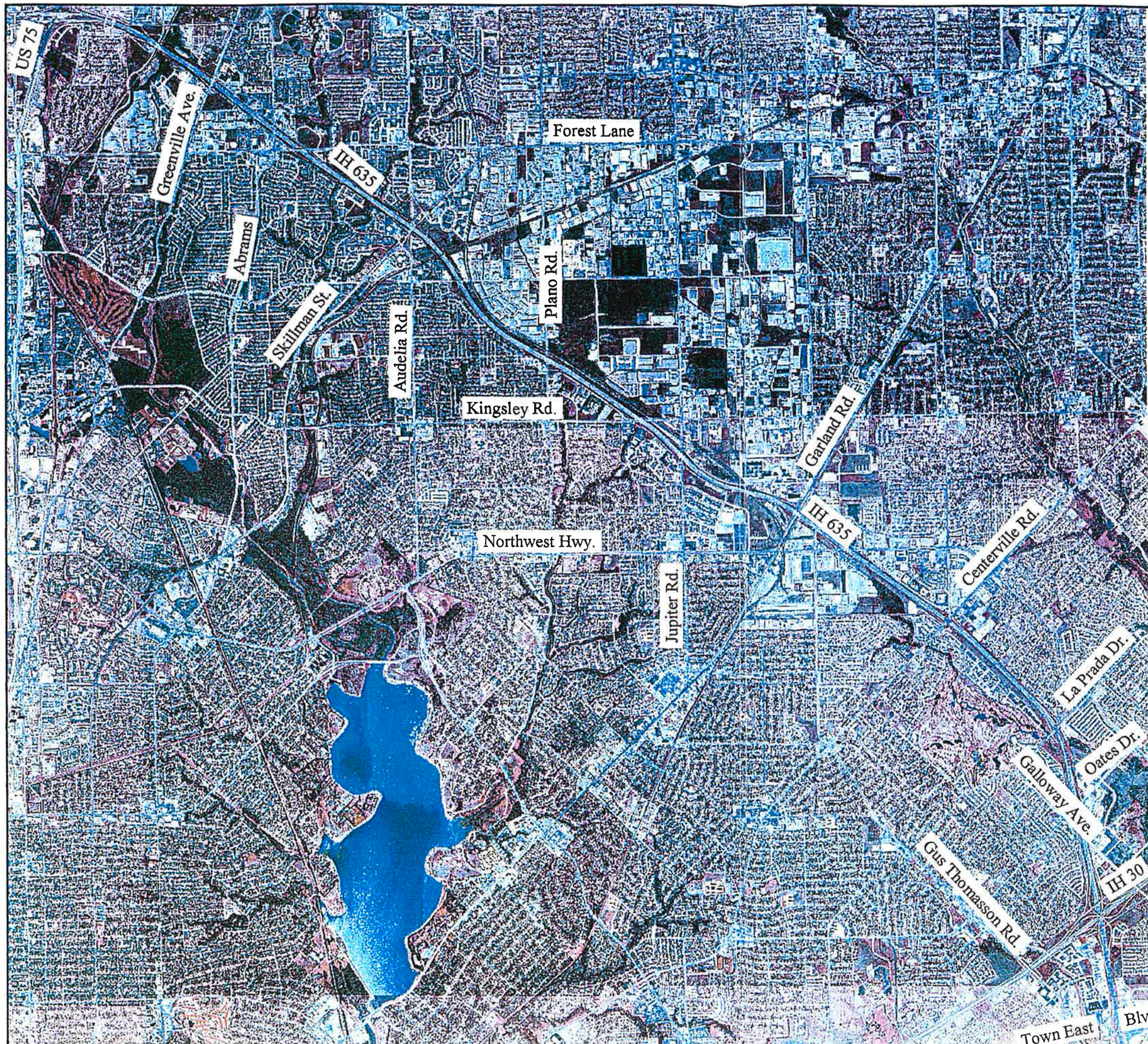
IH 635
from US 75 to IH 30

Project Corridor

Figure 2 | March 2001



Source: Texas Natural Resource Information Service (TNRIS), www.tnris.state.tx.us, Original:NAPP, 1994-97

Not to Scale

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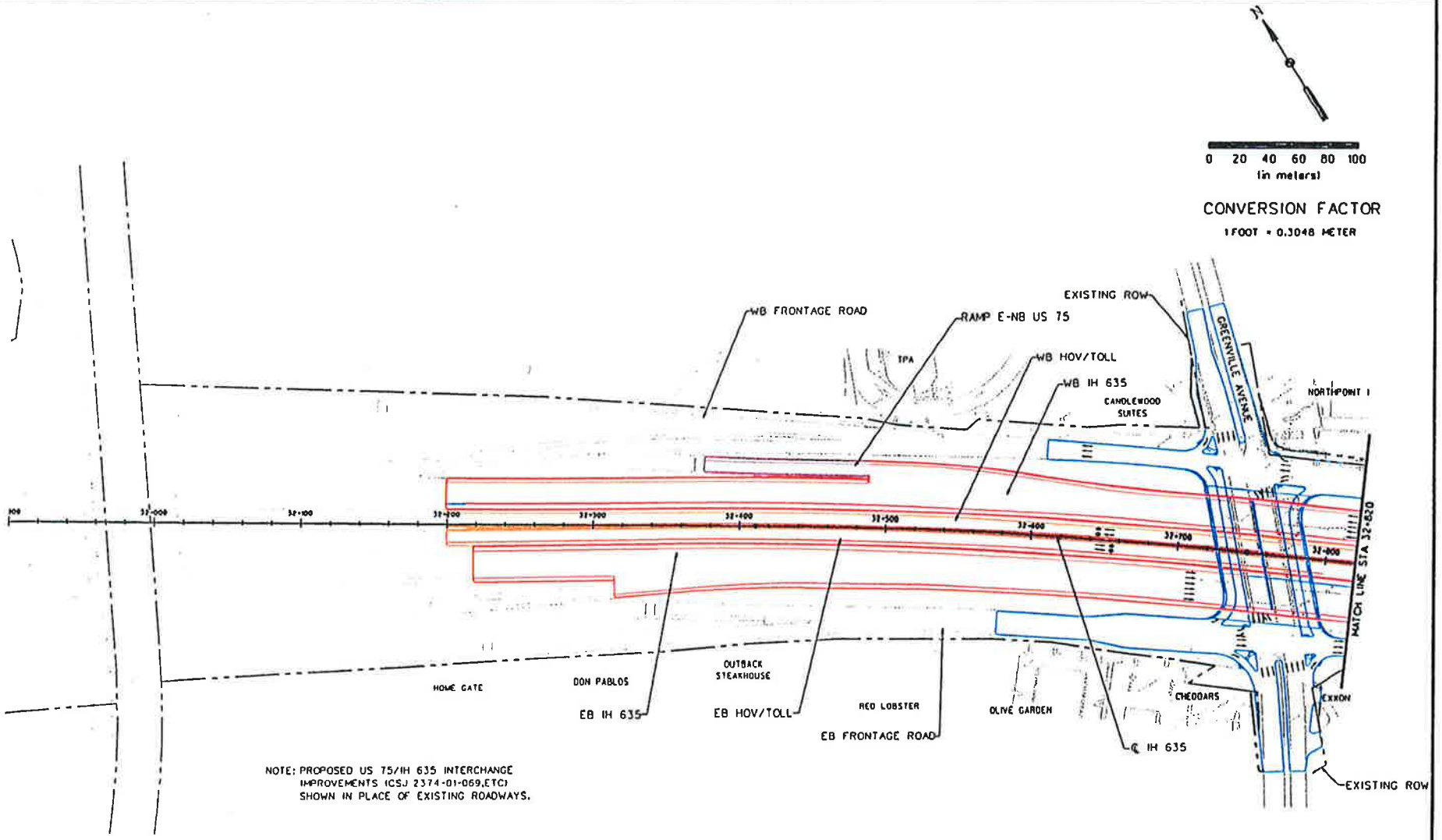
IH 635
From US 75 to IH 30

PROJECT AERIAL PHOTOGRAPH

Figure 3 | March 2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 LBJ Corridor Transportation Study

IH 635 PRELIMINARY PLAN VIEW

BEGIN TO STA 32+820

Figure 4

DATE: JULY 2001

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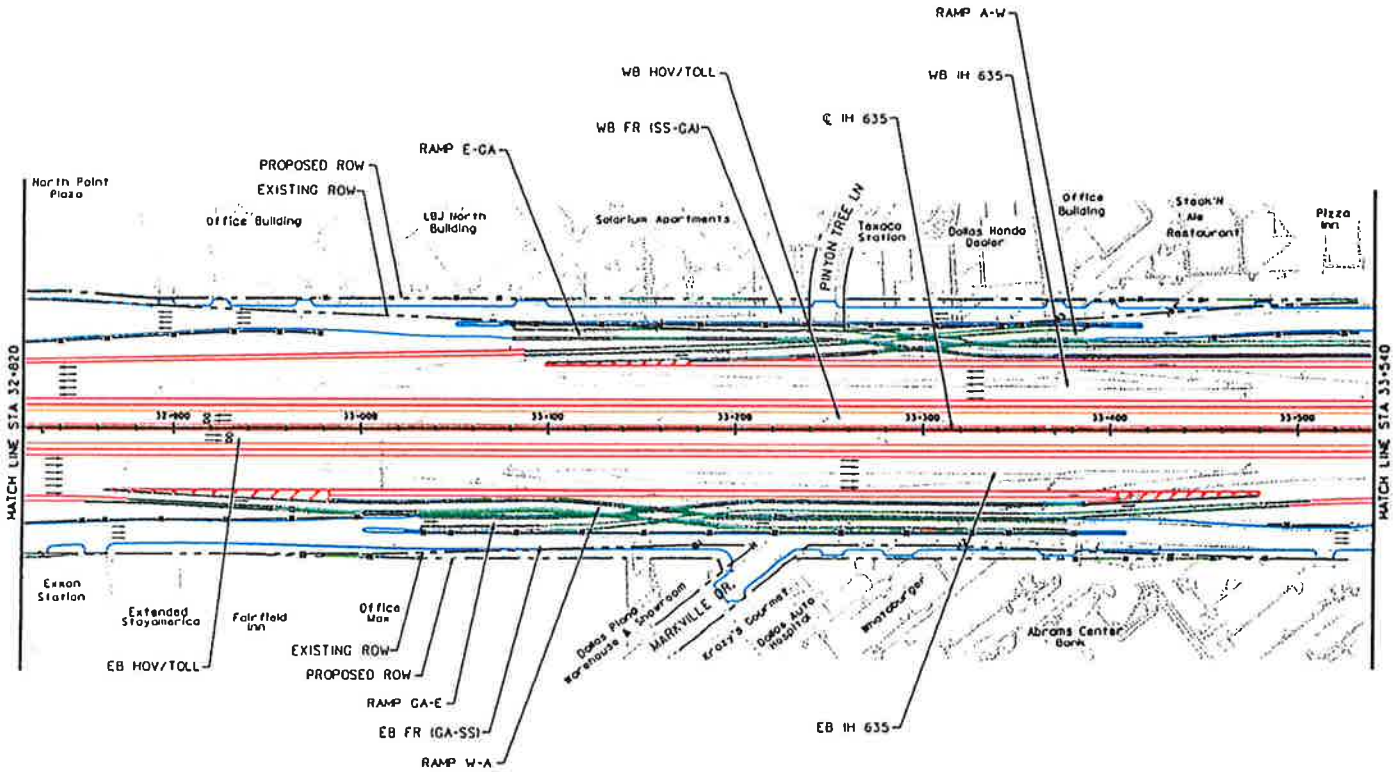
28-JUN-2001



N

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

PROPOSED MAIN LANE	
PROPOSED HOV LANE	
PROPOSED FRONTAGE ROAD	
PROPOSED RAMP	
PROPOSED DIRECT CONNECTOR	
EXISTING	
EXISTING ROW	
PROPOSED ROW	

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IH 635 PRELIMINARY PLAN VIEW

STA 32+820 TO STA 33+540

Figure 5

DATE: JULY 2001

SHEET 2 OF 27

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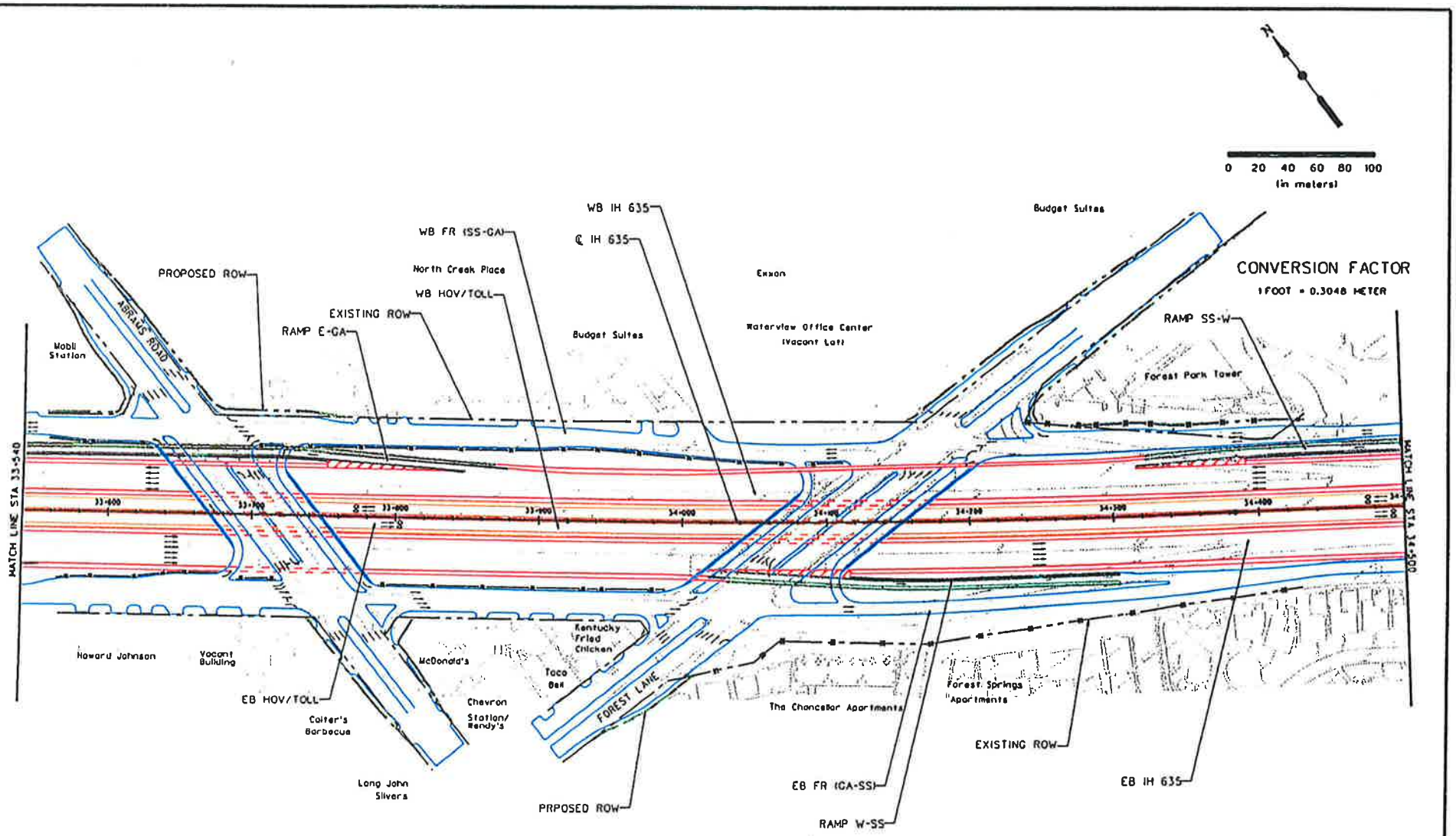

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 33+540 TO STA 34+500

Figure 6

DATE: JULY 2001

SHEET 3 OF 27

28-JUN-2001

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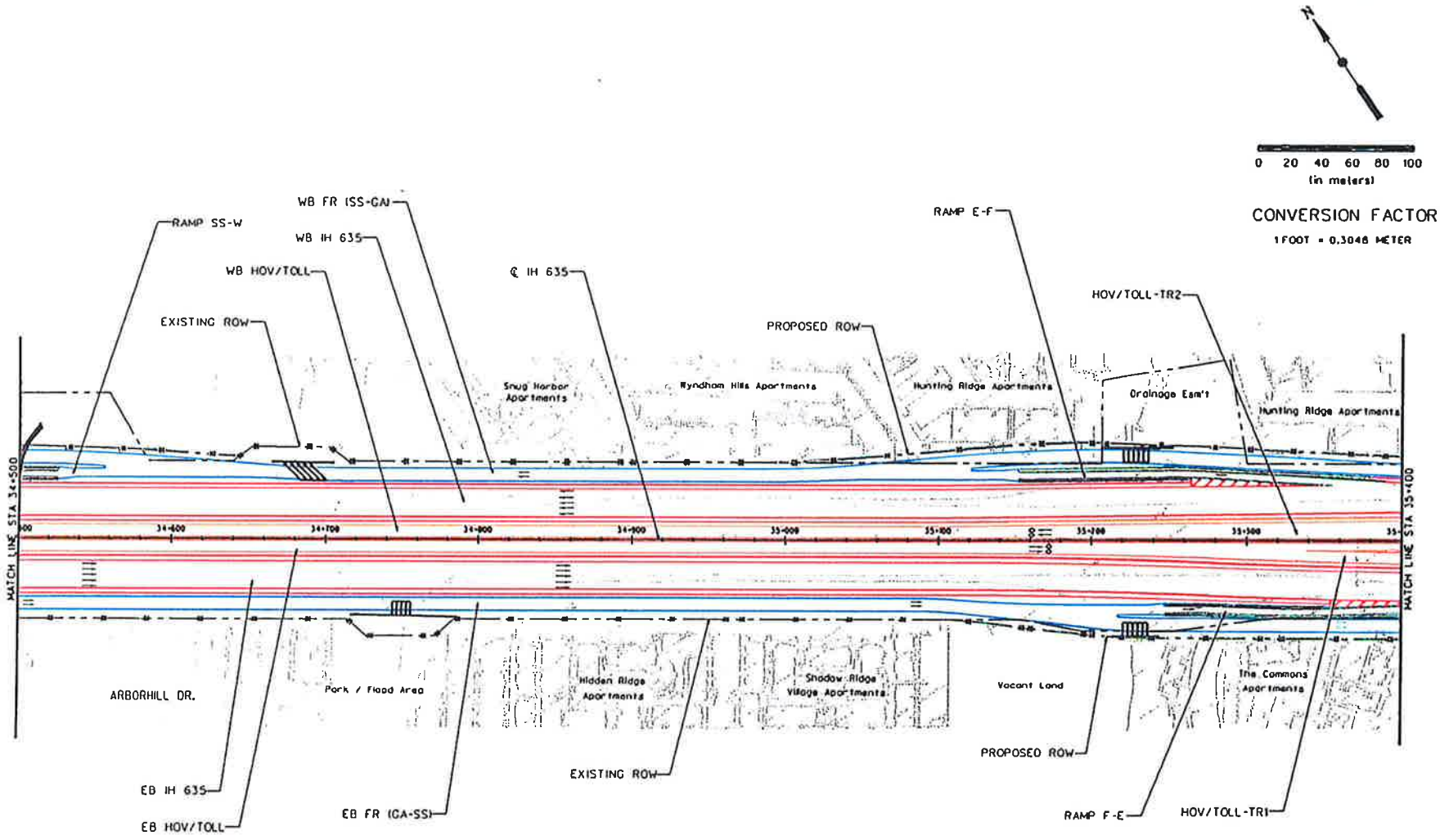

LEGEND

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- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 34+500 TO STA 35+400

Figure 7

DATE: JULY 2001

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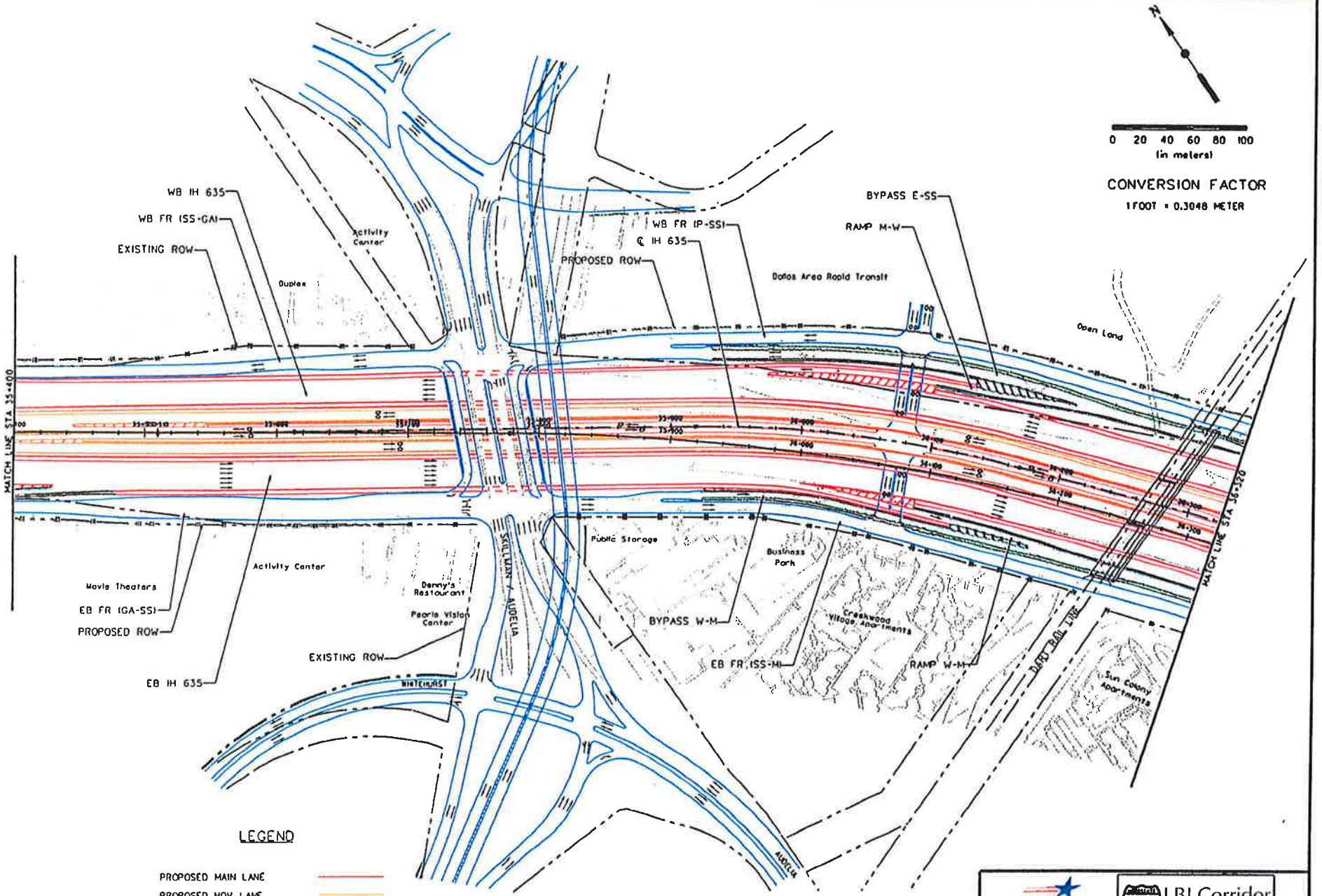

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IH 635 PRELIMINARY
PLAN VIEW

STA 35+400 TO STA 36+320

Figure 8

DATE: JULY 2001

SHEET 5 OF 27

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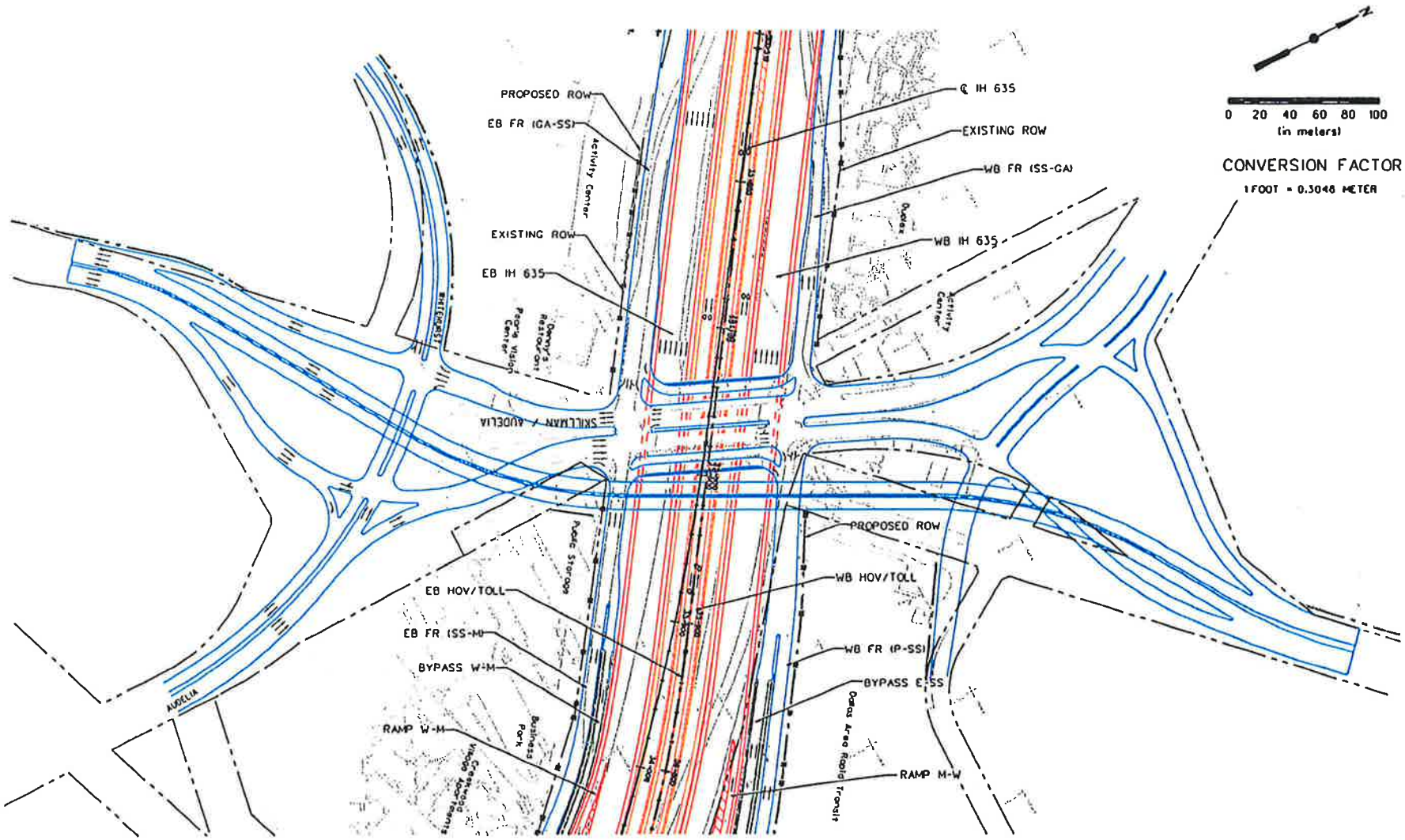

LEGEND

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- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

SKILLMAN STREET

Figure 9

DATE: JULY 2001

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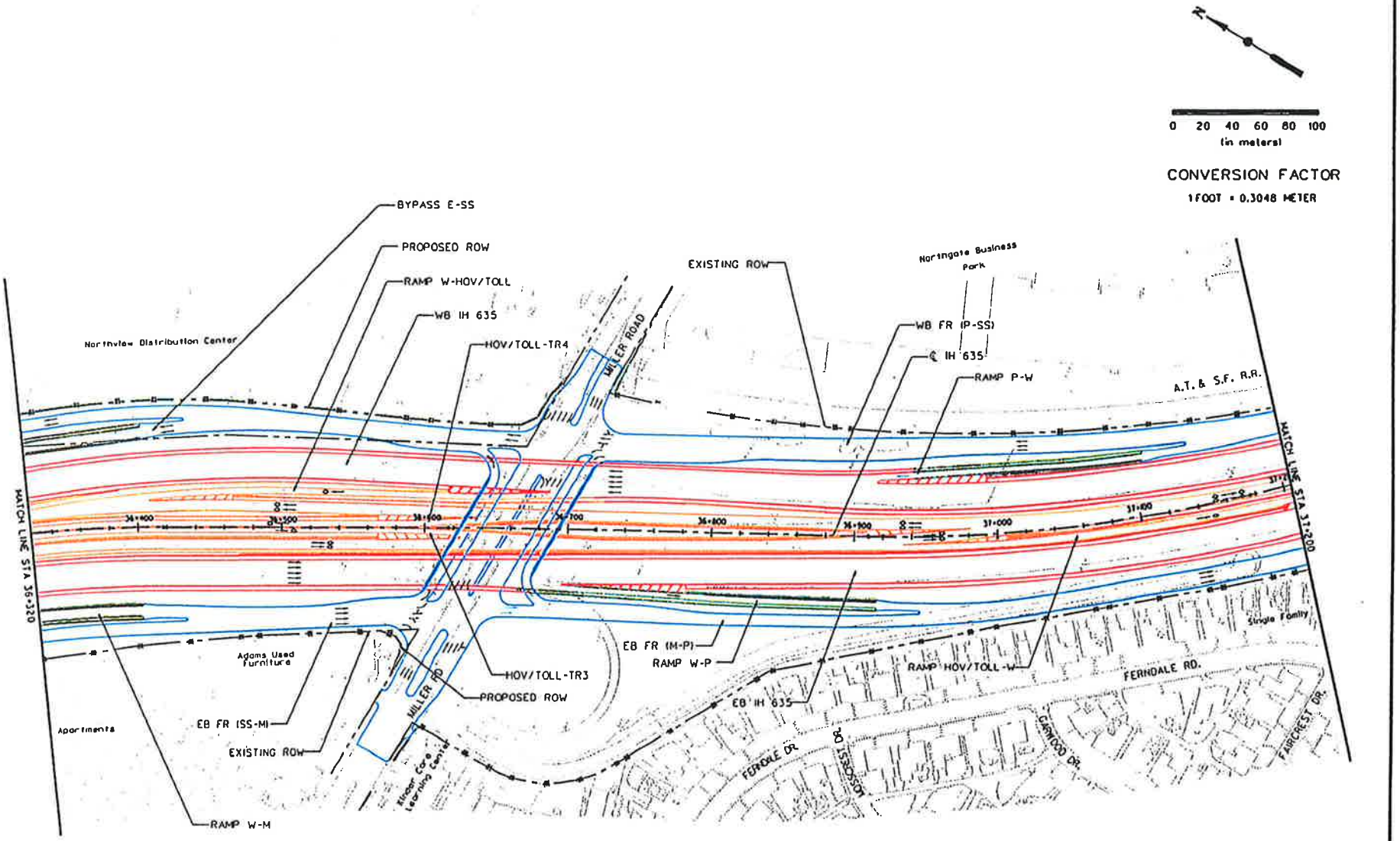

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- PROPOSED RAMP
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- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 36+320 TO STA 37+200

DATE: JULY 2001

SHEET 1 OF 27

Figure 10

28-JUN-2001

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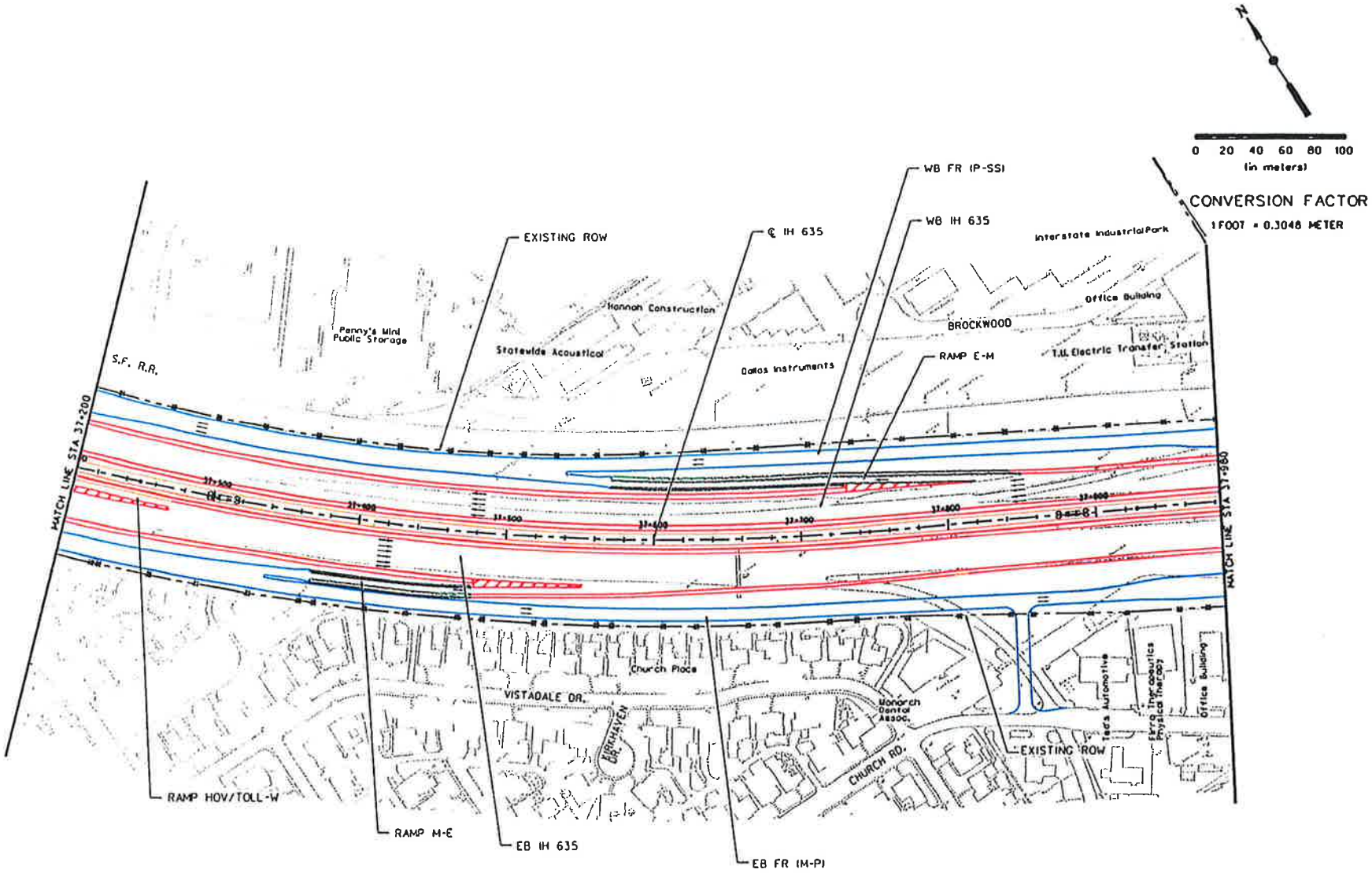

LEGEND

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- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 37+200 TO STA 37+980

Figure 11

DATE: JULY 2001

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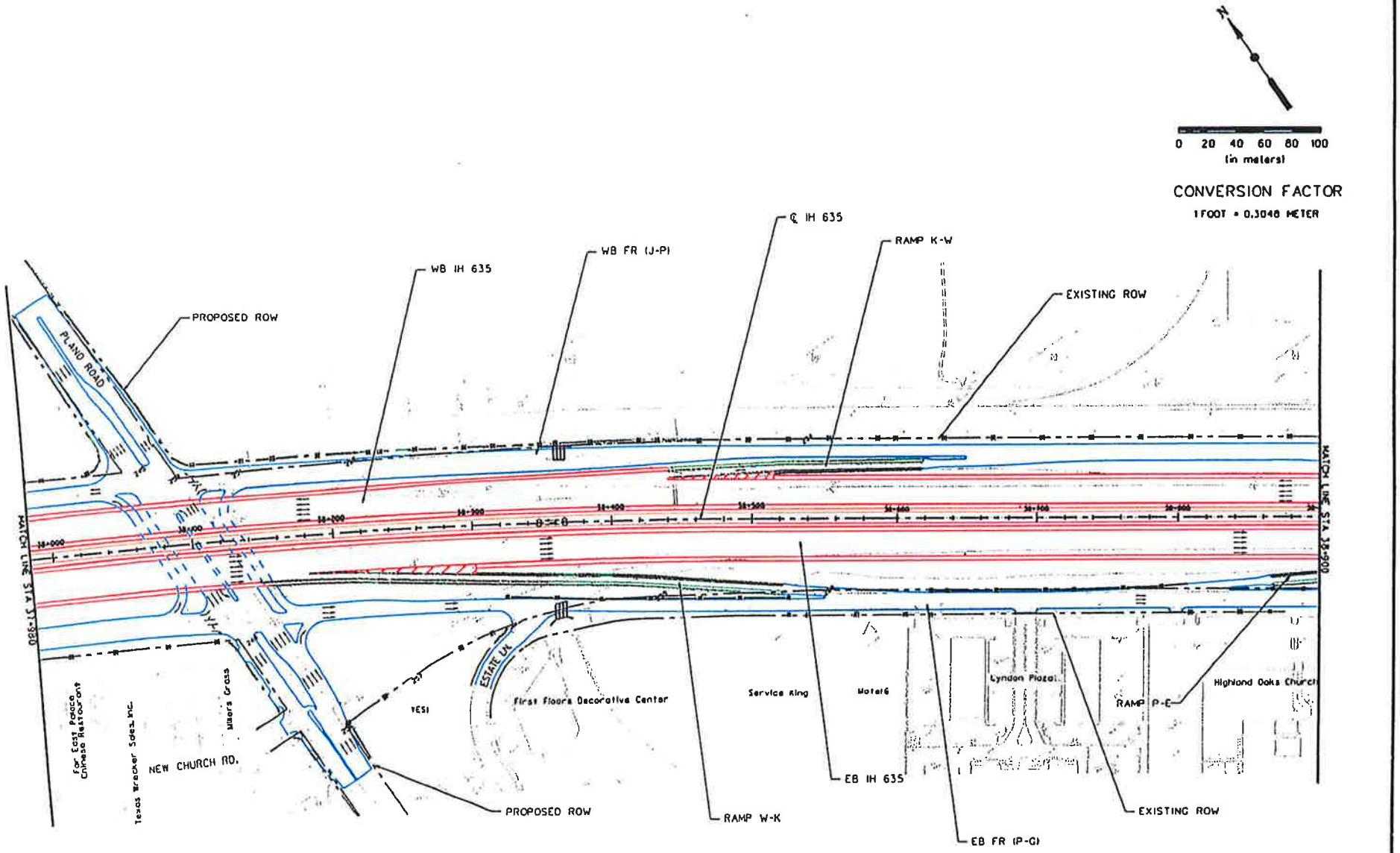

LEGEND

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- PROPOSED FRONTAGE ROAD
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- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY
PLAN VIEW

STA 37+980 TO STA 38+900

Figure 12

DATE: JULY 2001

SHEET 9 OF 27

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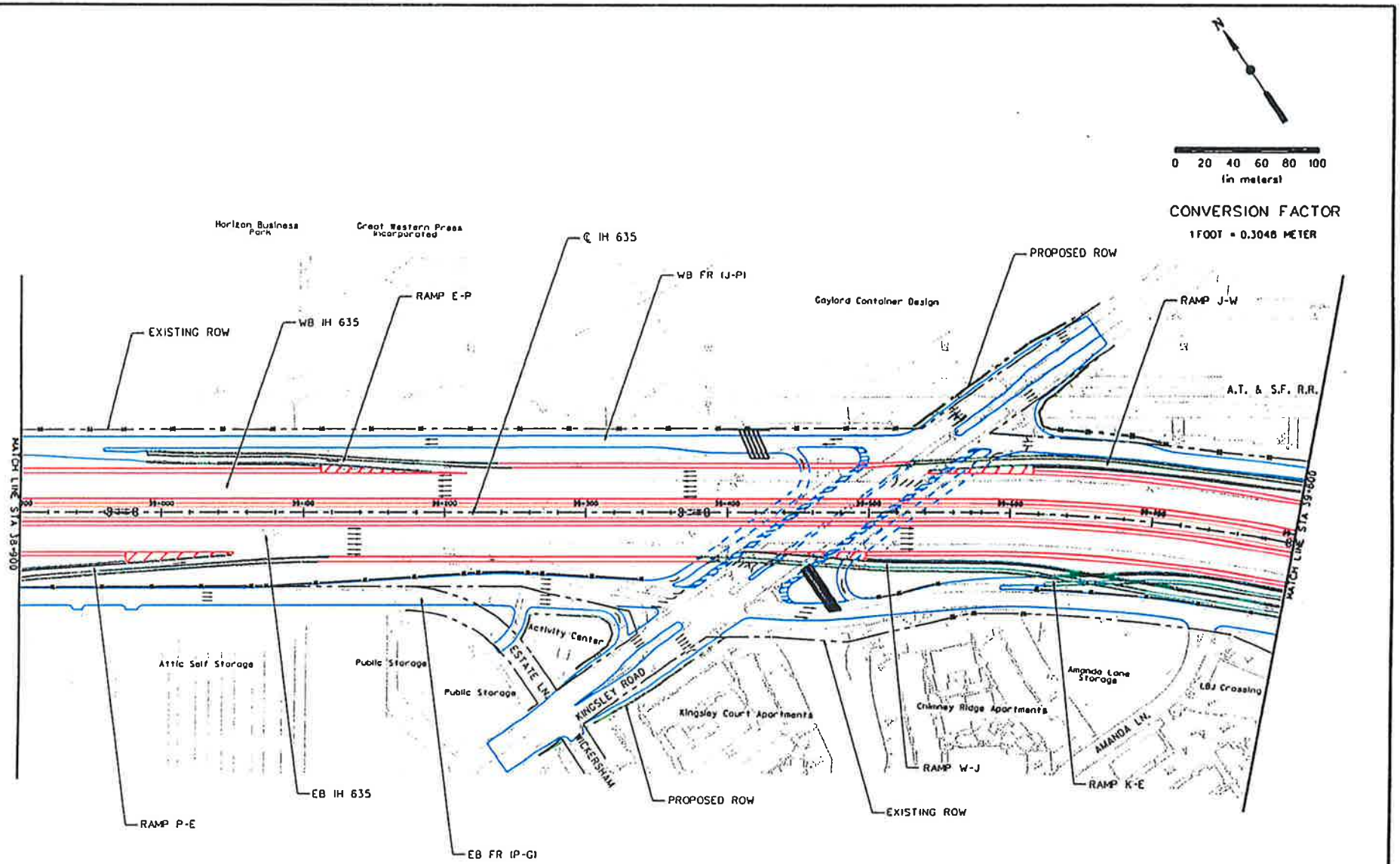

LEGEND

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- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 38+900 TO STA 39+800

Figure 13

DATE: JULY 2001

SHEET 10 OF 27

28-JUN-2001

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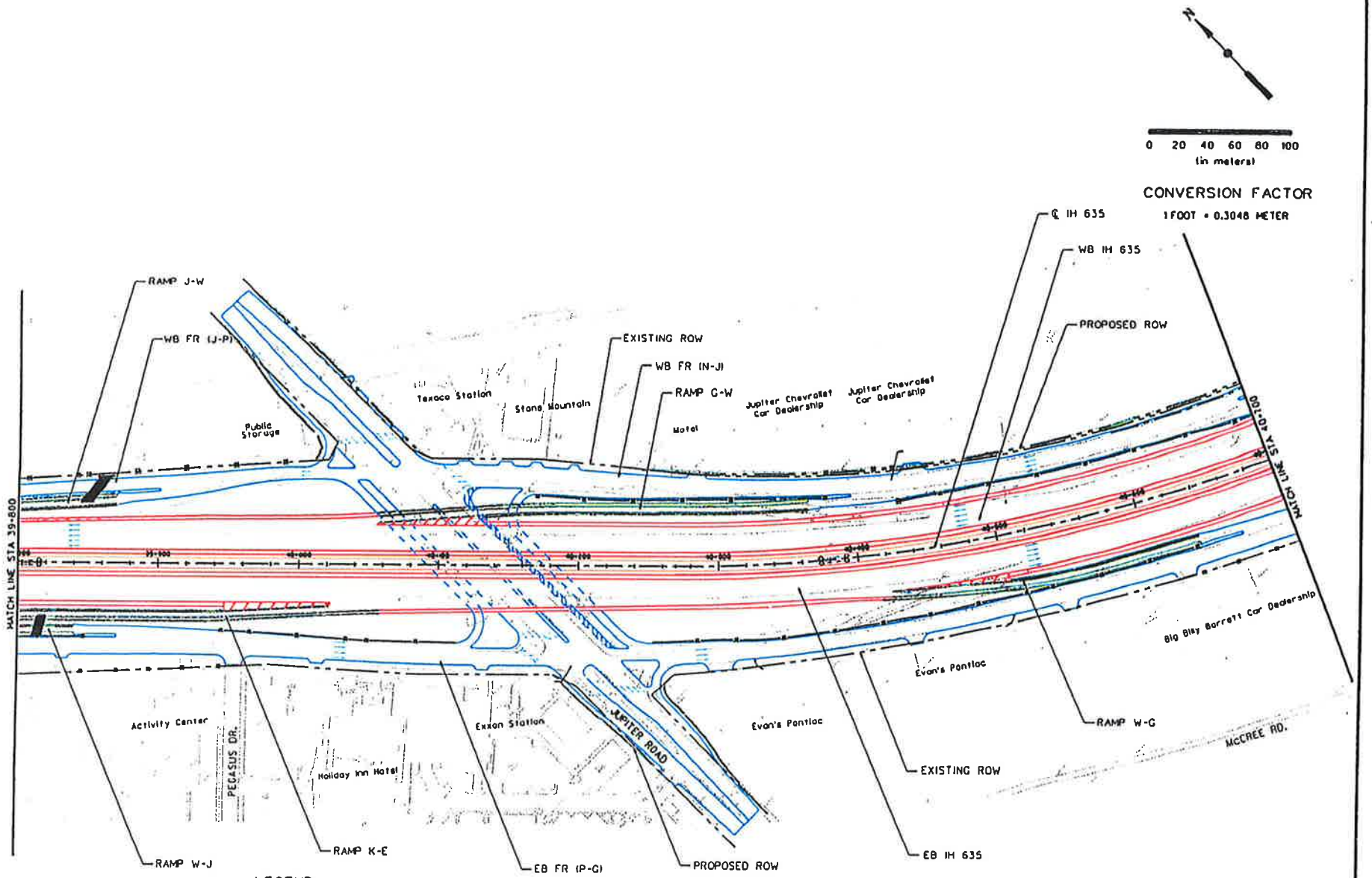

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

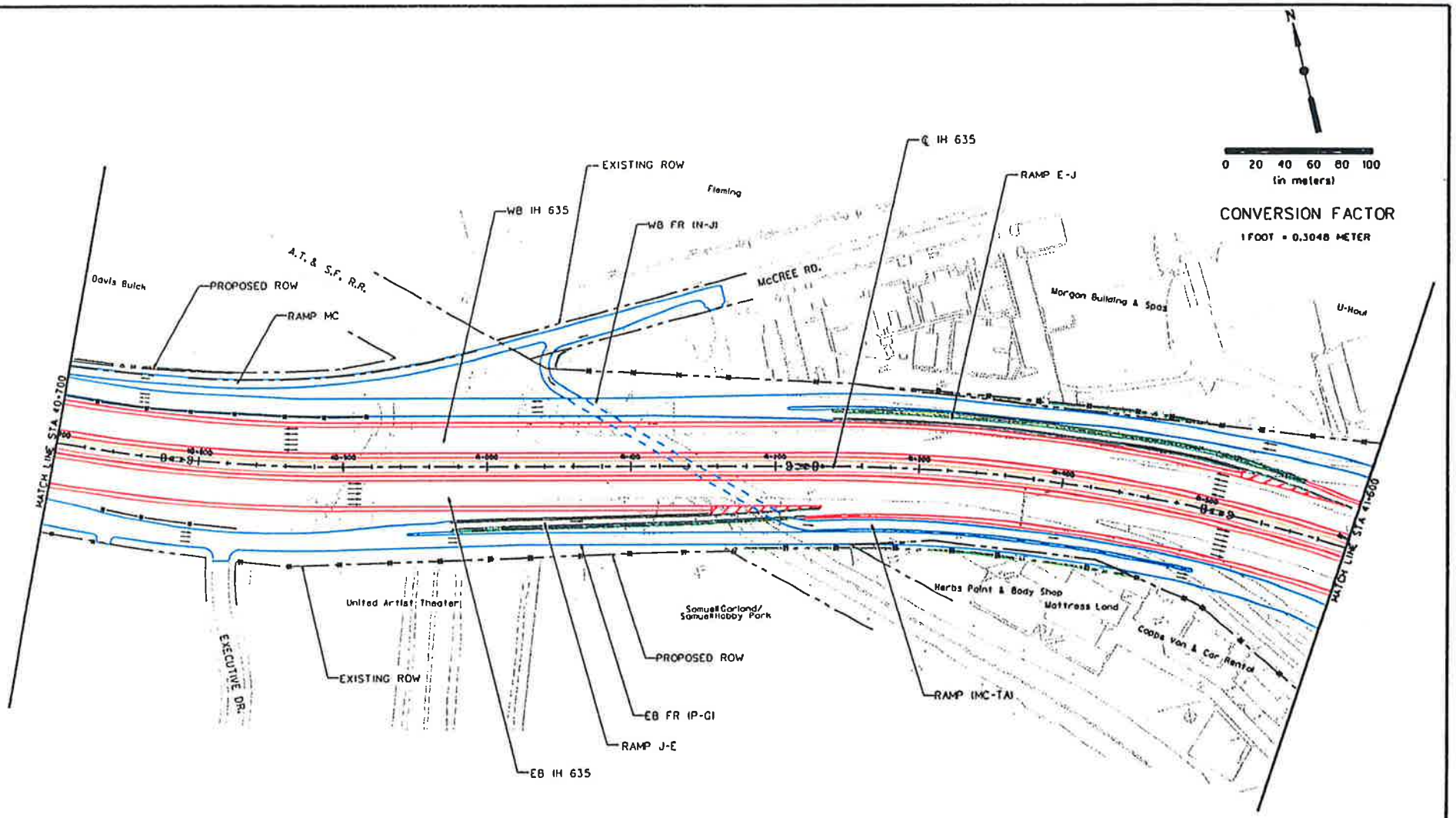
STA 39+800 TO STA 40+700

Figure 14

DATE: JULY 2001

SHEET 11 OF 27

28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
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- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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Interstate 635 LBJ Corridor Transportation Study

IH 635 PRELIMINARY
PLAN VIEW

STA 40+700 TO STA 41+600

Figure 15

DATE: JULY 2001

SHEET 12 OF 27

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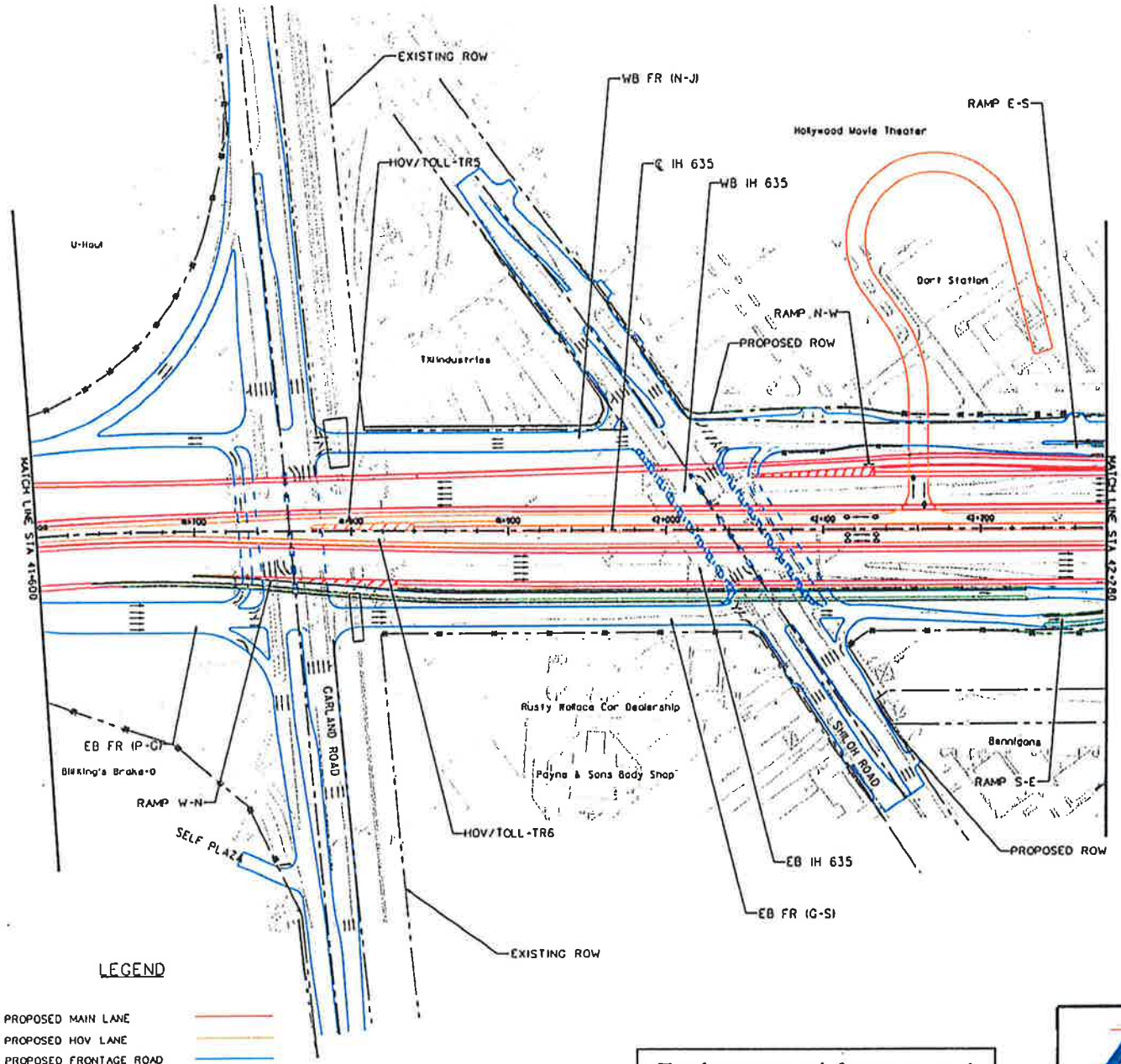

CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 41+600 TO STA 42+280

Figure 16

DATE: JULY 2001

SHEET 13 OF 27

28-JUN-2001

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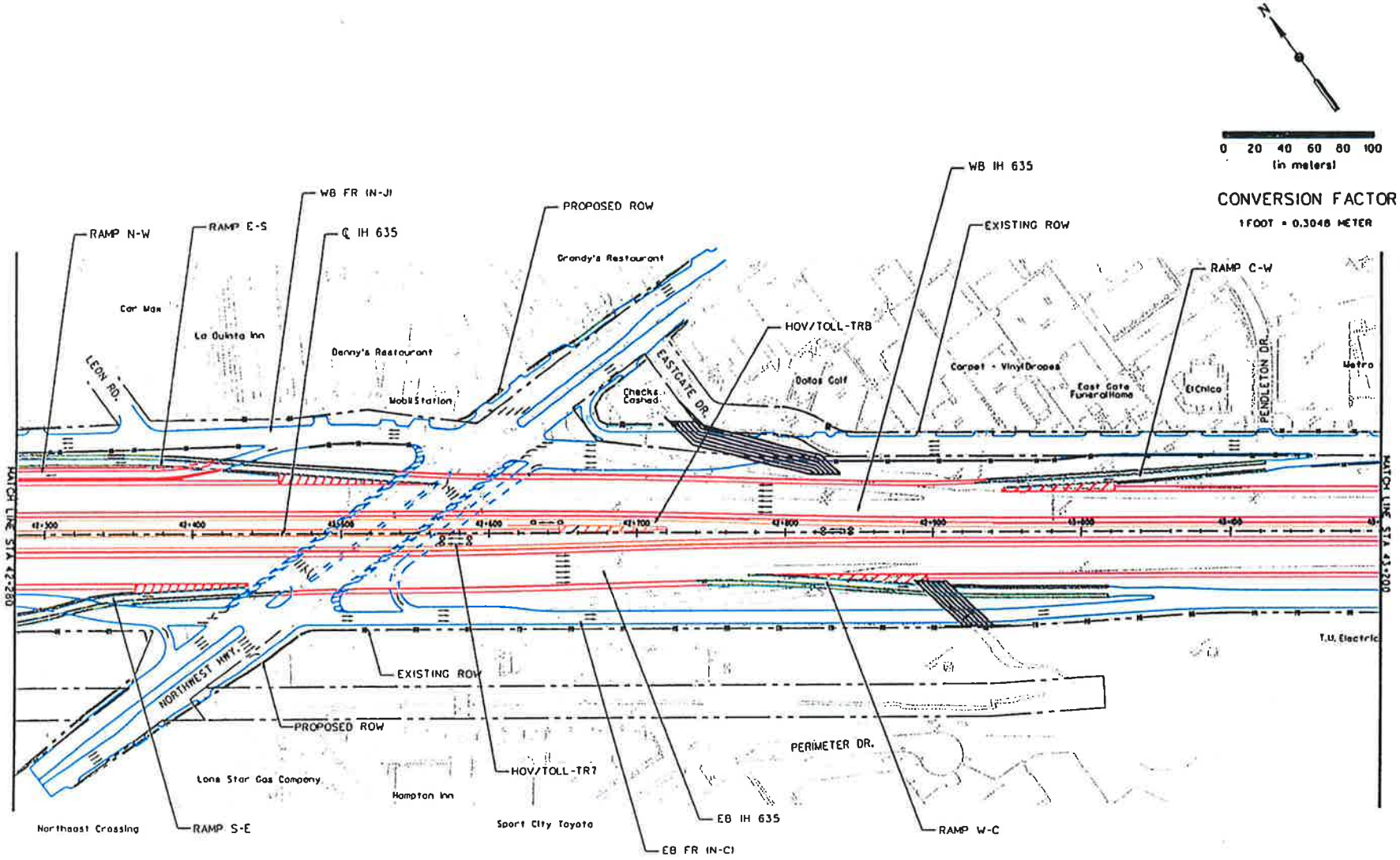

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 42+280 TO STA 43+200

Figure 17

DATE: JULY 2001

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28-JUN-2001

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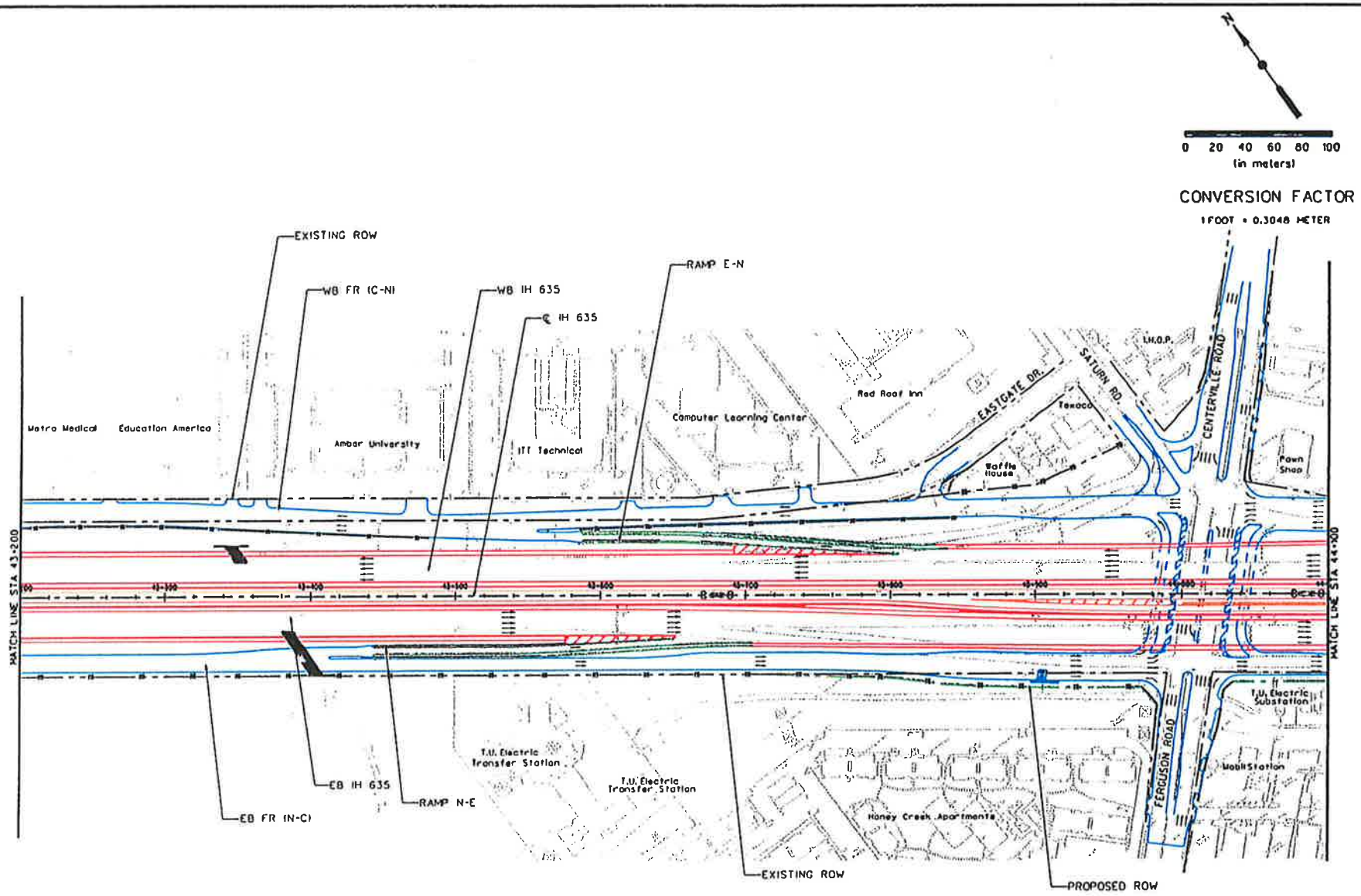

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 43+200 TO STA 44+100

Figure 18

DATE: JULY 2001

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28-JUN-2001

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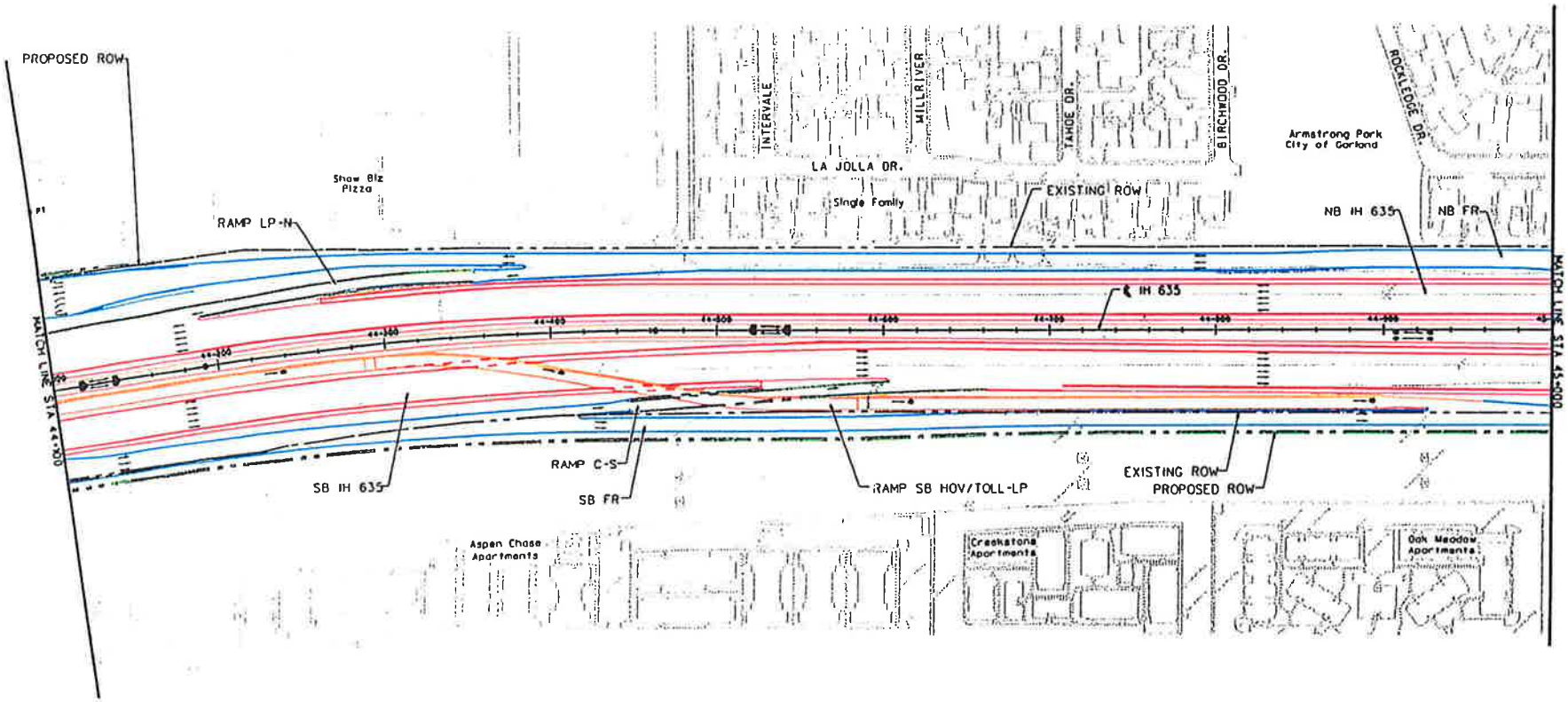

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER

LEGEND

PROPOSED MAIN LANE
PROPOSED HOV LANE
PROPOSED FRONTAGE ROAD
PROPOSED RAMP
PROPOSED DIRECT CONNECTOR
EXISTING
EXISTING ROW
PROPOSED ROW

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IH 635 PRELIMINARY
PLAN VIEW

STA 44+100 TO STA 45+000

Figure 19

DATE: JULY 2001
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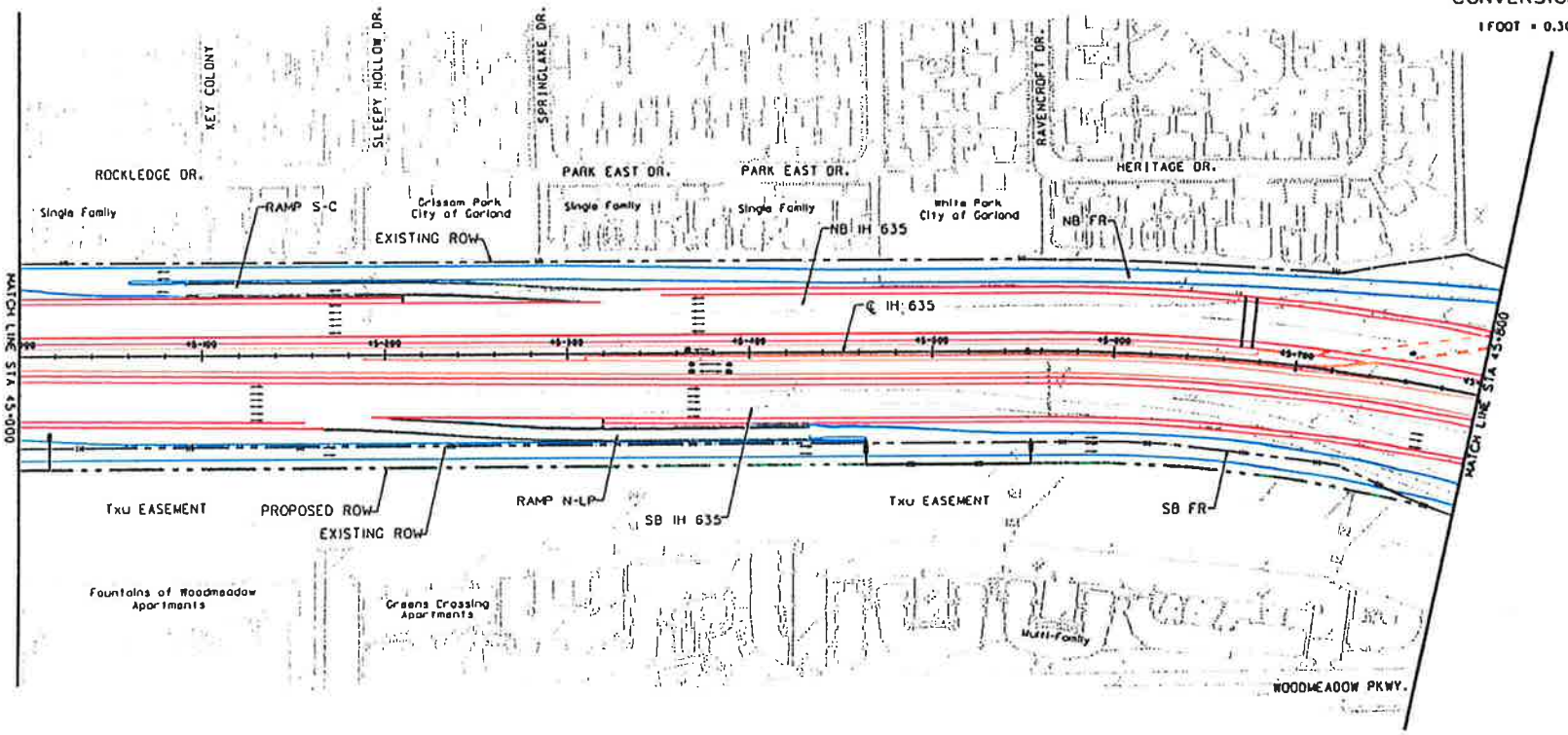
28-JUN-2001
g:\LBJ\melschem\east\codd\EA\lbjeast16.dgn



N

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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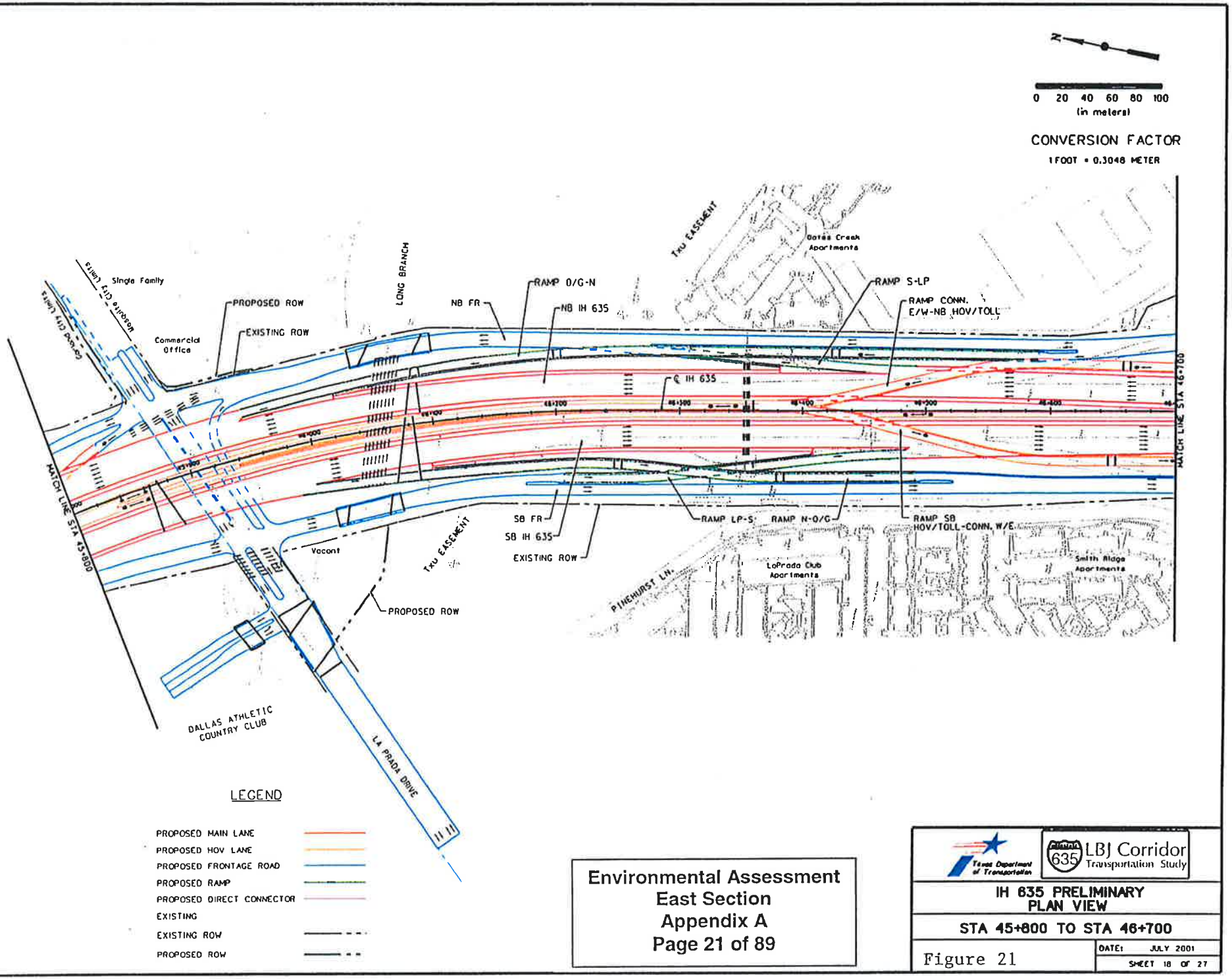
IH 635 PRELIMINARY
PLAN VIEW

STA 45+000 TO STA 45+800

Figure 20

DATE: JULY 2001
SHEET 17 OF 27

28-JUN-2001
11:12 g:\LBJ\melschem\east\code\EA\lbjeast17.dgn



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IH 635 PRELIMINARY PLAN VIEW

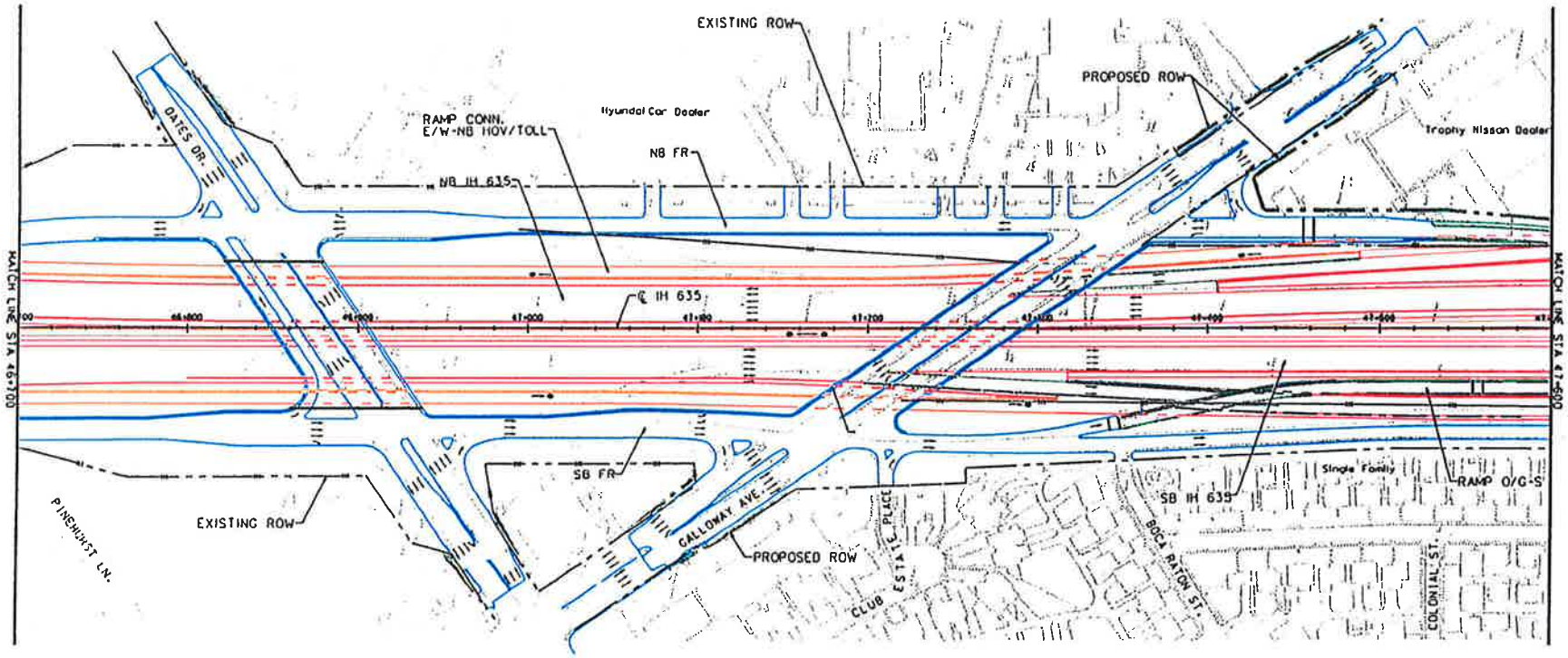
STA 45+800 TO STA 46+700

Figure 21

DATE: JULY 2001

SHEET 18 OF 27

11/12 G:\bj\mnelschem\east\cadd\EA\bsplost18.dgn 28-JUN-2001



N

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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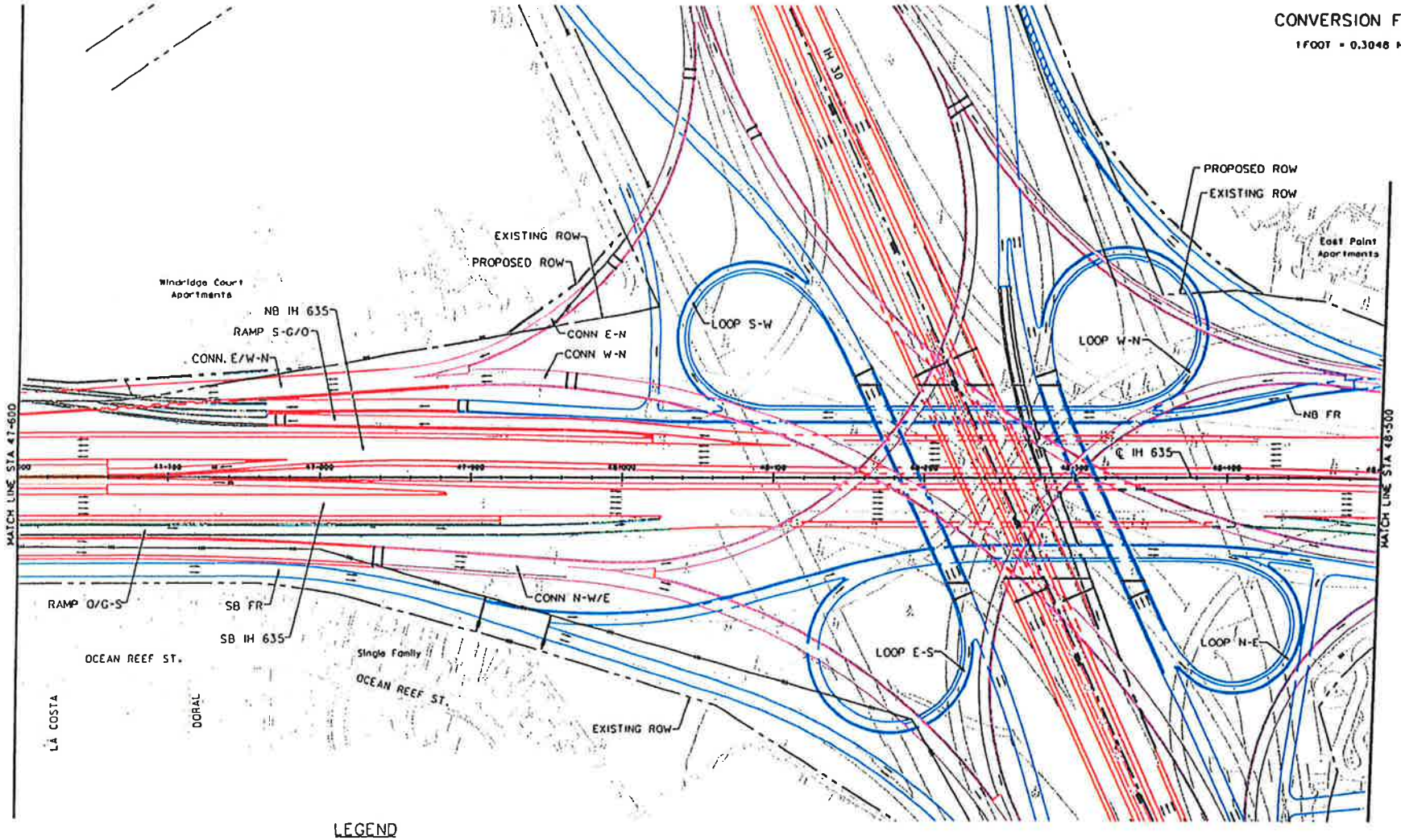
IH 635 PRELIMINARY
PLAN VIEW

STA 46+700 TO STA 47+600

Figure 22

DATE: JULY 2001
SHEET 19 OF 27

28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 635 PRELIMINARY PLAN VIEW

STA 47+600 TO STA 48+500

Figure 23

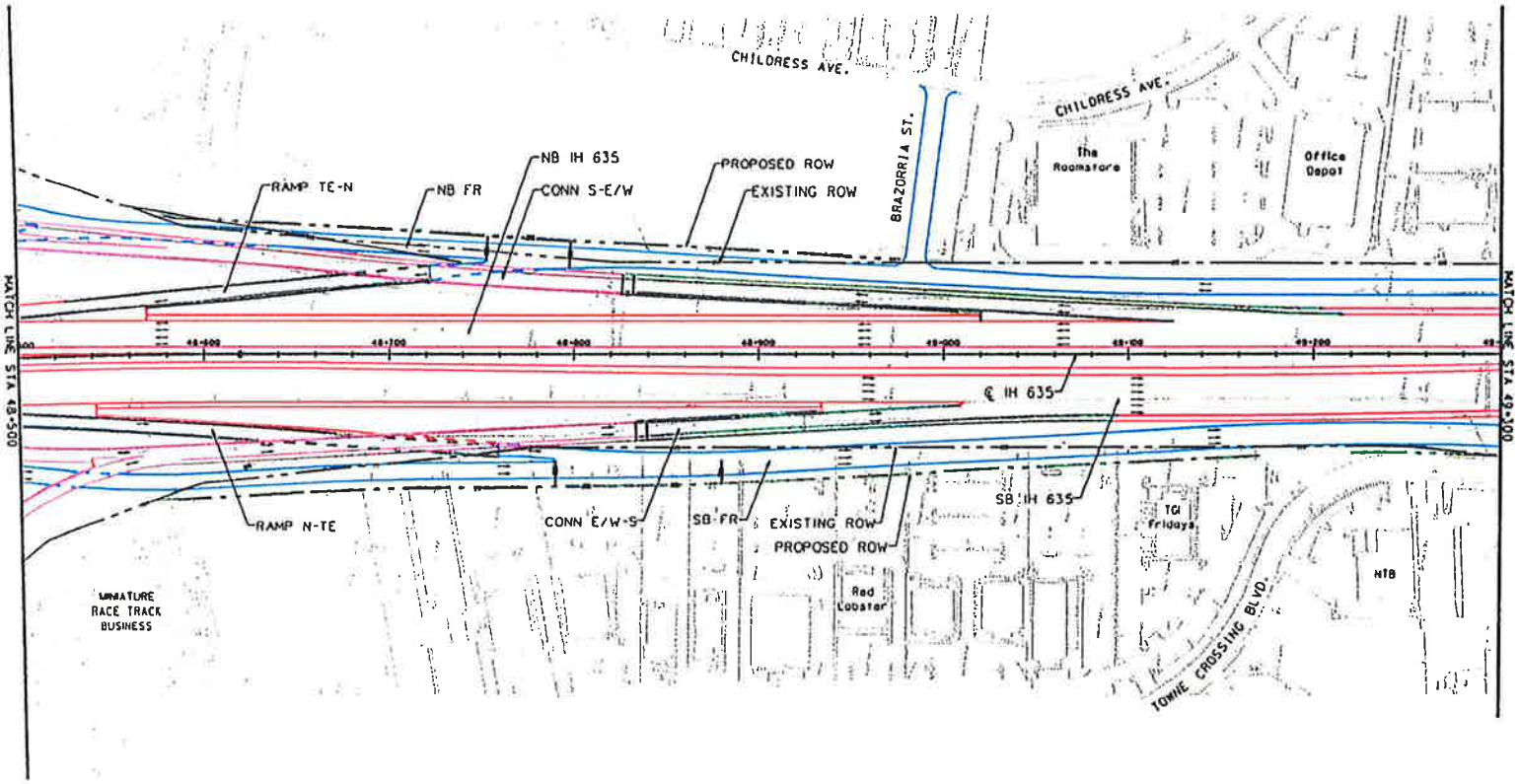
DATE: JULY 2001

SHEET 20 OF 27

11712 g:\LBJ\metschem\east\codd\EA\tsepeos120.dgn 28-JUN-2001

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER



LEGEND

PROPOSED MAIN LANE	
PROPOSED HOV LANE	
PROPOSED FRONTAGE ROAD	
PROPOSED RAMP	
PROPOSED DIRECT CONNECTOR	
EXISTING	
EXISTING ROW	
PROPOSED ROW	

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Interstate 635 LBJ Corridor Transportation Study

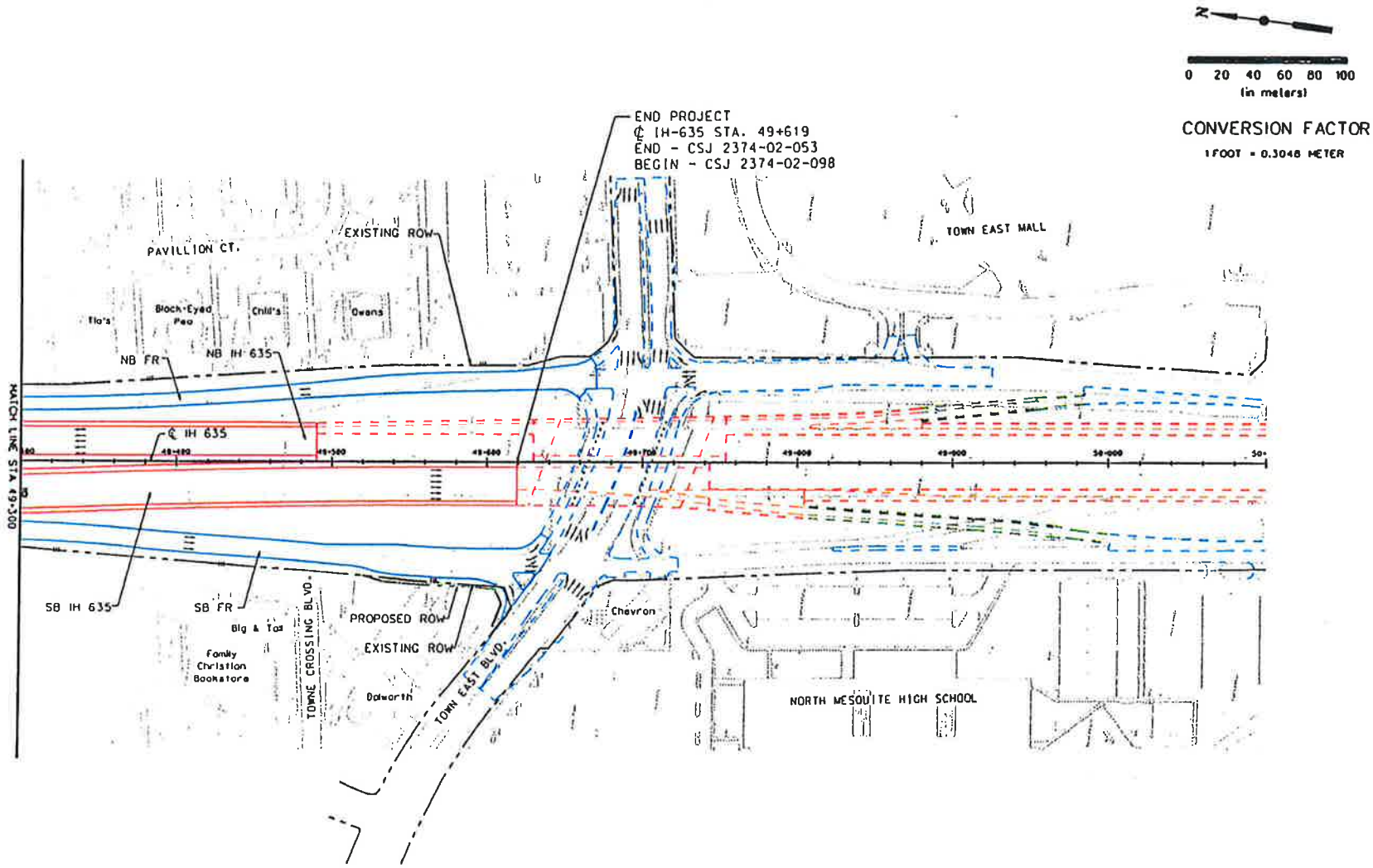
IH 635 PRELIMINARY
PLAN VIEW

STA 48+500 TO STA 49+300

DATE: JULY 2001
SHEET 21 OF 27

Figure 24

26-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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LBJ Corridor Transportation Study

IH 635 PRELIMINARY PLAN VIEW

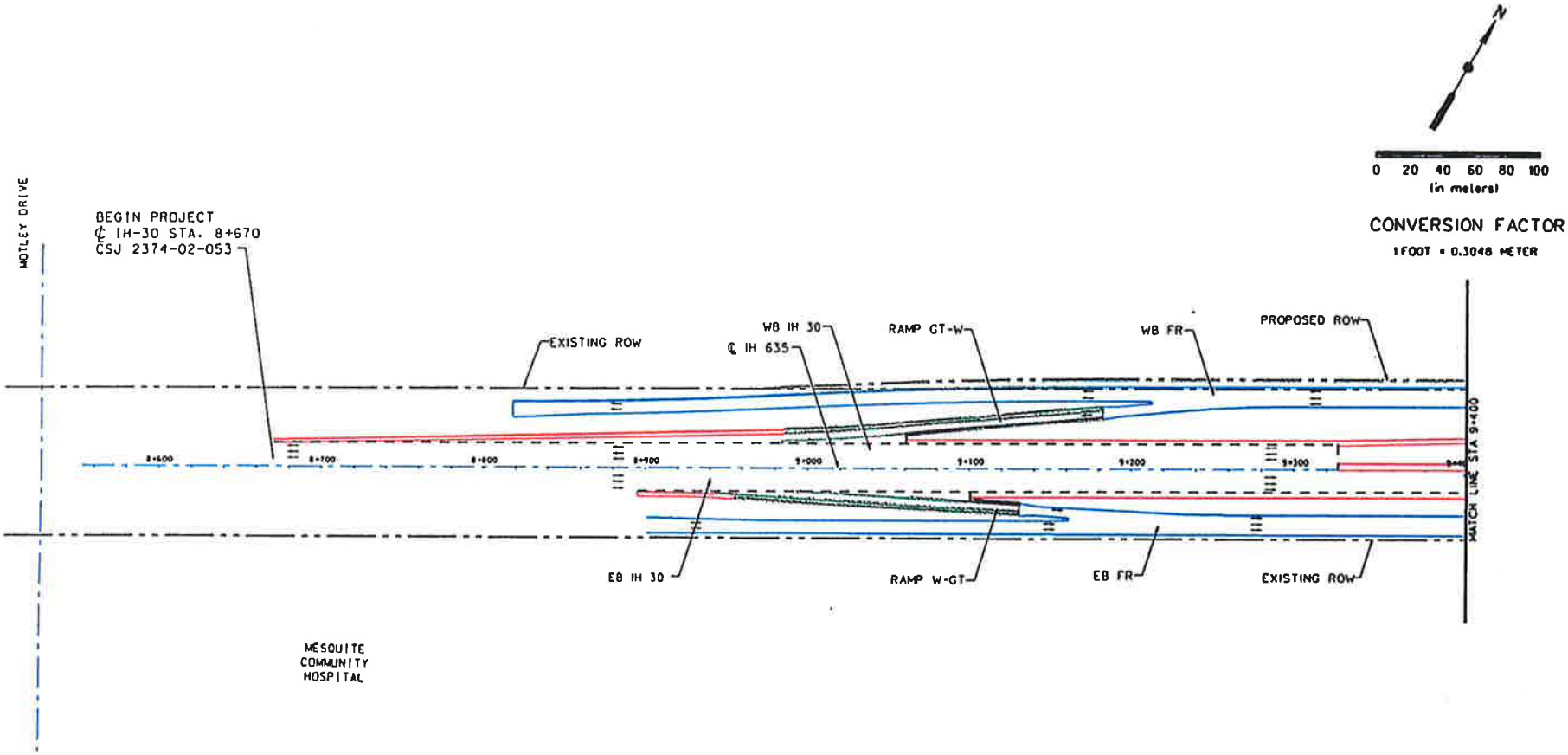
STA 49+300 TO END

DATE: JULY 2001

SHEET 22 OF 27

Figure 25

11712 g:\LBJ\metalchem\east\cadd\EA\bsplea122.dgn 28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

NOTE: NO TOPOGRAPHIC INFORMATION AVAILABLE FOR THIS AREA

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LBJ Corridor Transportation Study

IH 30 PRELIMINARY PLAN VIEW

BEGIN TO STA 9+400

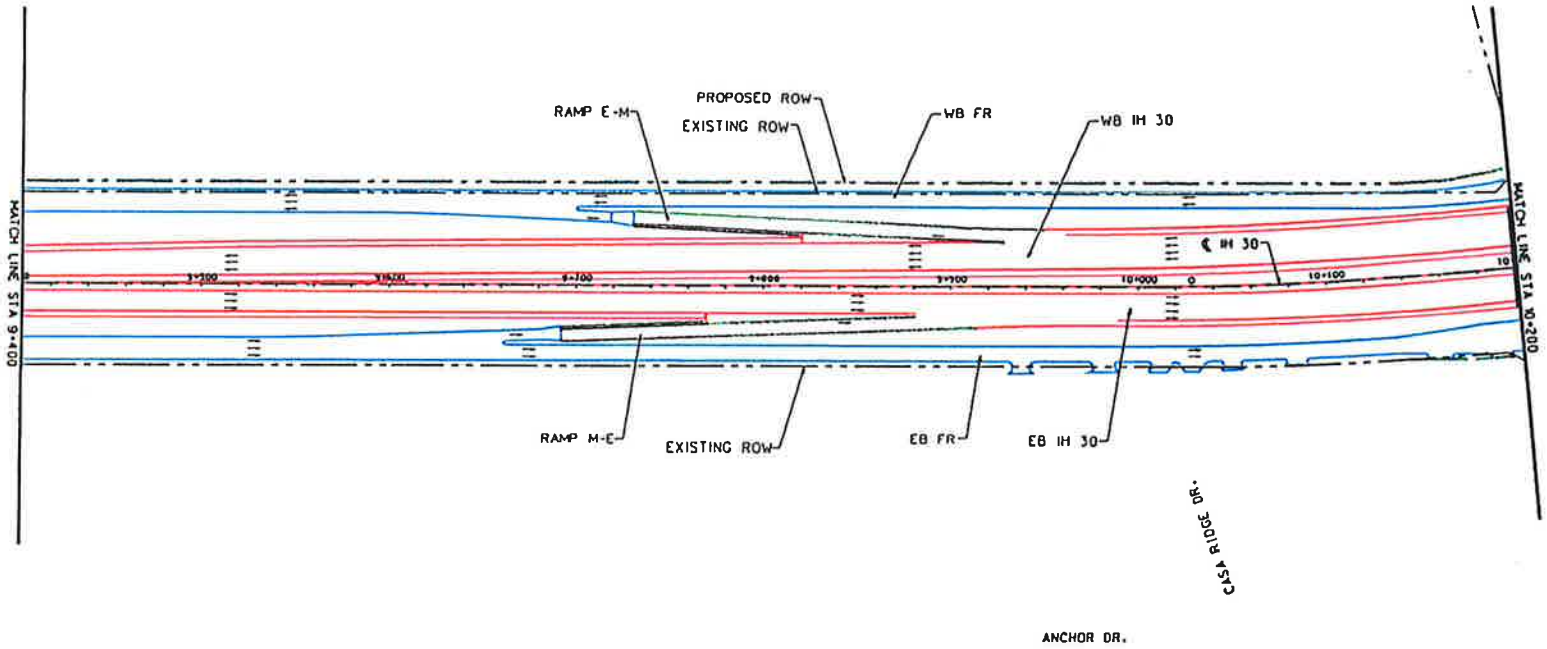
DATE: JULY 2001

SHEET 23 OF 27

Figure 26

28-JUN-2001

G:\bj\melschen\east\cads\EA\bepeast23.dgn



CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

NOTE: NO TOPOGRAPHIC INFORMATION AVAILABLE FOR THIS AREA

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635 LBJ Corridor Transportation Study

IH 30 PRELIMINARY PLAN VIEW

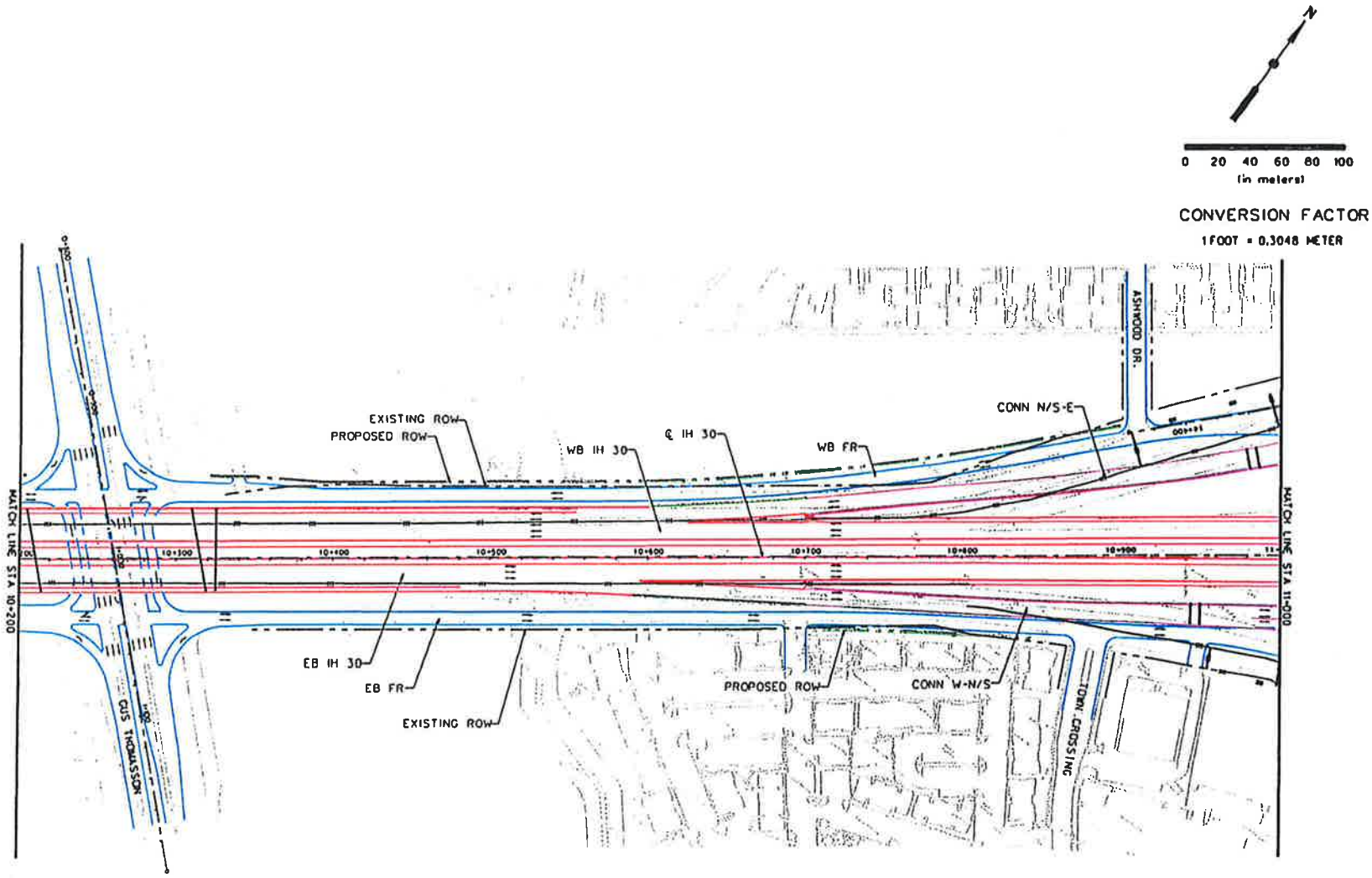
STA 9+400 TO STA 10+200

DATE: JULY 2001

SHEET 24 OF 27

Figure 27

11732 G:\bj\metschen\east\edgd\EA\bepleast24.dgn 28-JAN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 30 PRELIMINARY PLAN VIEW

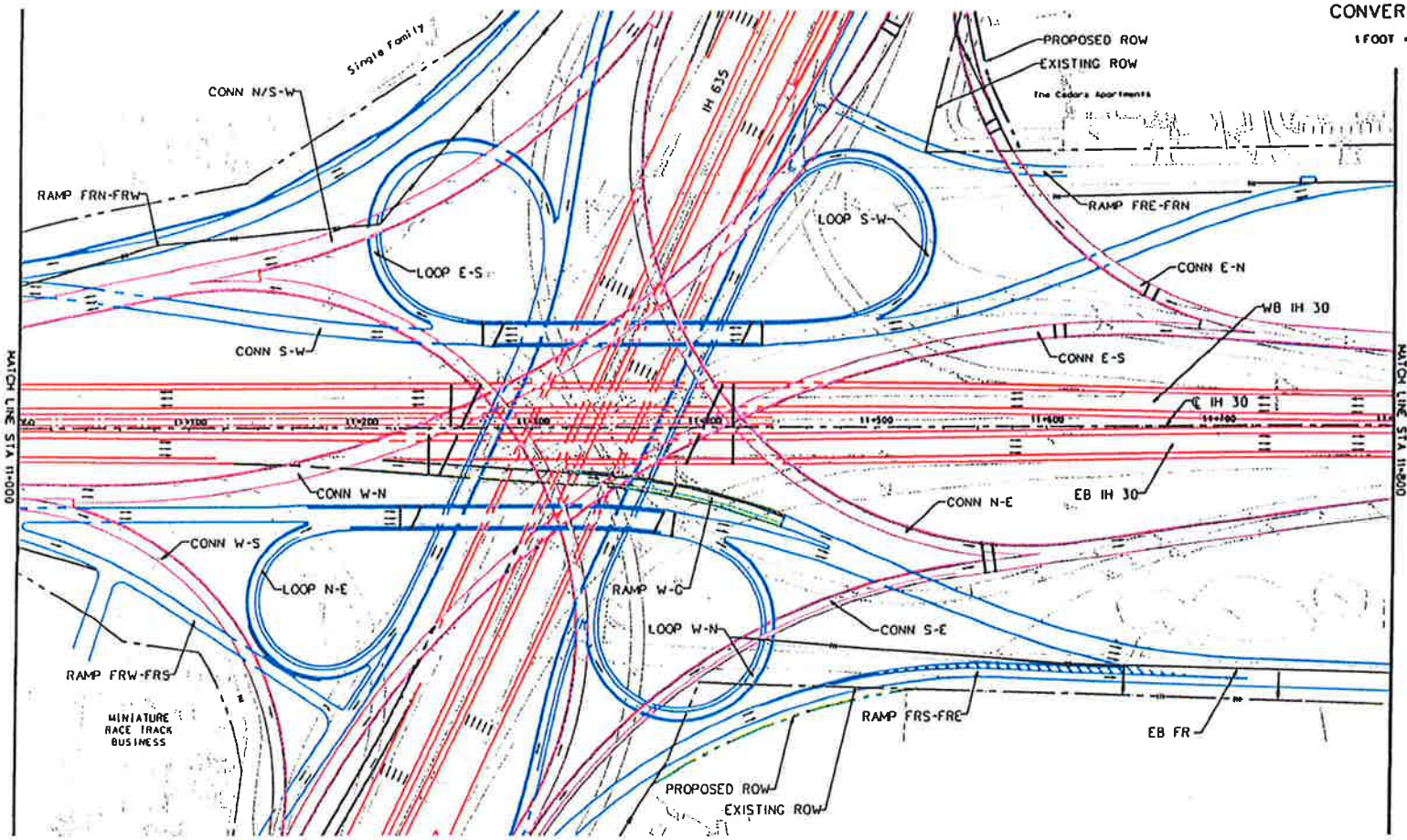
STA 10+200 TO STA 11+000

Figure 28

DATE: JULY 2001

SHEET 25 OF 27

11172 G:\bj\mwlschen\east\cads\EA\lsepkes125.dgn 28-JUN-2001



0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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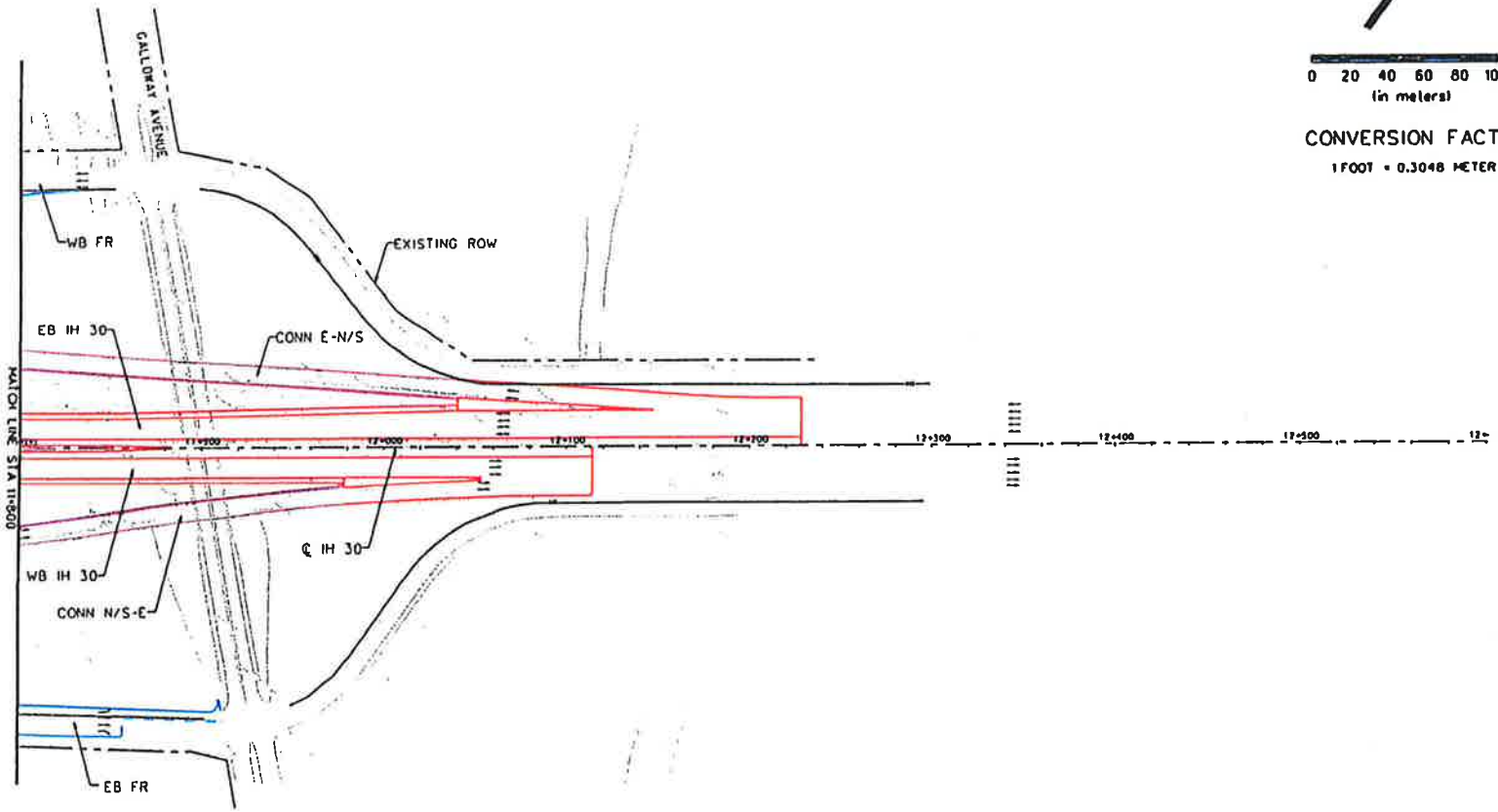
IH 30 PRELIMINARY
PLAN VIEW

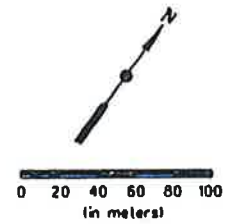
STA 11+000 TO STA 11+800

Figure 29

DATE: JULY 2001
SHEET 26 OF 27

11712 G:\bj\mellschem\rest\codes\EA\bepkost26.dgn 28-JUN-2001





CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW

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IH 30 PRELIMINARY PLAN VIEW

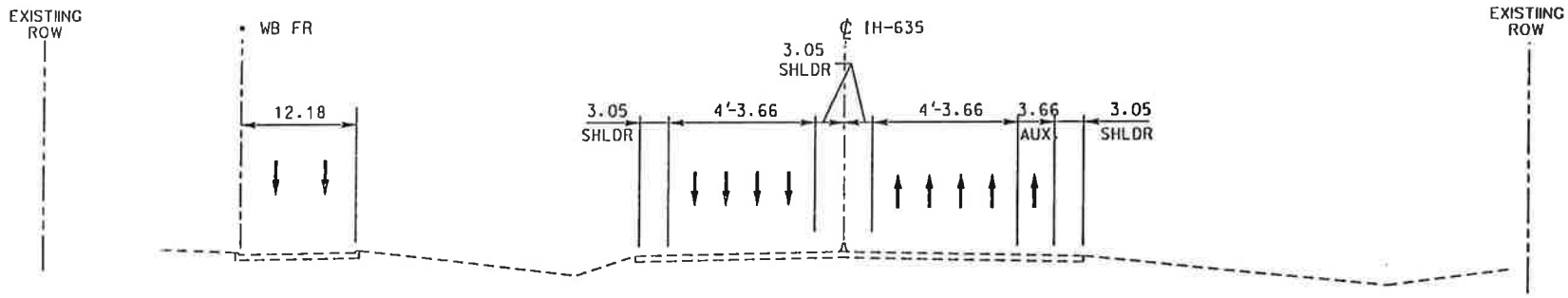
STA 11+800 TO END

Figure 30

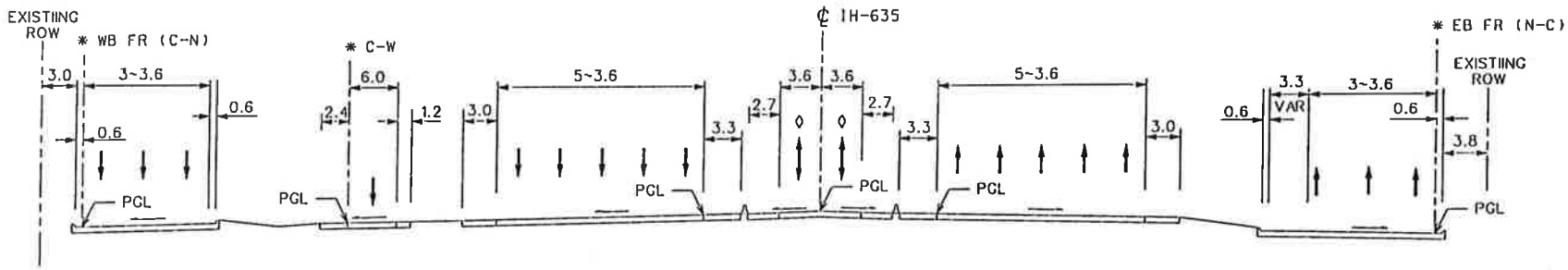
DATE: JULY 2001

SHEET 27 OF 27

11/12 C:\bj\metschem\east\code\EA\tsplaost27.dgn 28-JUN-2001



IH-635
EXISTING SECTION
STA. 43+060
N.T.S.



IH-635
PROPOSED SECTION
STA. 43+060
N.T.S.

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Texas Department of Transportation | Highway 635 LBJ Corridor Transportation Study | DART

IH 635 PRELIMINARY TYPICAL SECTIONS

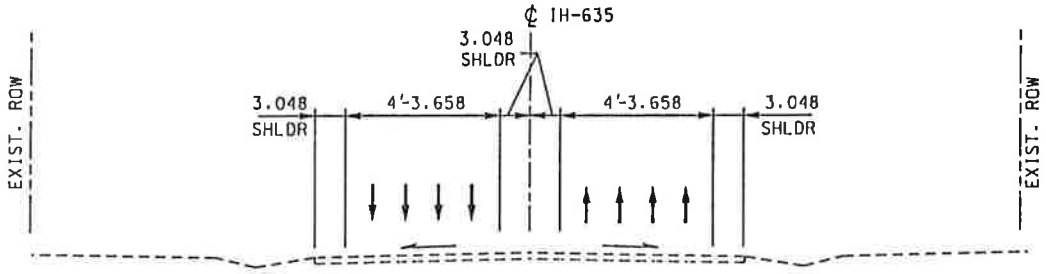
US 75 TO IH 30

Figure 31

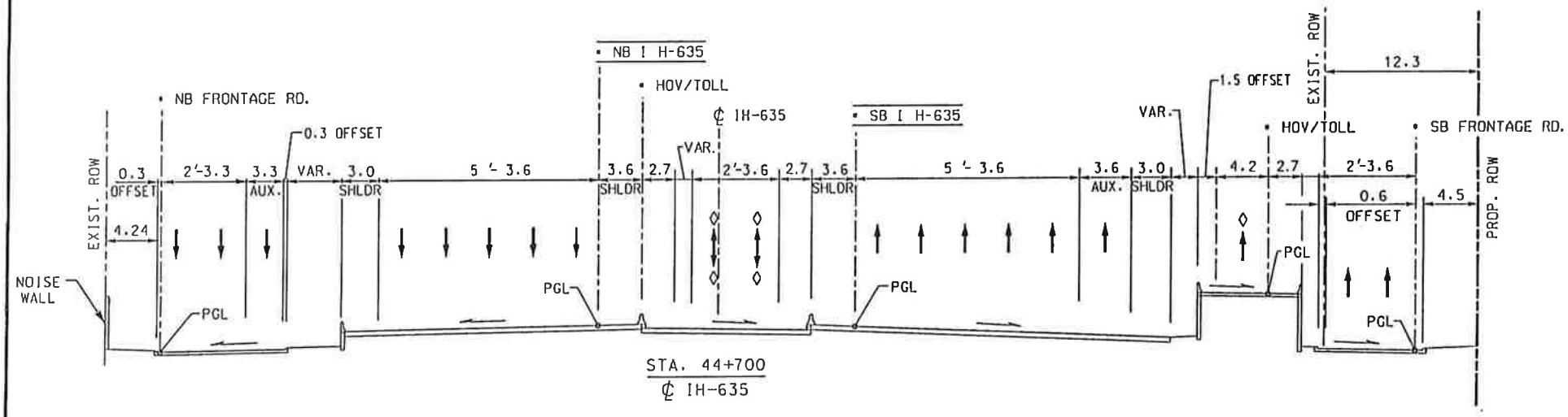
NOVEMBER 2000

SHEET 1 OF 2

...\FIG31-32.DGN



IH-635
EXISTING SECTION
STA. 44+700
N.T.S.



STA. 44+700
℄ IH-635

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DART

IH 635 PRELIMINARY
TYPICAL SECTIONS

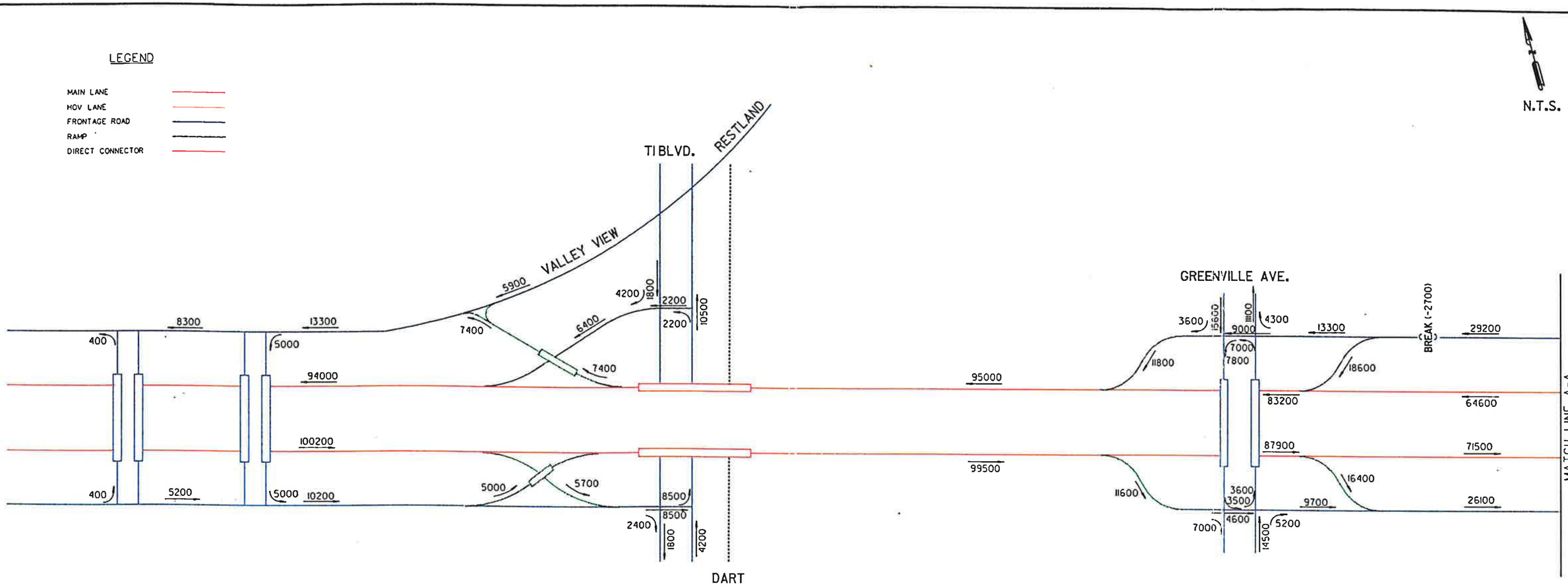
US 75 TO IH 30

Figure 32

NOVEMBER 2000

SHEET 2 OF 2

...\FIG31-32.DGN



1997 EXISTING AVERAGE DAILY TRAFFIC VOLUMES

NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

Source: TxDOT - Transportation Planning & Programming Division

Texas Department of Transportation | LBJ Corridor Transportation Study | DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 33

DESIGN SPEED	DISTRICT ENGINEER		SCALE	DATE
TID KPH	JAY NELSON, P.E.		AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2374	01	127	1 OF 9

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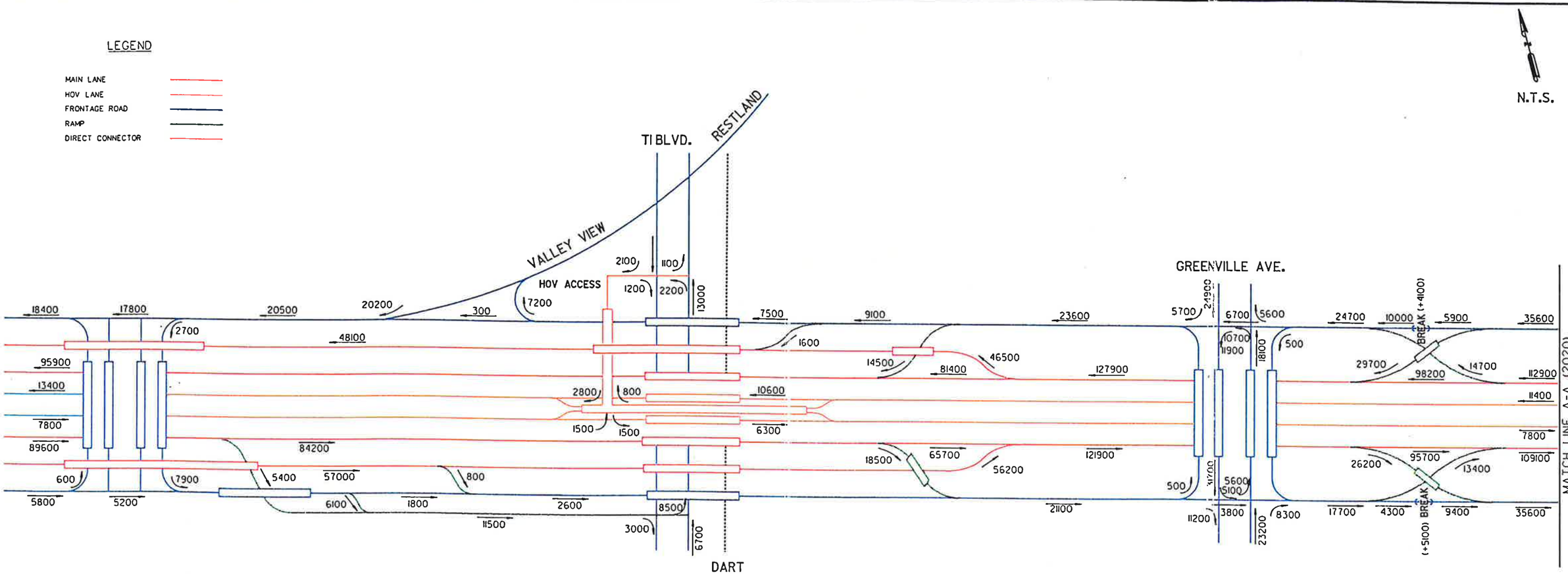

2020 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES

NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

Source: TxDOT - Transportation Planning & Programming Division

Texas Department of Transportation | LBJ Corridor Transportation Study | DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 34

DESIGN SPEED	DISTRICT ENGINEER		SCALE	DATE
110 KPH	JAY NELSON, P.E.		AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2378	01	127	2 OF 9

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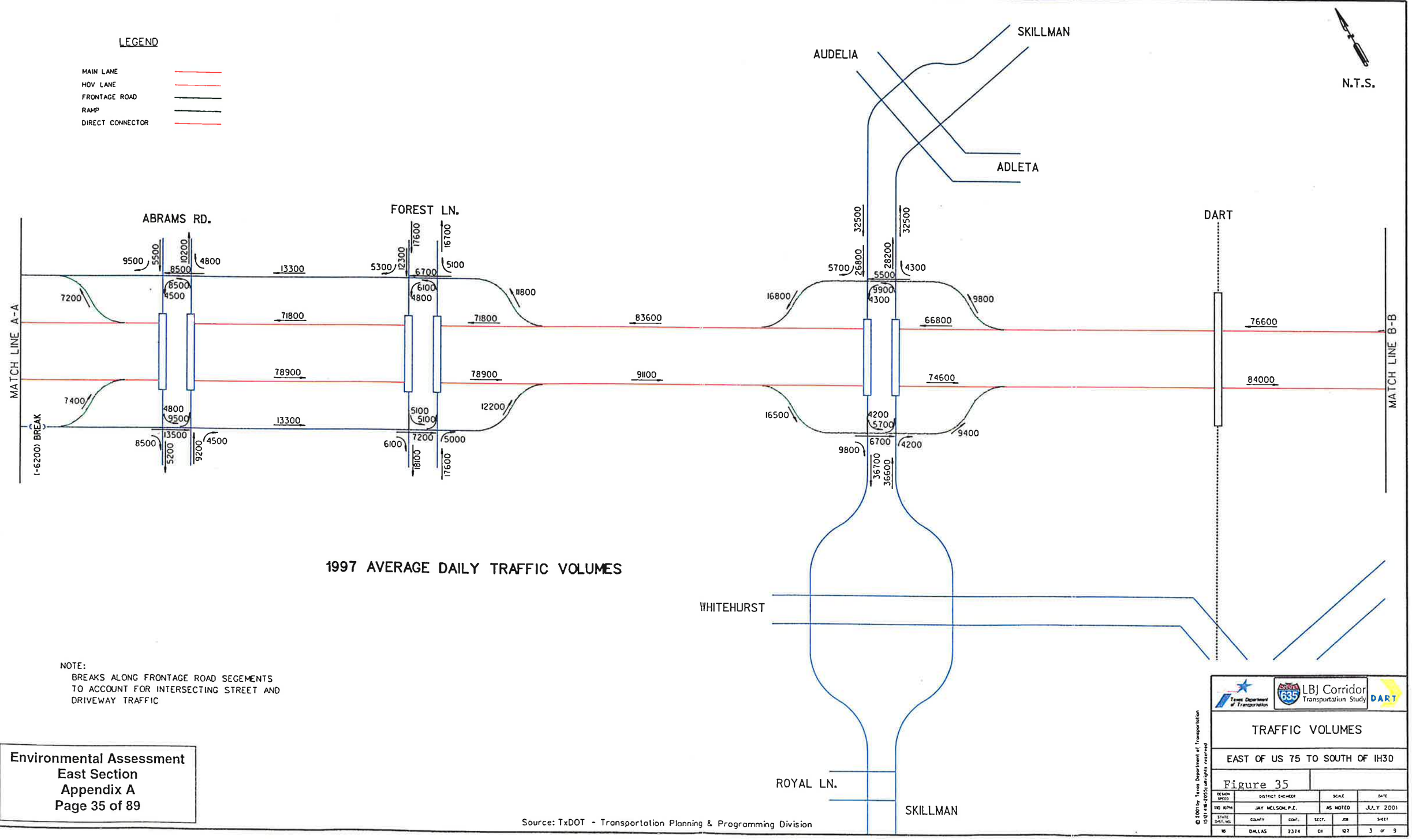

1997 AVERAGE DAILY TRAFFIC VOLUMES

NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

Source: TxDOT - Transportation Planning & Programming Division

Texas Department of Transportation
LBJ Corridor Transportation Study
DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 35

DESIGN SPEED	DISTRICT ENGINEER			SCALE	DATE
110 KPH	JAY NELSON, P.E.			AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2374	01	127	3 OF 9

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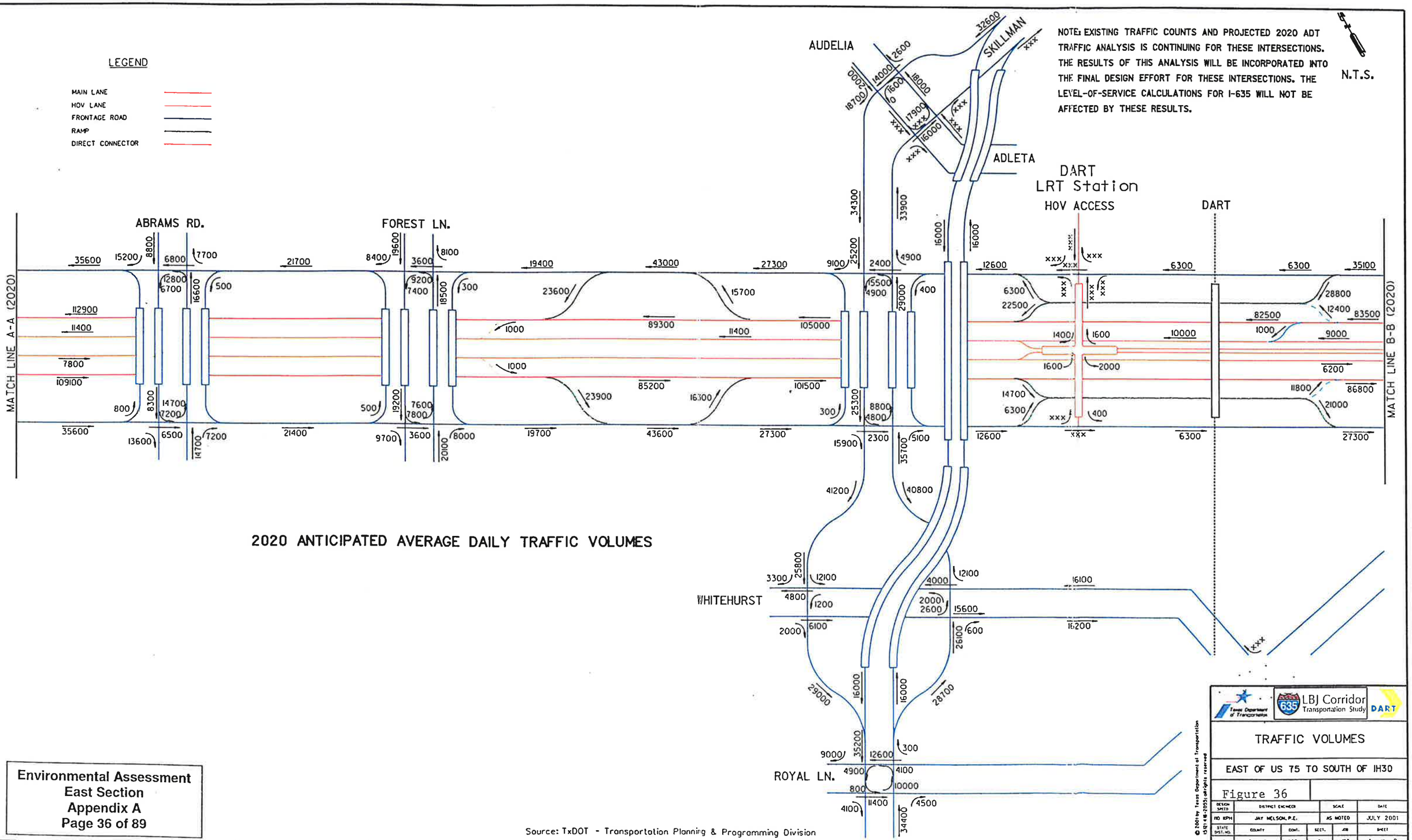
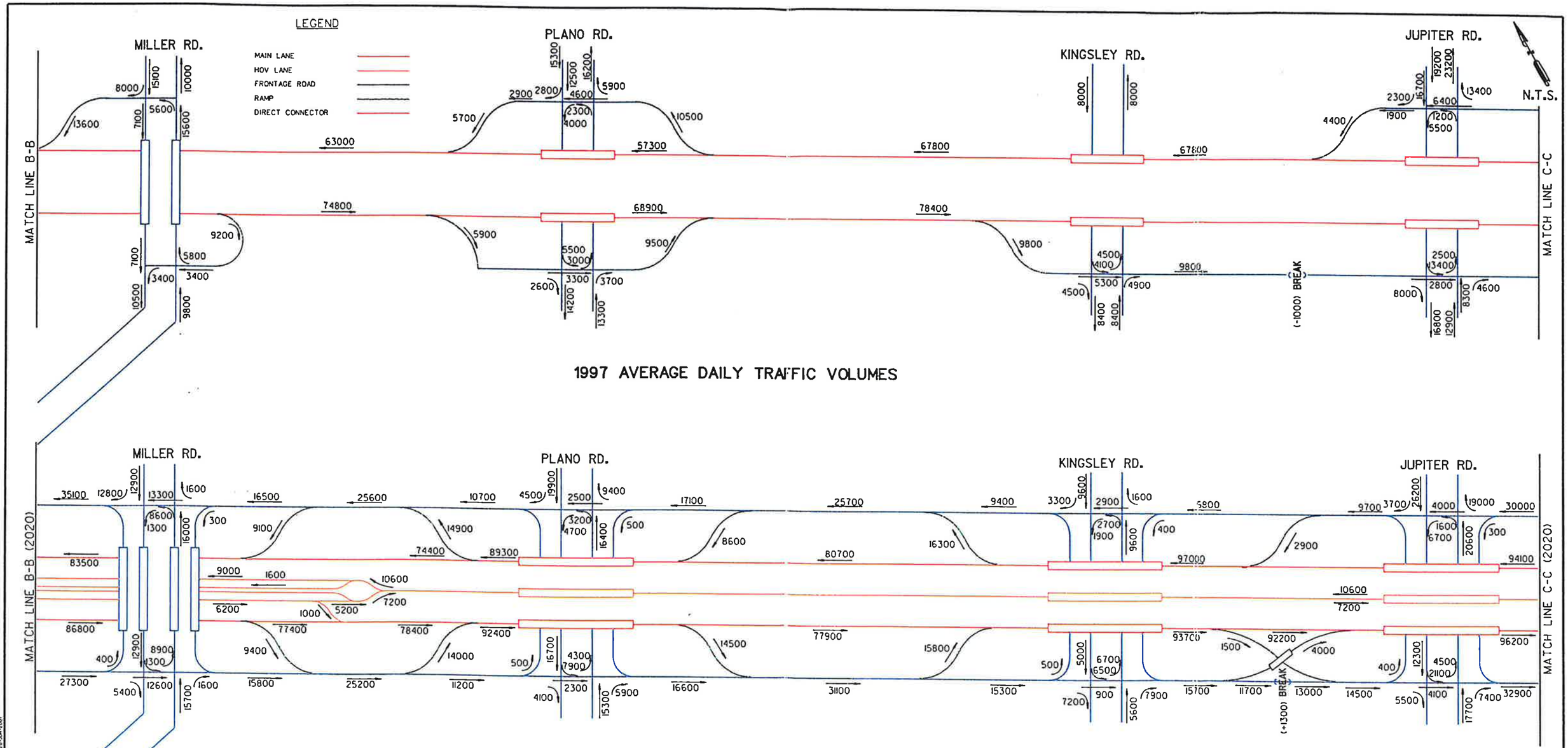

LEGEND
MAIN LANE
HOV LANE
FRONTAGE ROAD
RAMP
DIRECT CONNECTOR
NOTE: EXISTING TRAFFIC COUNTS AND PROJECTED 2020 ADT TRAFFIC ANALYSIS IS CONTINUING FOR THESE INTERSECTIONS. THE RESULTS OF THIS ANALYSIS WILL BE INCORPORATED INTO THE FINAL DESIGN EFFORT FOR THESE INTERSECTIONS. THE LEVEL-OF-SERVICE CALCULATIONS FOR I-635 WILL NOT BE AFFECTED BY THESE RESULTS.
N.T.S.
AUDELIA
SKILLMAN
ADLETA
DART
LRT Station
HOV ACCESS
DART
ABRAMS RD.
FOREST LN.
WHITEHURST
ROYAL LN.
MATCH LINE A-A (2020)
MATCH LINE B-B (2020)
2020 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES
Source: TxDOT - Transportation Planning & Programming Division
LBJ Corridor Transportation Study
DART
TRAFFIC VOLUMES
EAST OF US 75 TO SOUTH OF IH30
Figure 36
DESIGN SPEED
DISTRICT ENGINEER
SCALE
DATE
110 KPH
JAY NELSON, P.E.
AS NOTED
JULY 2001
STATE DIST. NO.
COUNTY
CONT.
SECT.
JOB
SHEET
18
DALLAS
2374
01
127
4 OF 9



1997 AVERAGE DAILY TRAFFIC VOLUMES

2020 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES

NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

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Source: TxDOT - Transportation Planning & Programming Division

Texas Department of Transportation | LBJ Corridor Transportation Study | DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 37

DESIGN SPEED	DISTRICT ENGINEER			SCALE	DATE
70 MPH	JAY NELSON, P.E.			AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2374	01	127	5 of 9

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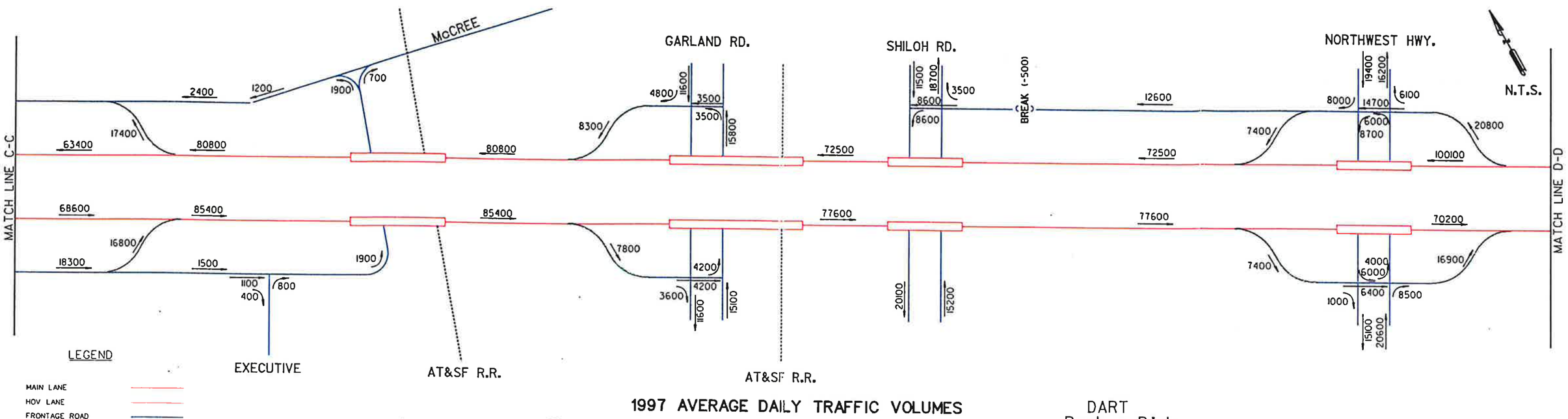
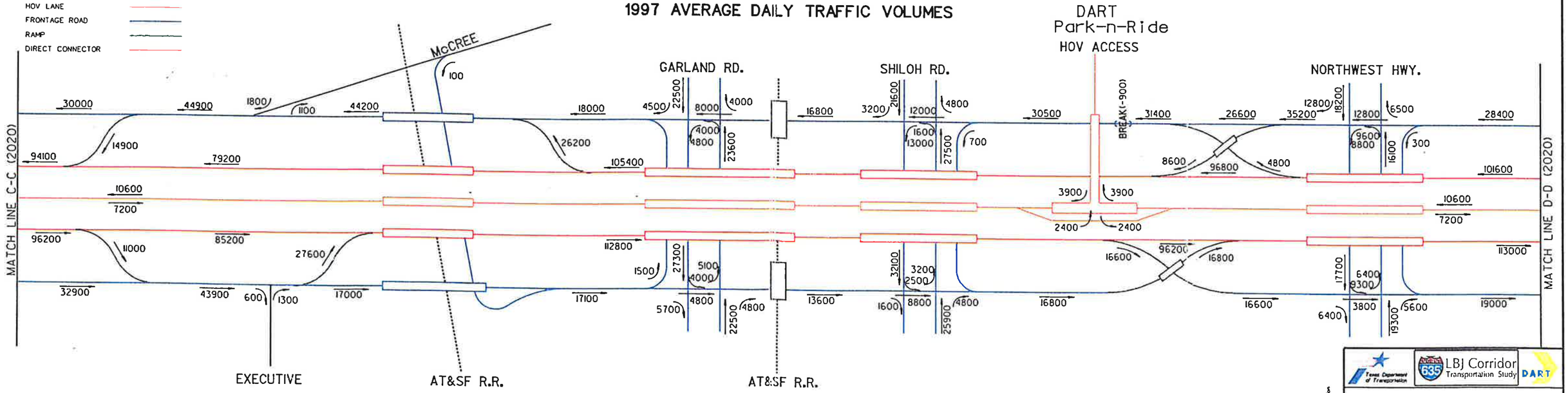


1997 AVERAGE DAILY TRAFFIC VOLUMES



2020 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES

NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

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Source: TxDOT - Transportation Planning & Programming Division

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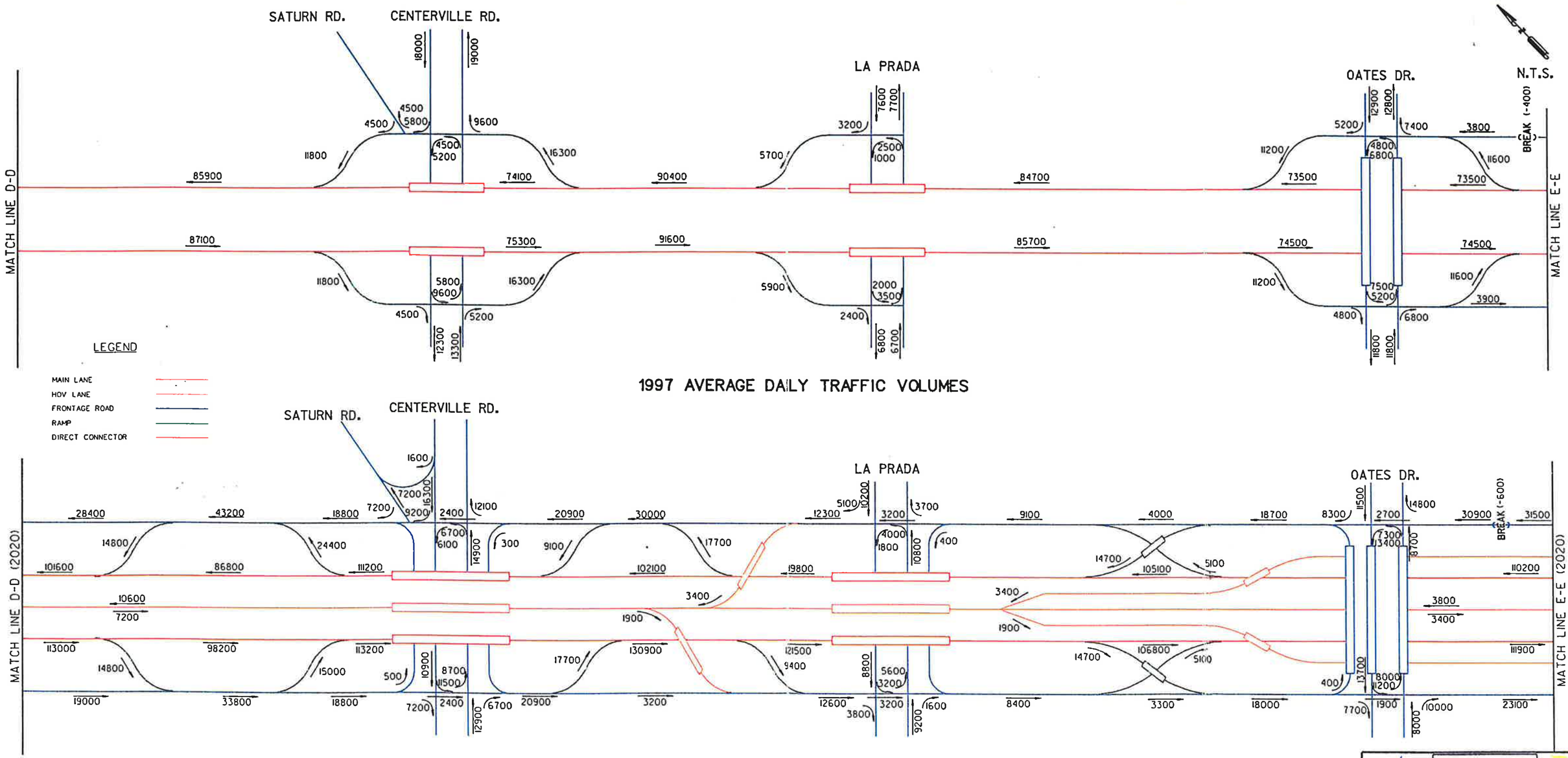
Texas Department of Transportation | LBJ Corridor Transportation Study | DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 38

DESIGN SPEED	DISTRICT ENGINEER			SCALE	DATE
110 KPH	JAY NELSON, P.E.			AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2374	01/02	127/053	6 OF 9



NOTE:
BREAKS ALONG FRONTAGE ROAD SEGEMENTS TO ACCOUNT FOR INTERSECTING STREET AND DRIVEWAY TRAFFIC

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Source: TxDOT - Transportation Planning & Programming Division

Texas Department of Transportation
LBJ Corridor Transportation Study
DART

TRAFFIC VOLUMES

EAST OF US 75 TO SOUTH OF IH30

Figure 39

DESIGN SPEED	DISTRICT ENGINEER			SCALE	DATE
70 KPH	JAY NELSON, P.E.			AS NOTED	JULY 2001
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	SHEET
18	DALLAS	2374	02	053	7 OF 9

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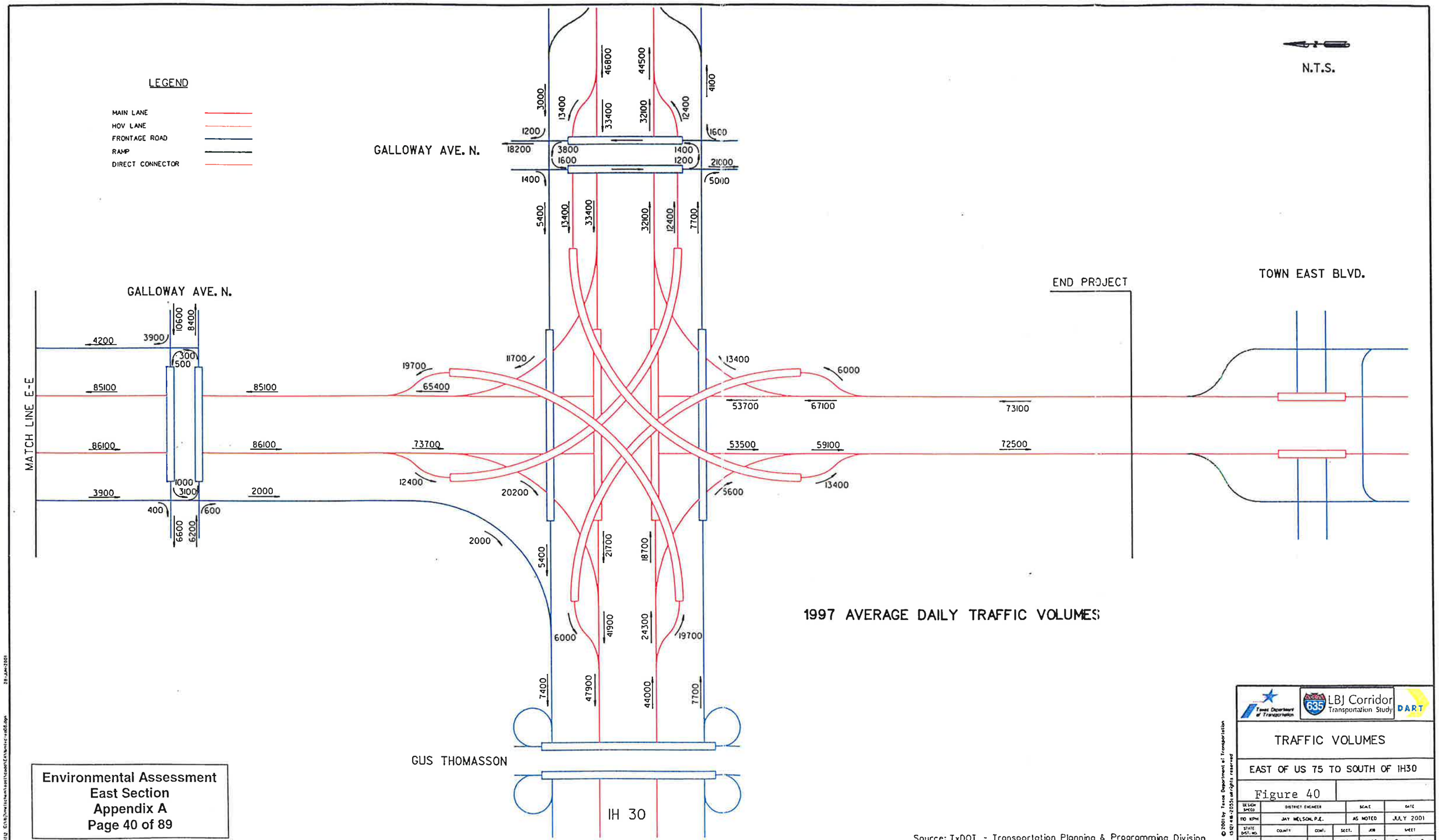
LEGEND
MAIN LANE
HOV LANE
FRONTAGE ROAD
RAMP
DIRECT CONNECTOR
N.T.S.
GALLOWAY AVE. N.
GALLOWAY AVE. N.
END PROJECT
TOWN EAST BLVD.
MATCH LINE E-E
GUS THOMASSON
IH 30
1997 AVERAGE DAILY TRAFFIC VOLUMES
46800
44500
4100
3000
13400
33400
32100
12400
1200
1600
18200
3800
1600
1400
1200
21000
1400
5000
5400
13400
33400
32100
12400
7700
4200
3900
10600
8400
300
500
85100
85100
19700
65400
11700
13400
6000
53700
67100
73100
86100
86100
73700
53500
59100
72500
3900
1000
3100
2000
12400
20200
5600
13400
400
600
6600
6200
2000
5400
21700
18700
6000
41900
24300
19700
7400
47900
44000
7700
Source: TxDOT - Transportation Planning & Programming Division
Texas Department of Transportation
LBJ Corridor Transportation Study
DART
TRAFFIC VOLUMES
EAST OF US 75 TO SOUTH OF IH30
Figure 40
DESIGN SPEED
DISTRICT ENGINEER
SCALE
DATE
70 KPH
JAY WELSON, P.E.
AS NOTED
JULY 2001
STATE DIST. NO.
COUNTY
CONT.
SECT.
JOB
SHEET
18
DALLAS
2374
02
053
8 of 9
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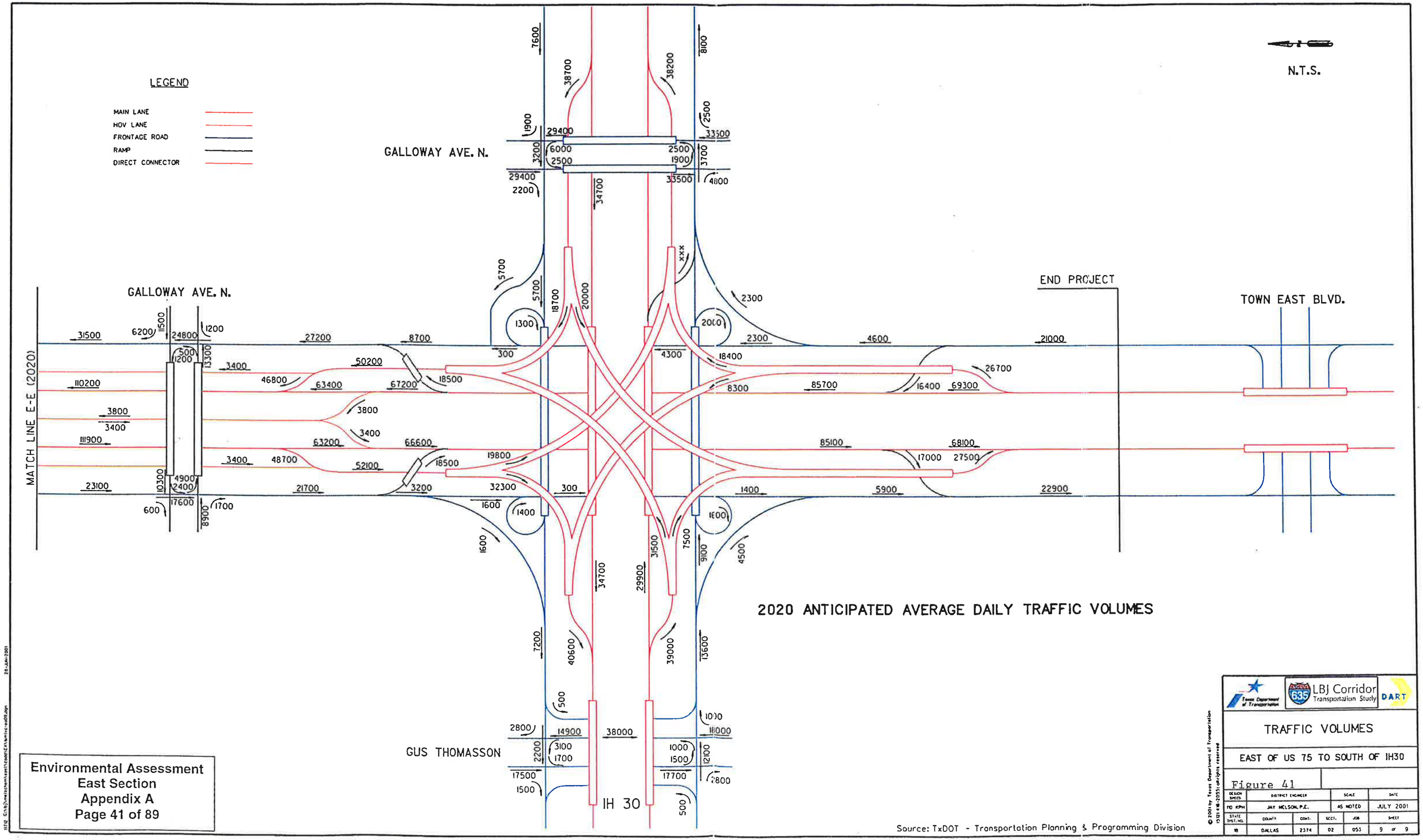
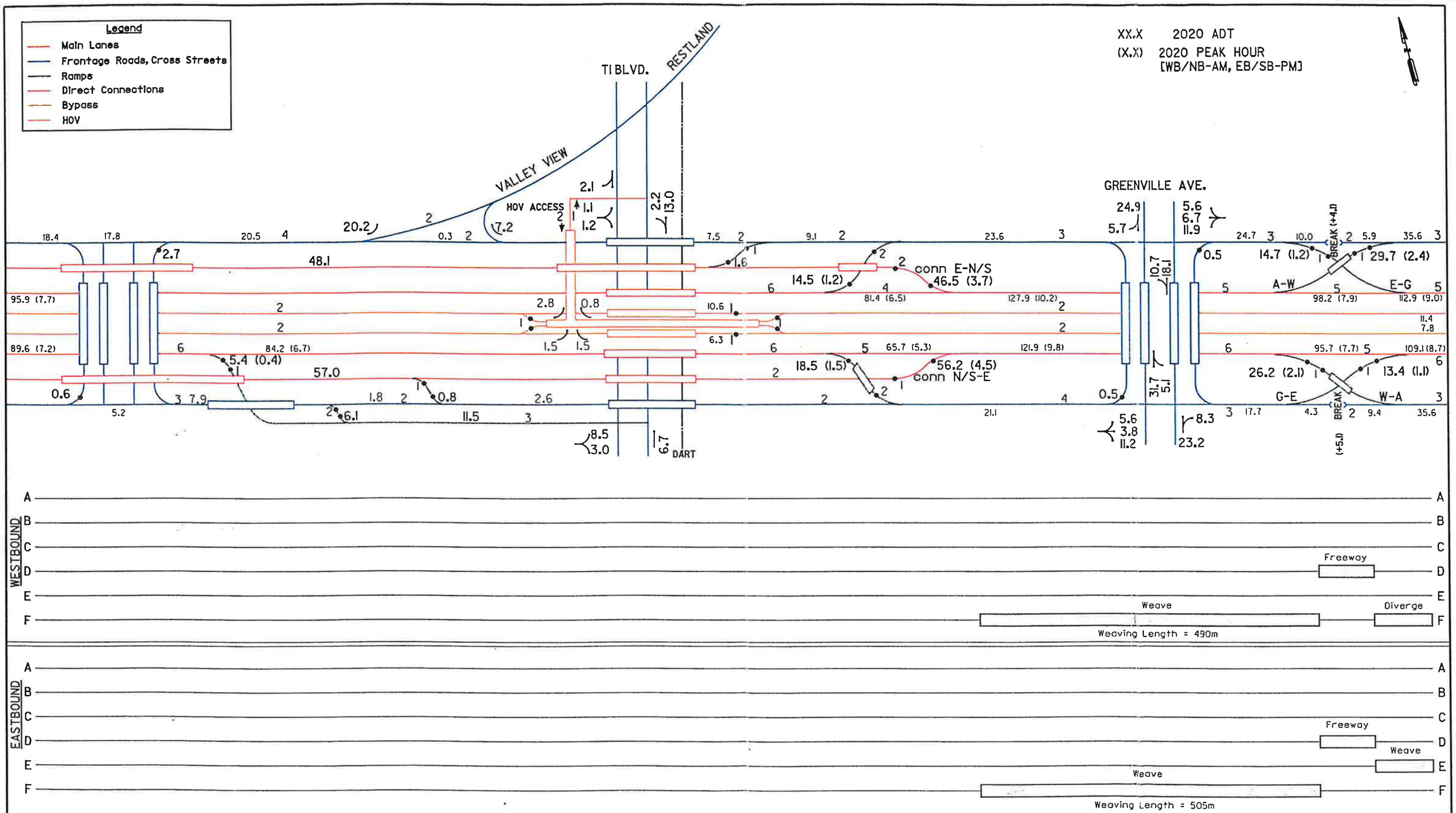

LEGEND
MAIN LANE
HOV LANE
FRONTAGE ROAD
RAMP
DIRECT CONNECTOR
N.T.S.
GALLOWAY AVE. N.
GALLOWAY AVE. N.
END PROJECT
TOWN EAST BLVD.
MATCH LINE E-E (2020)
GUS THOMASSON
IH 30
2020 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES
Source: TxDOT - Transportation Planning & Programming Division
LBJ Corridor Transportation Study
DART
TRAFFIC VOLUMES
EAST OF US 75 TO SOUTH OF IH30
Figure 41
DESIGN SPEED
DISTRICT ENGINEER
SCALE
DATE
MO KPH
JAY NELSON, P.E.
AS NOTED
JULY 2001
STATE DIST. NO.
COUNTY
CONT.
SECT.
JOB
SHEET
18
DALLAS
2374
02
053
9 of 9



NOTES:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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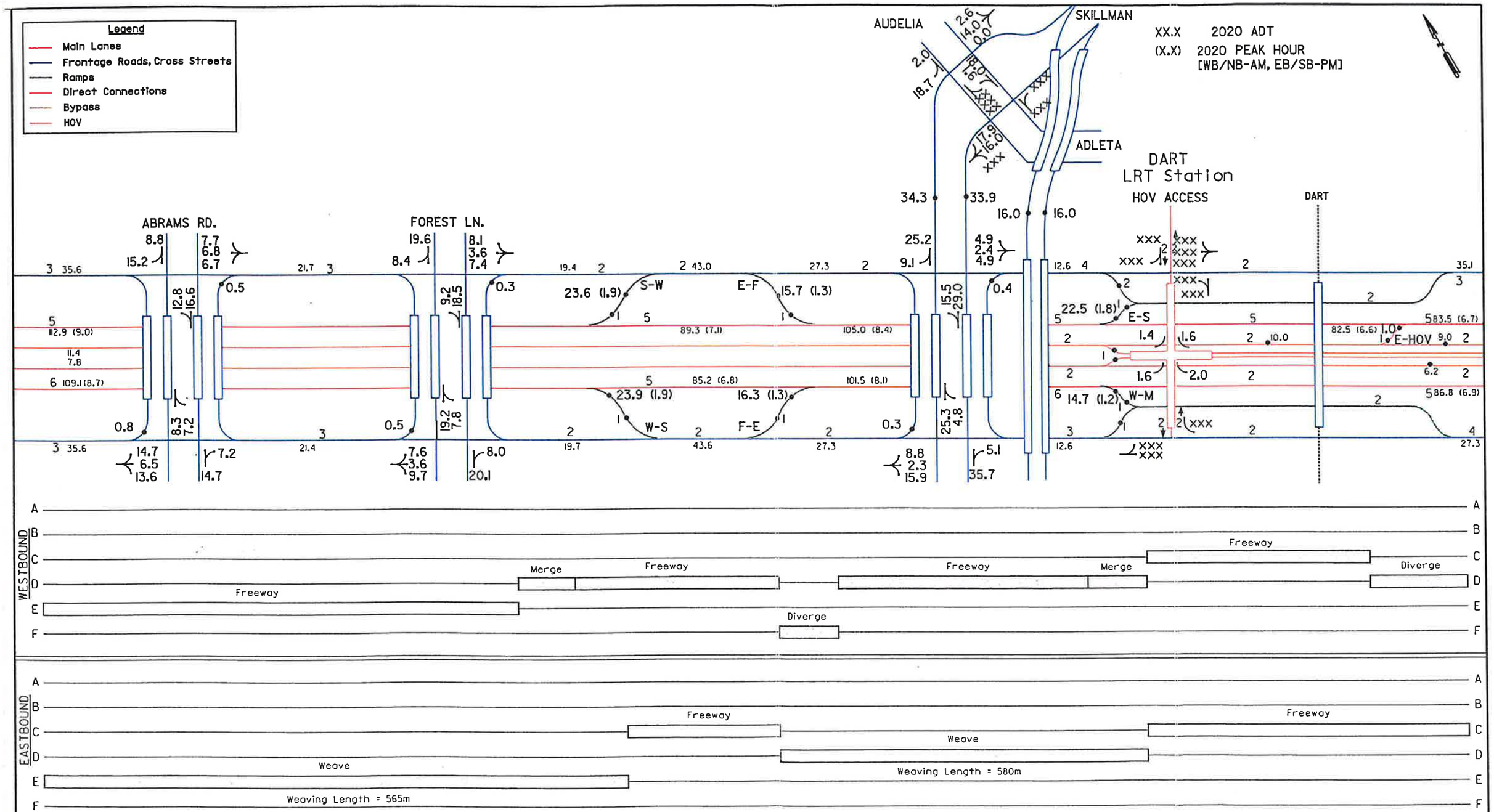
LBJ Corridor Transportation Study

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION

DATE: JULY 2001
SHEET 1 OF 6

Figure 42



NOTES:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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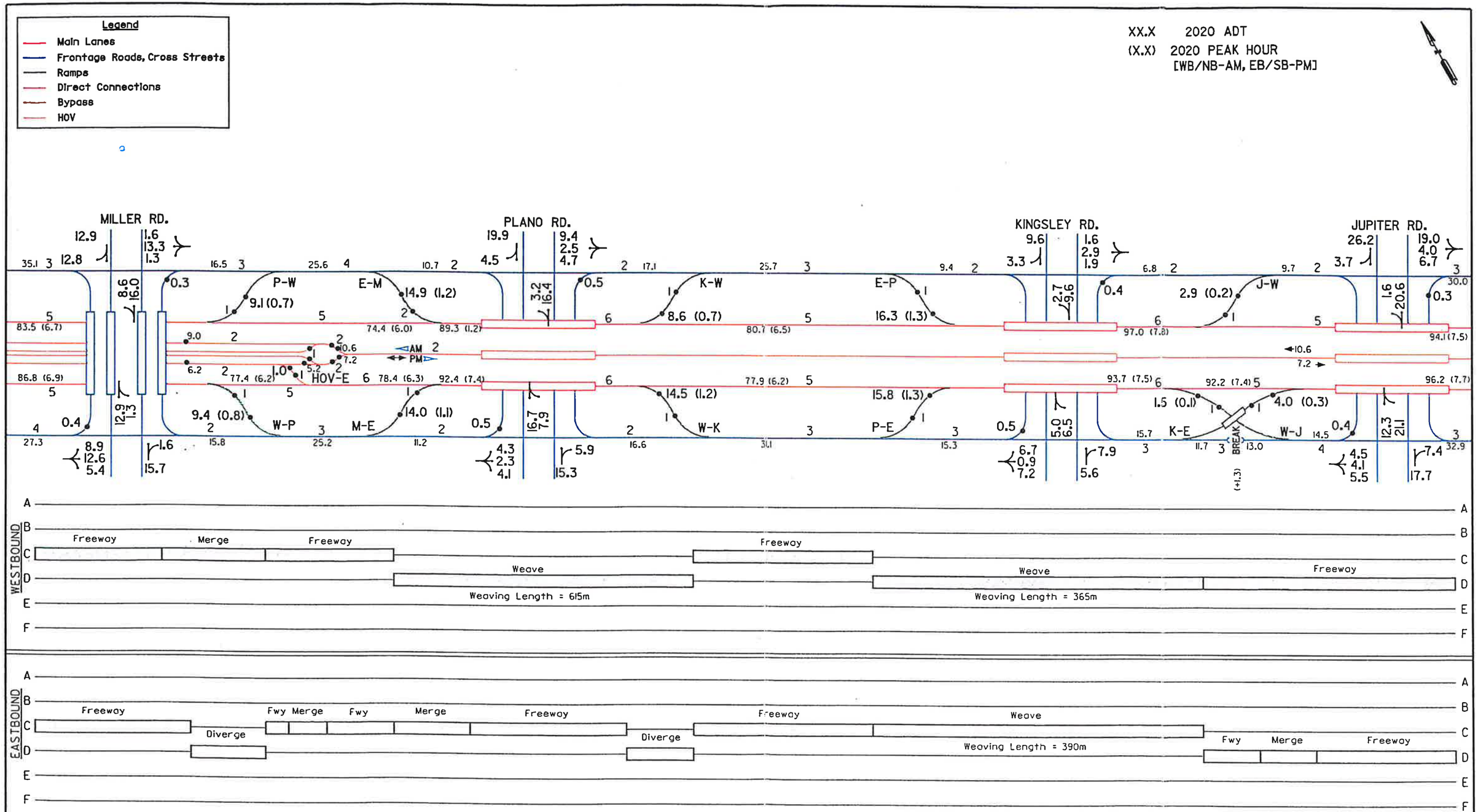
Texas Department of Transportation | IH 635 LBJ Corridor Transportation Study | DART

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION

DATE: JULY 2001
SHEET 2 OF 6

Figure 43



NOTES:

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2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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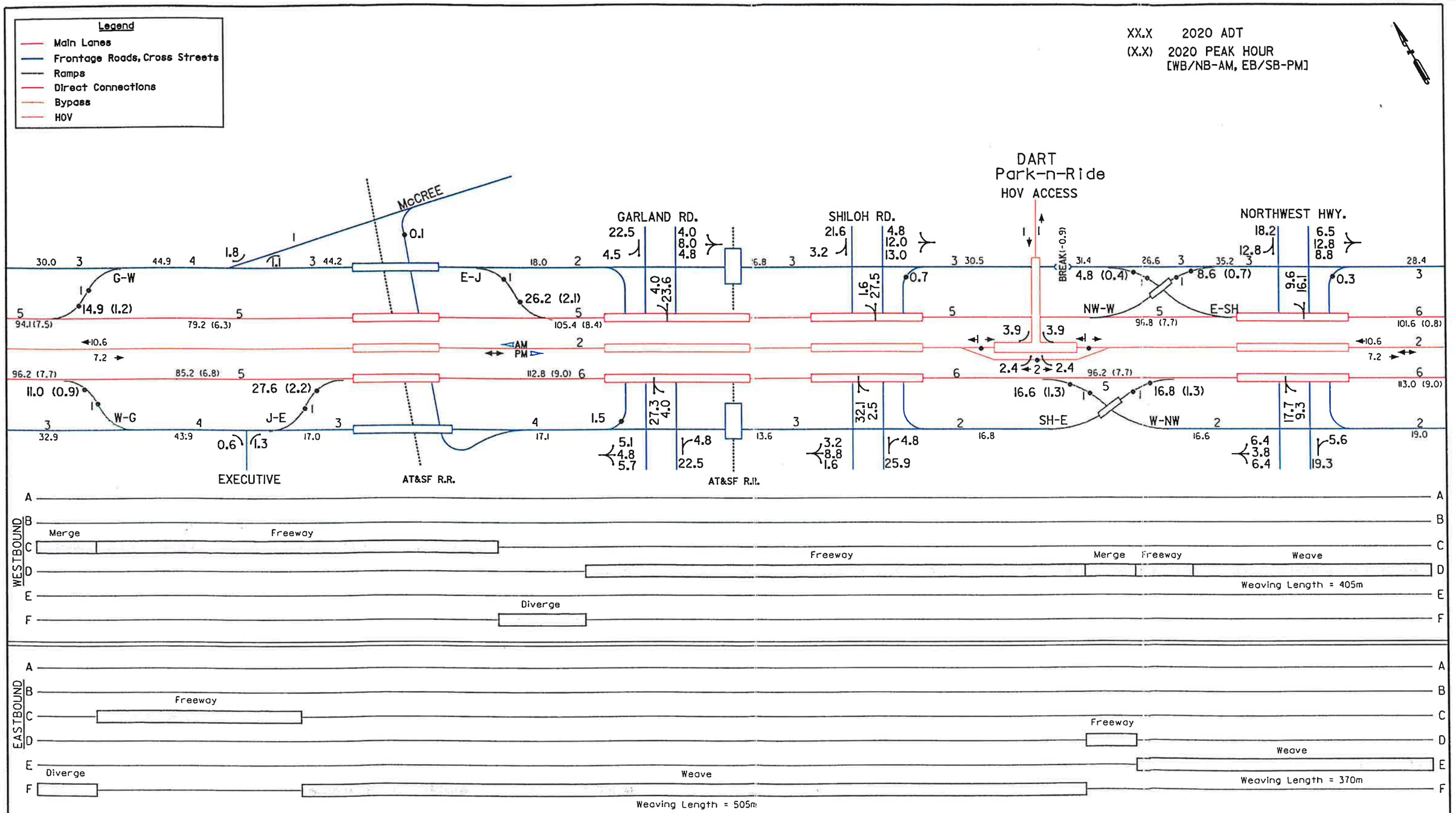
Texas Department of Transportation | LBJ Corridor Transportation Study | DART

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION

DATE: JULY 2001
SHEET 3 OF 6

Figure 44



NOTES:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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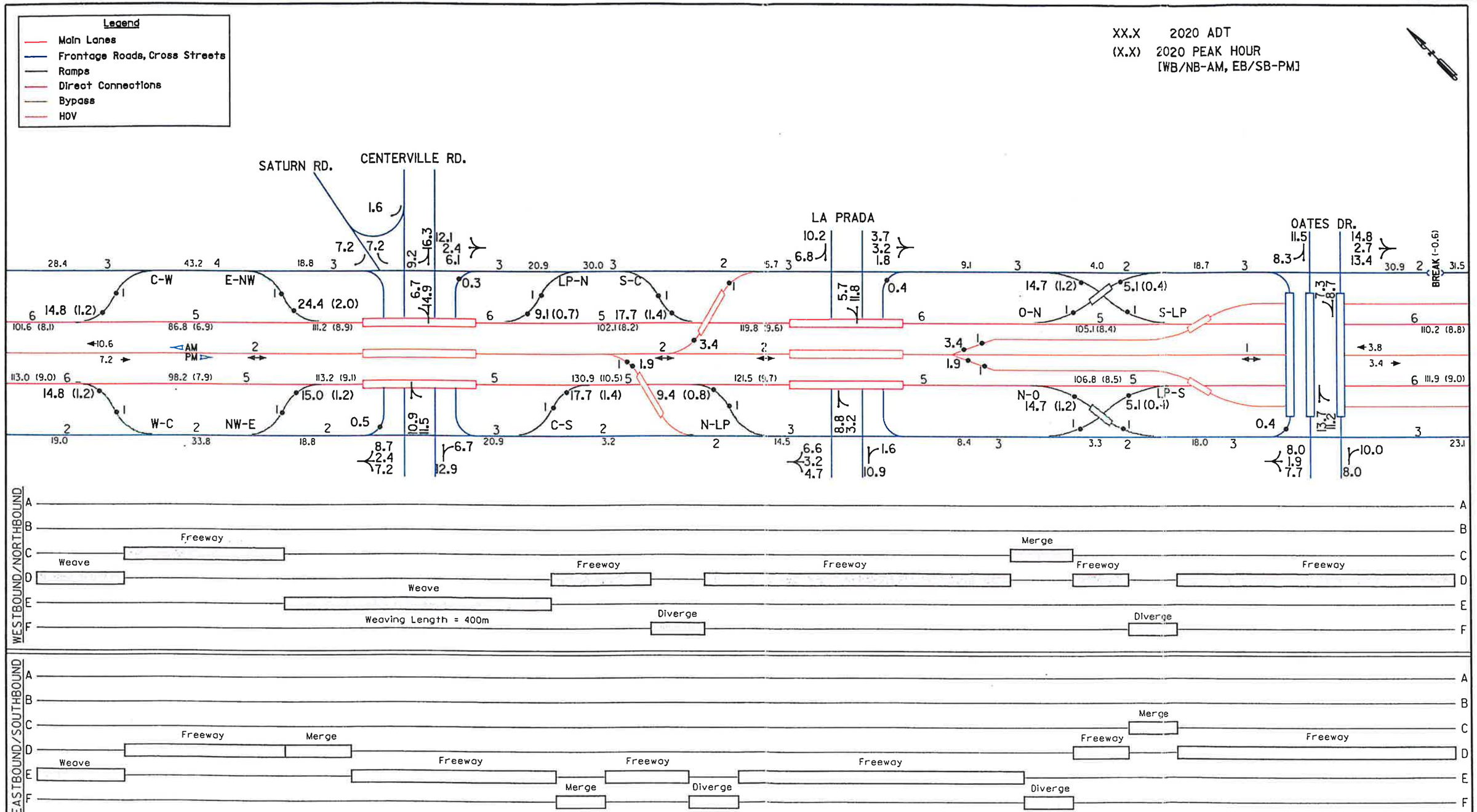
Texas Department of Transportation
LBJ Corridor Transportation Study
DART

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION

DATE: JULY 2001
SHEET 4 OF 6

Figure 45



NOTES:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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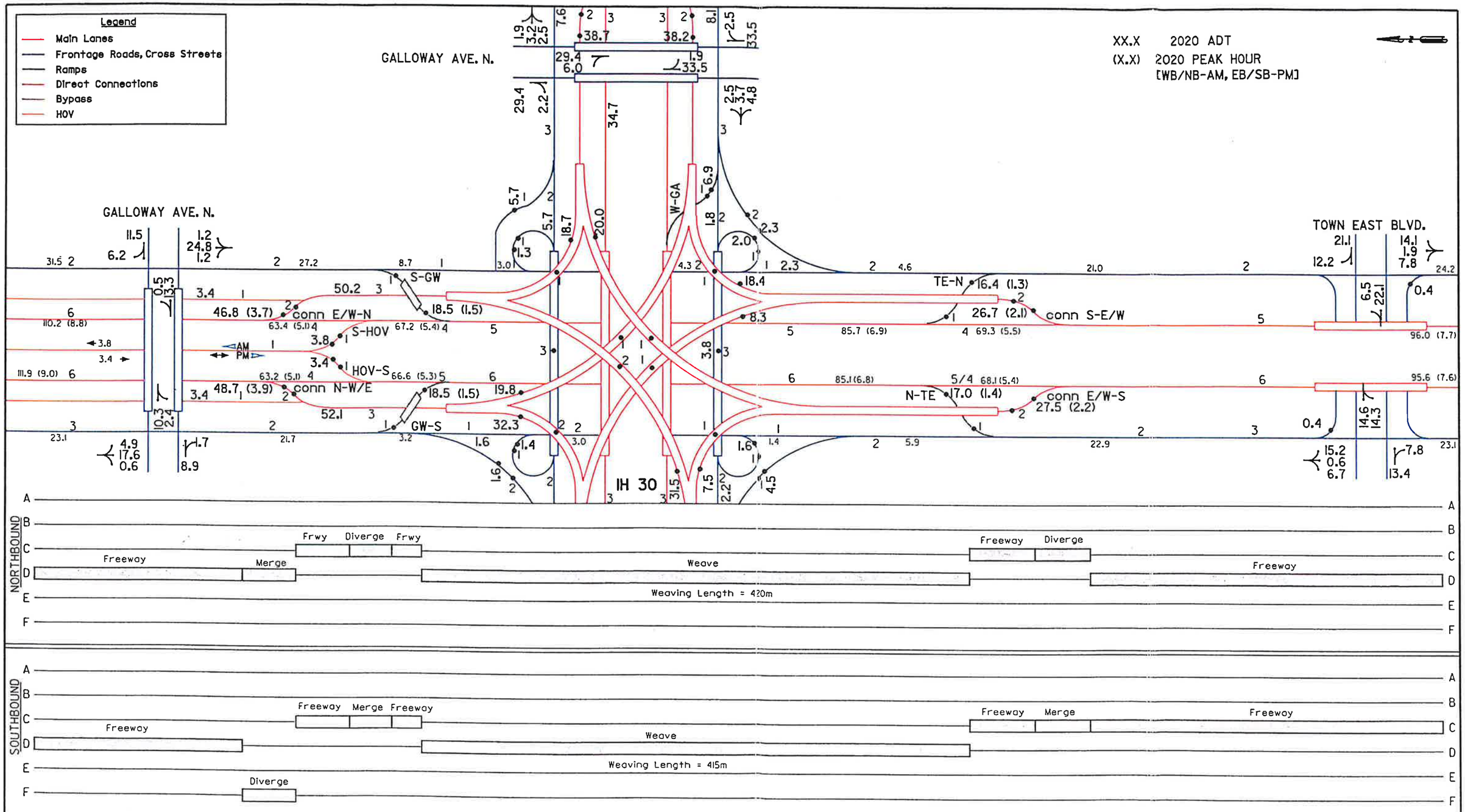
LBJ Corridor Transportation Study
DART

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION
DATE: JULY 2001
SHEET 5 OF 6

Figure 46



NOTES:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammatically located for access/egress purposes.
4) Traffic numbers in thousands.
5) Breaks included along frontage road segments to account for driveway traffic.

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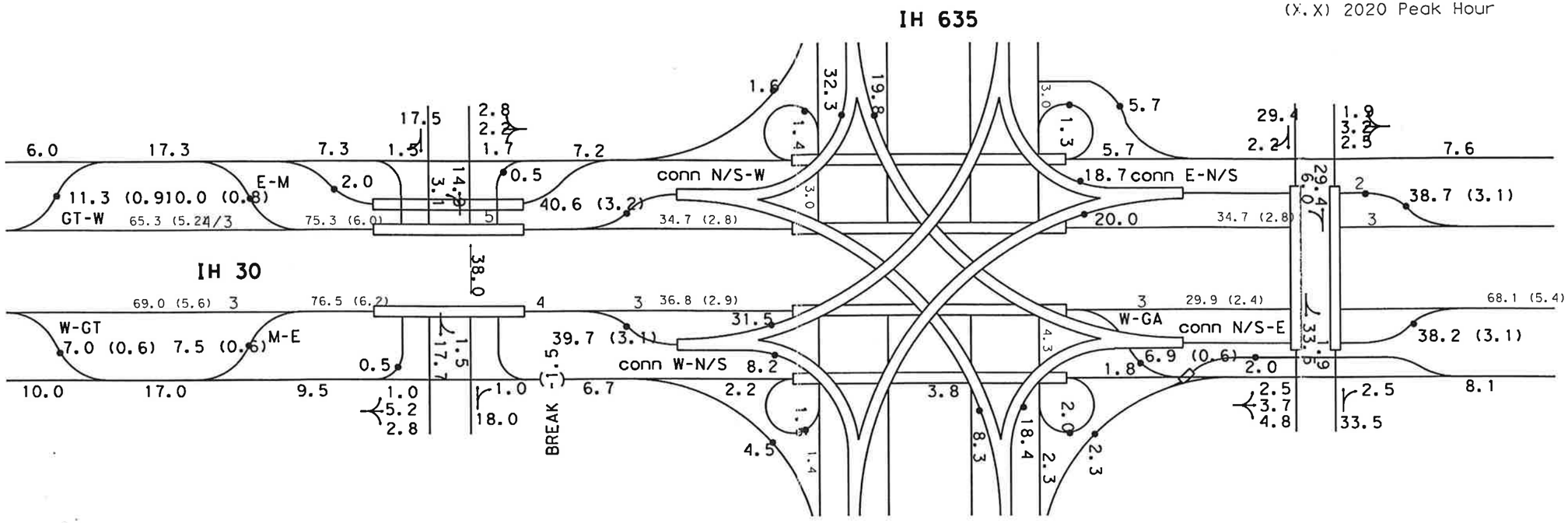
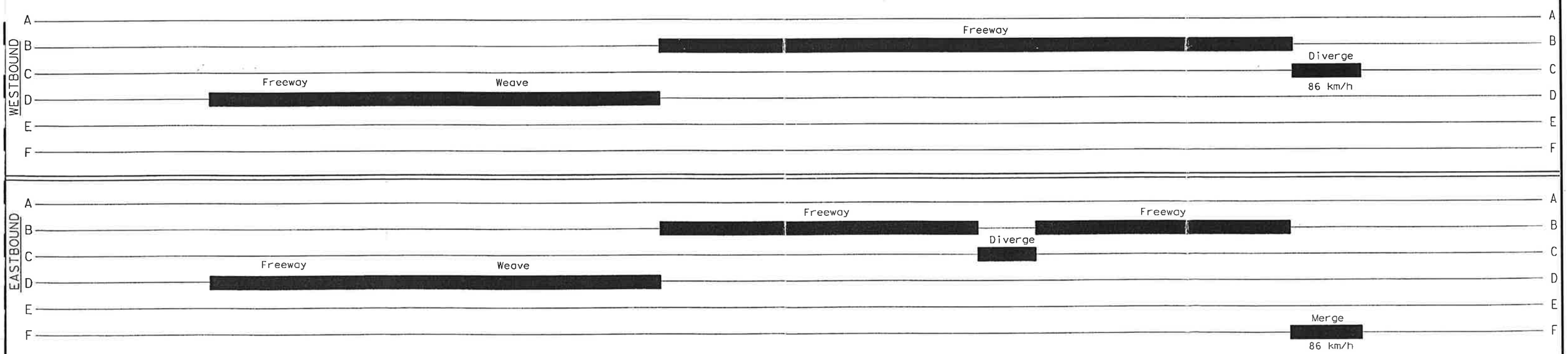
DART

IH 635
MAINLANE LEVEL-OF-SERVICE
EAST SECTION
DATE: JULY 2001
SHEET 6 OF 6

Figure 47

XX.X 2020 ADT
(X.X) 2020 Peak Hour





Notes:

1) Not to Scale.
2) Cross streets are shown perpendicular.
3) HOV/HOT lanes are diagrammically located for access/egreess purposes.
4) Traffic numbers = *1000.

Texas Department of Transportation

LBJ Corridor Transportation Partnership

IH 30
MAINLANE LOS ANALYSIS

Figure 48

DATE: MAY 2002
SHEET 1 OF 1

Source: Texas Natural Resource Information Service (TNRIS), www.tnris.state.tx.us, Original:NAPP, 1994-97

Not to Scale

LEGEND

1. Dallas Piano Warehouse and Showroom
2. The Commons Apartments
3. Taco Bueno
4. Public Storage
5. Clicks Billiards/ Western Union/ Peach Tree Food Mart
6. Assured Self Storage
7. Pearle Vision/ Mattress Giant/ Furniture, Etc.
8. Trophy Nissan Truck Center (Out Building)
9. Checks Cashed/ A-Affordable Insurance/ Planet Texas Candle Factory
10. Public Storage
11. "Abandoned" Gas Station
12. "Abandoned" Restaurant
13. Hunting Ridge Apartments
14. Solarium Apartments

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IH 635
From US 75 to IH 30

DISPLACEMENT MAP

Figure 49 | March 2001

1- DALLAS PIANO WAREHOUSE AND SHOWROOM – 9292 LBJ FREEWAY

2- THE COMMONS APARTMENTS – 9941 WHITEHURST DRIVE

3- TACO BUENO – WHITEHURST DRIVE AND SKILLMAN STREET AT LBJ FREEWAY

IH 635
FROM US 75 TO IH 30

Displacements

FIGURE 50 | DECEMBER 2002

4- PUBLIC STORAGE – 11020 AUDELIA

5- CLICKS BILLIARDS/ WESTERN UNION/ PEACH TREE FOOD MART – 11111 KINSGLEY ROAD

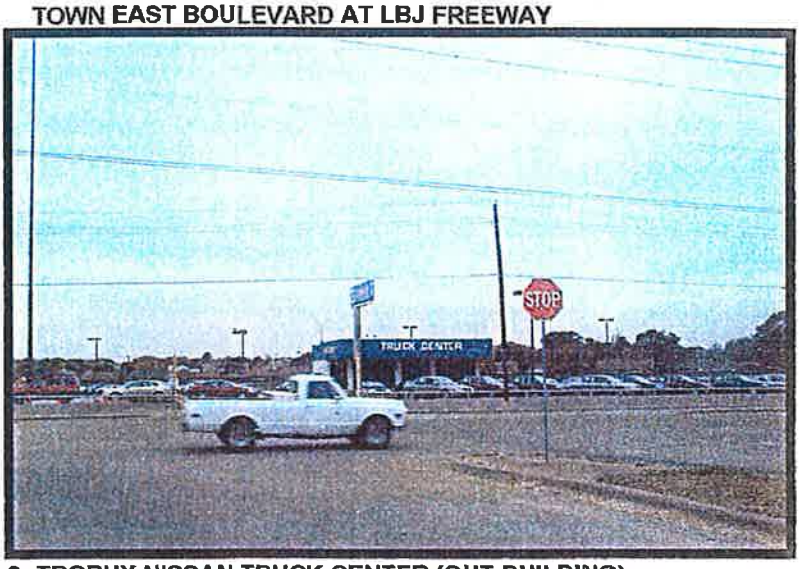
6- ASSURED SELF STORAGE – 3950 GUS THOMASSON ROAD

IH 635
FROM US 75 TO IH 30

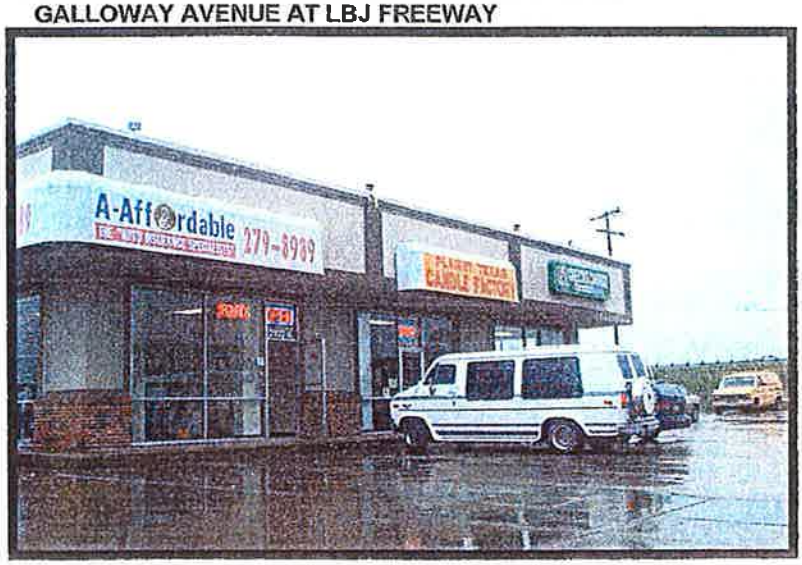
Displacements

FIGURE 51 | DECEMBER 2002

7- PEARLE VISION/ MATTRESS GIANT/ FURNITURE, ETC. – TOWN EAST BOULEVARD AT LBJ FREEWAY



8- TROPHY NISSAN TRUCK CENTER (OUT BUILDING) – GALLOWAY AVENUE AT LBJ FREEWAY



9- CHECKS CASHED/ A-AFFORDABLE INSURANCE/ PLANET TEXAS CANDLE FACTORY – 2102 W. NORTHWEST HIGHWAY

IH 635
FROM US 75 TO IH 30

Displacements

FIGURE 52 | DECEMBER 2002

10- PUBLIC STORAGE – 3702 KINGSLEY ROAD

11- "ABANDONED" GAS STATION – SKILLMAN STREET AT LBJ FREEWAY

IH 635
FROM US 75 TO IH 30

Displacements

FIGURE 53 | DECEMBER 2002

12- "ABANDONED" RESTAURANT – SKILLMAN STREET AT LBJ FREEWAY

13- HUNTING RIDGE APARTMENTS (WESTERN BUILDINGS) – 9821 SUMMERWOOD CIRCLE

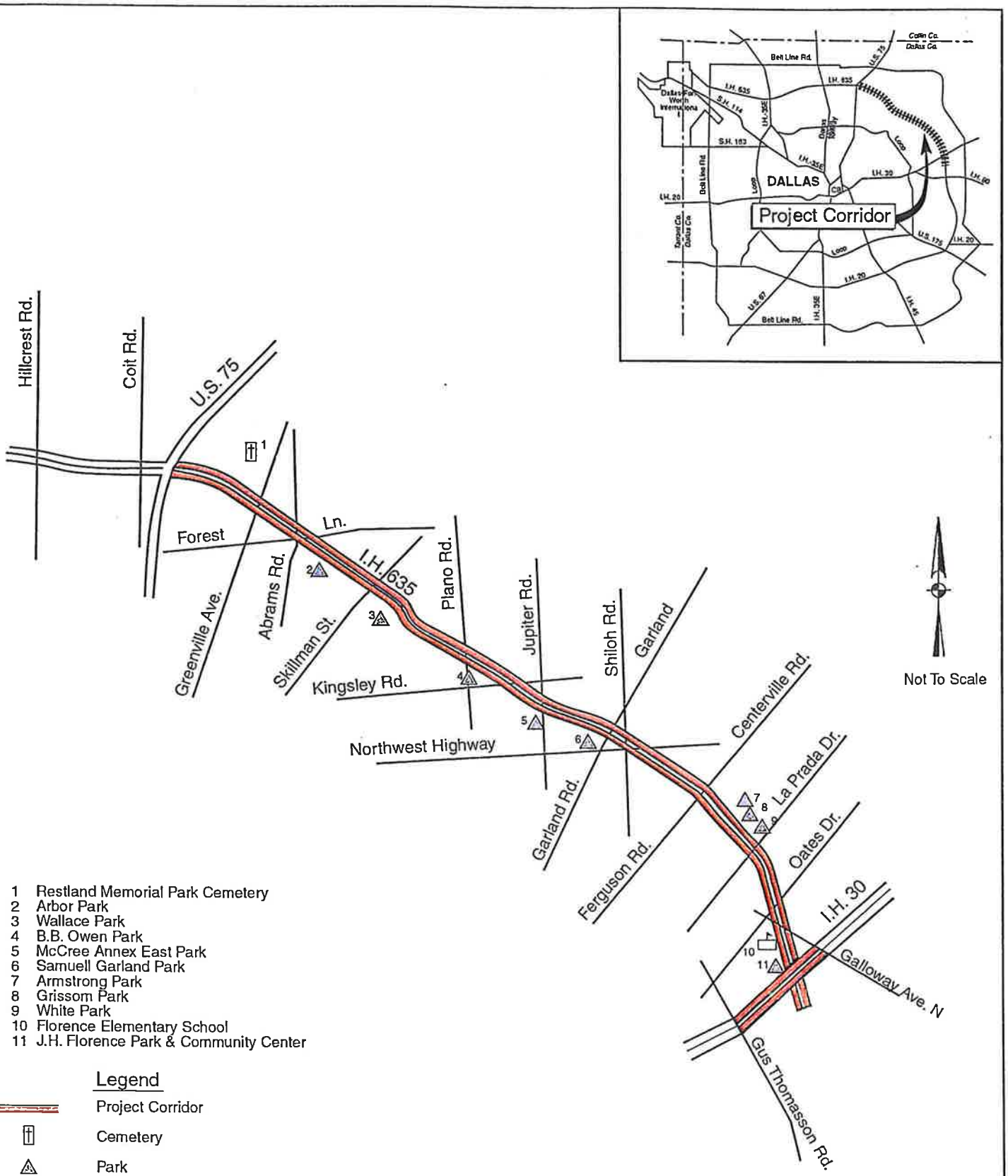
14- HUNTING RIDGE APARTMENTS (EASTERN BUILDINGS) – 9821 SUMMERWOOD CIRCLE

15- SOLARIUM APARTMENTS – 9275 LBJ FREEWAY

IH 635
FROM US 75 TO IH 30

Displacements

FIGURE 55 | DECEMBER 2002



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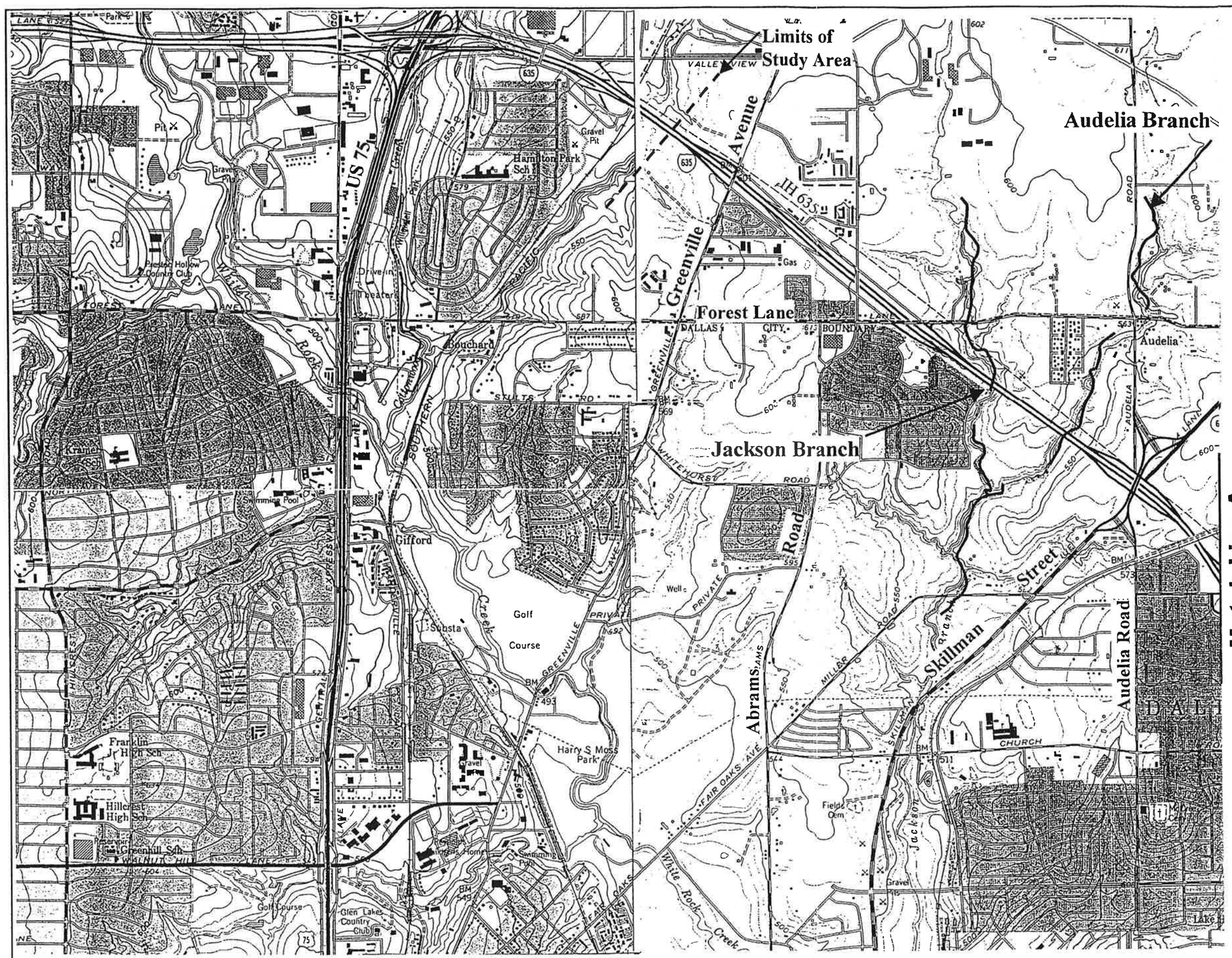
IH 635
from US 75 to IH 30

Public Facilities

Figure ~~55~~ 56 | March 2001



Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Map, WHITE ROCK LAKE, TX, 1973, DALLAS, TX, 1981, GARLAND, TX, 1973 and ADDISON, TX, 1981.

1" = 2000'

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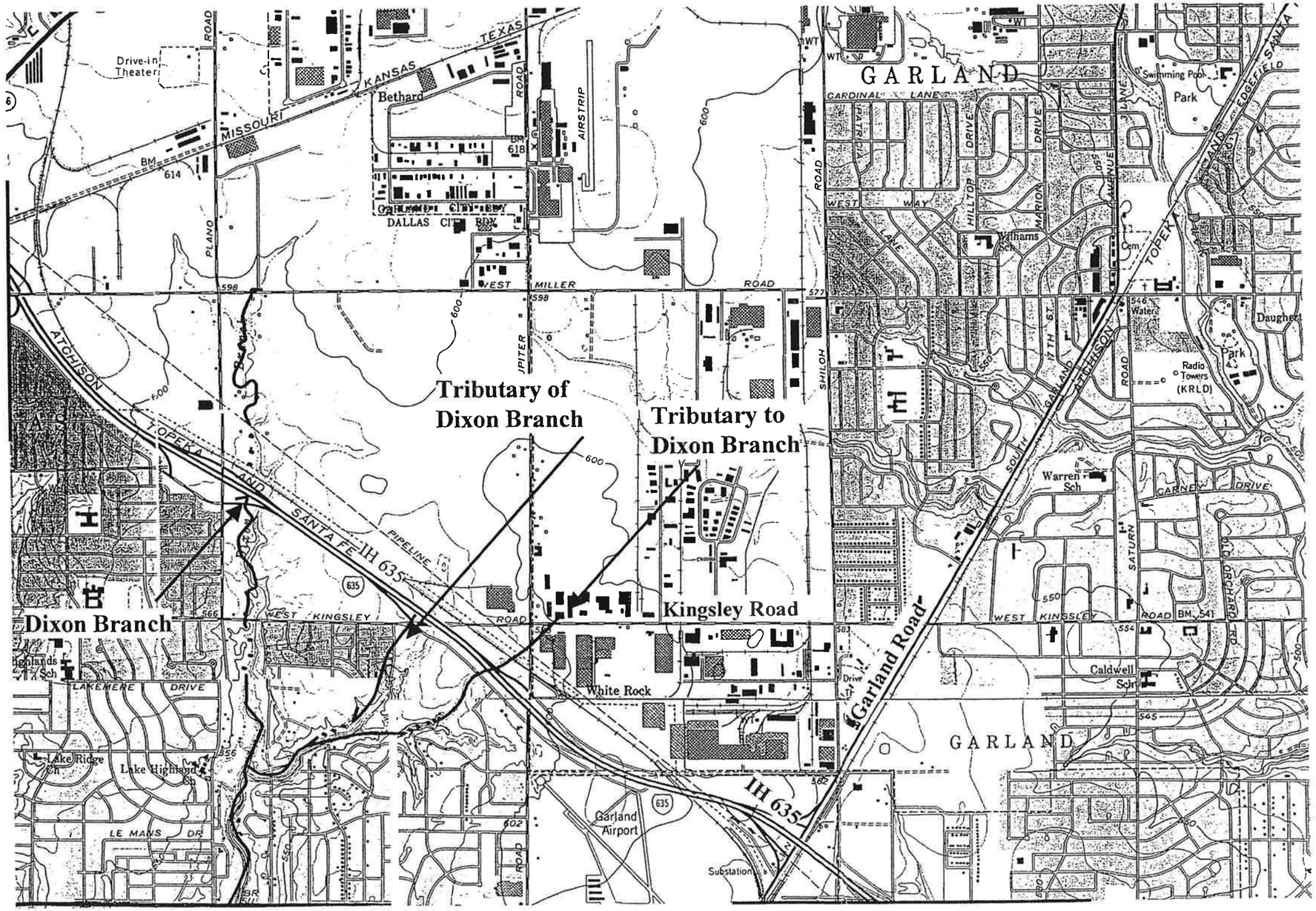
IH 635
From US 75 to IH 30

Jurisdictional Waters

Figure ~~56~~ 57 | March 2001

Note: Multiply by 0.3048 to convert feet to meters

Match Line A



Match Line B

1" = 2000'

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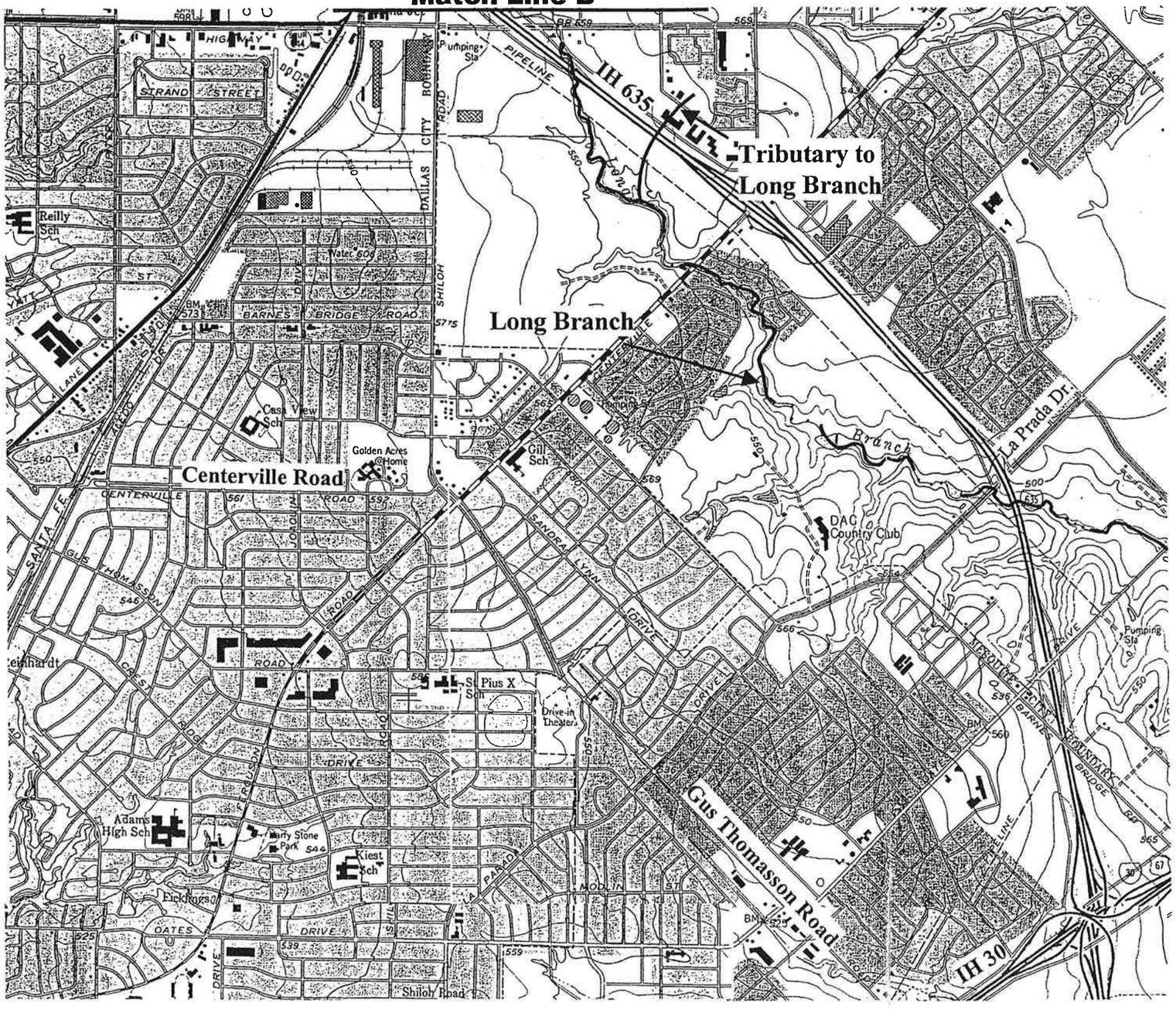
IH 635
From US 75 to IH 30

Jurisdictional Waters

Figure ~~57~~ 58 | March 2001

Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Map, WHITE ROCK LAKE, TX, 1973, DALLAS, TX, 1981, GARLAND, TX, 1973 and ADDISON, TX, 1981.

Note: Multiply by 0.3048 to convert feet to meters



1" = 2000'

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East Section
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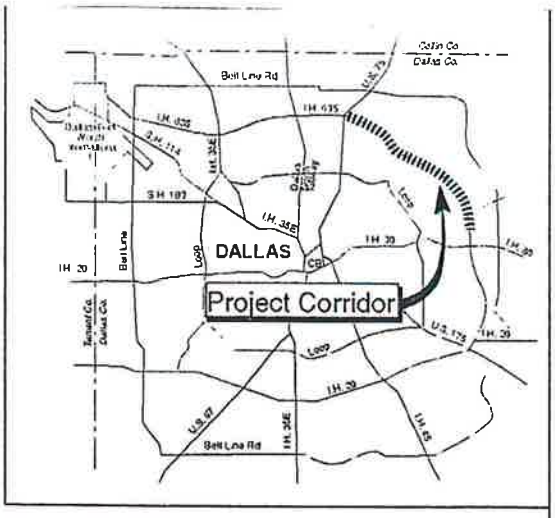
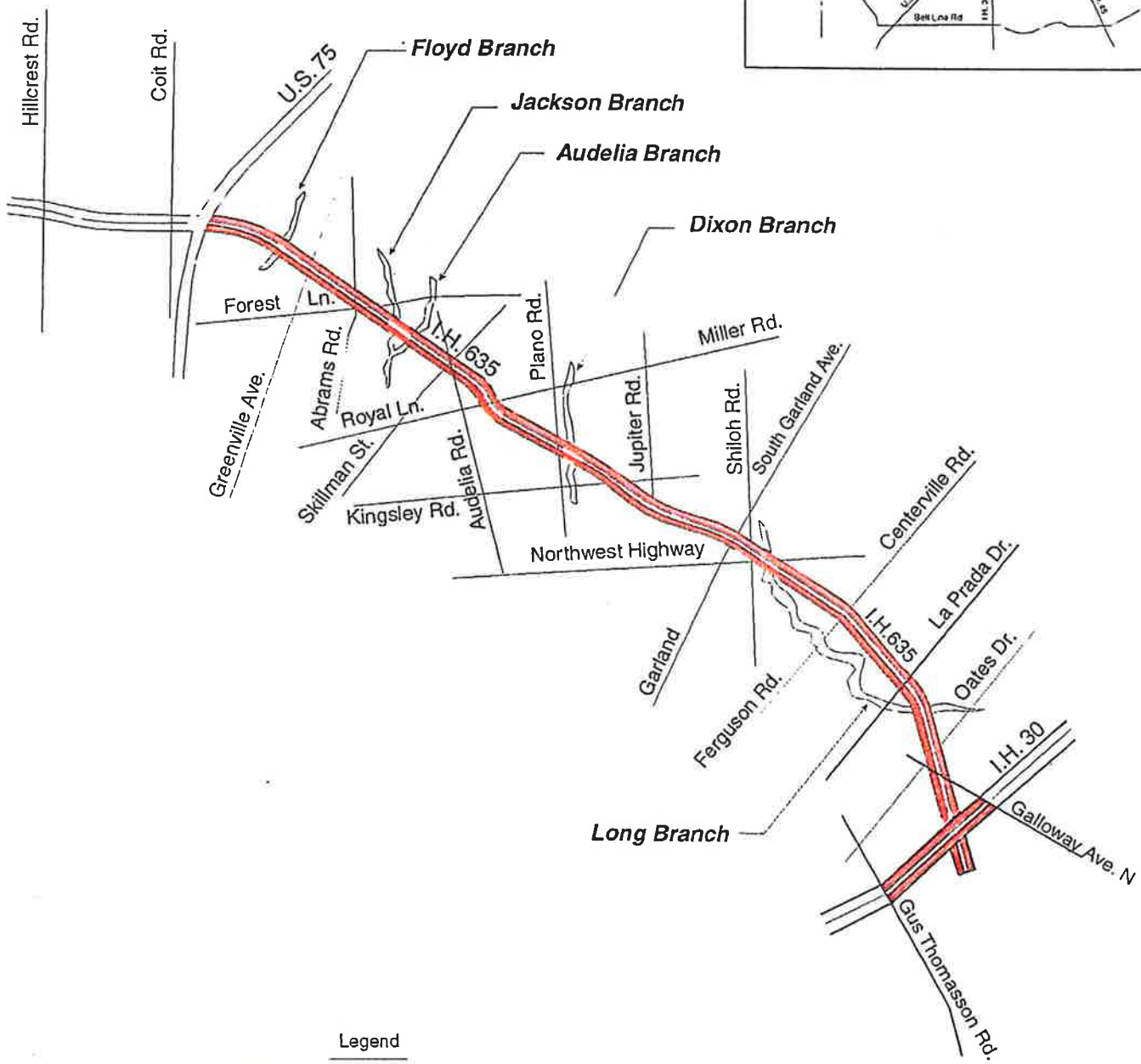
IH 635
From US 75 to IH 30

Jurisdictional Waters

Figure ~~56~~ 59 | March 2001

Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Map, WHITE ROCK LAKE, TX, 1973, DALLAS, TX, 1981, GARLAND, TX, 1973 and ADDISON, TX, 1981.





Legend

Project Corridor

100-Year Floodplain (within project area)

Not To Scale

Environmental Assessment
East Section
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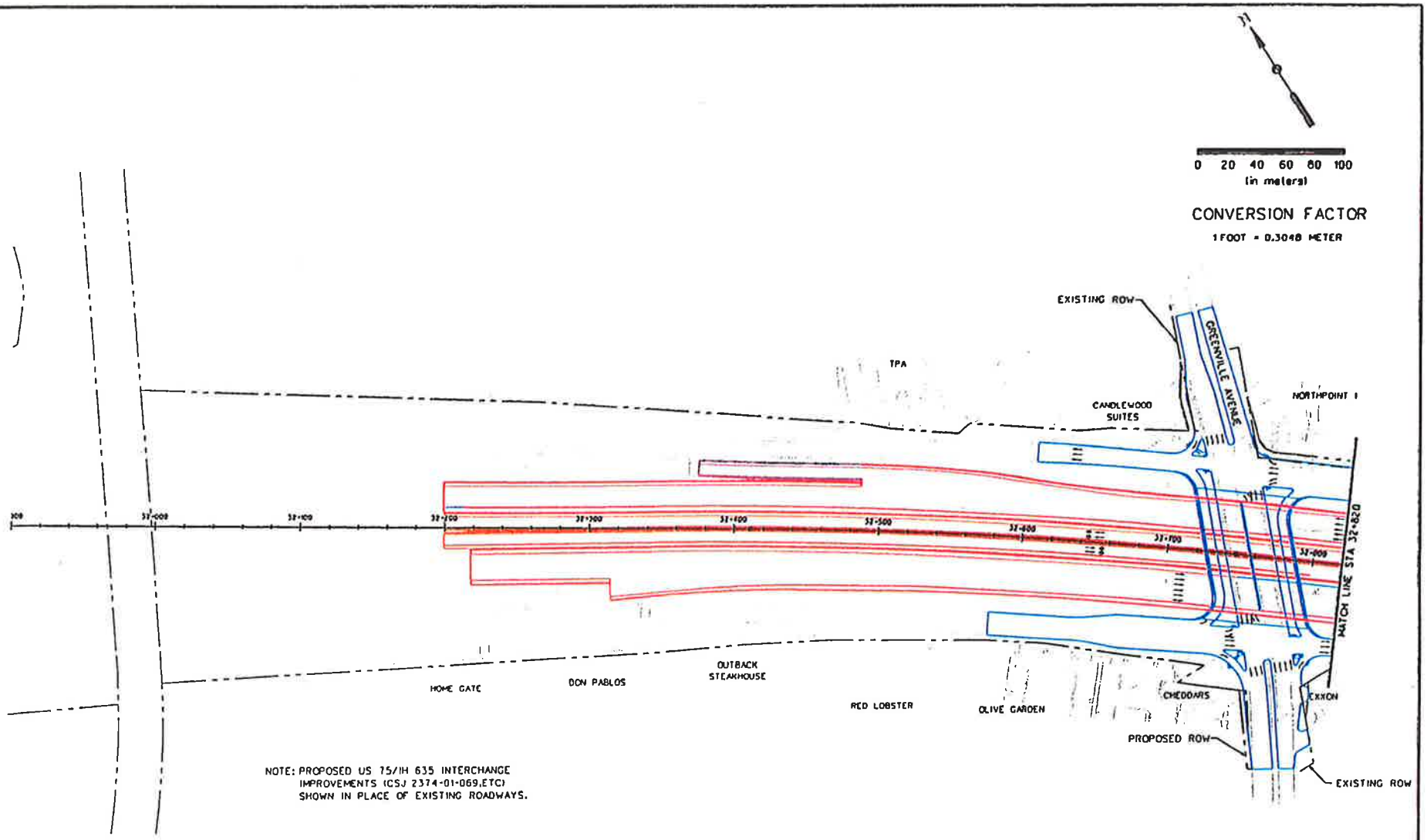
IH 635
from US 75 to IH 30

Floodplains

Figure ~~59~~ 60 | March 2001



NO PROPOSED NOISE WALLS OR RECEPTOR SITES IN THIS AREA

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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Texas Department of Transportation

Plano 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

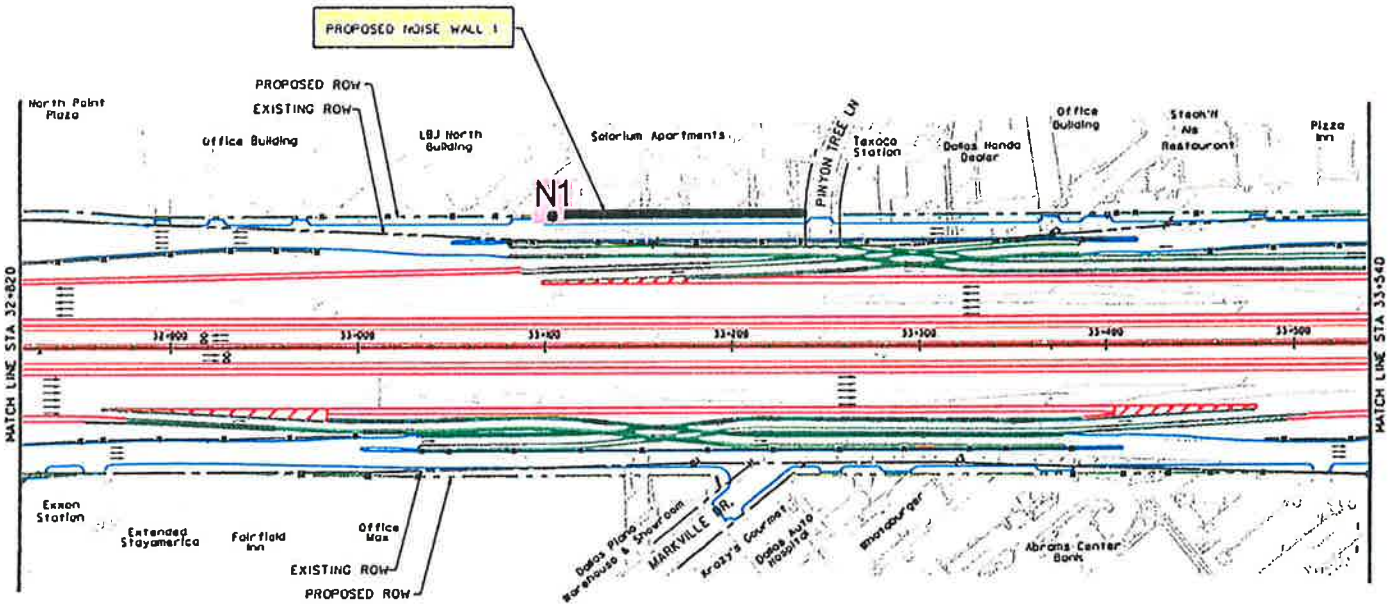
BEGIN TO STA 32+820

Figure ~~60~~ 61

DATE: JULY 2001

SHEET 1 OF 27

11:12 C:\bj\metschem\east\code\CA\isenoise\ea01.dgn 26-JUN-2001



N

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 32+820 TO STA 33+540

Figure ~~61~~ 62

DATE: JULY 2001

SHEET 2 OF 27

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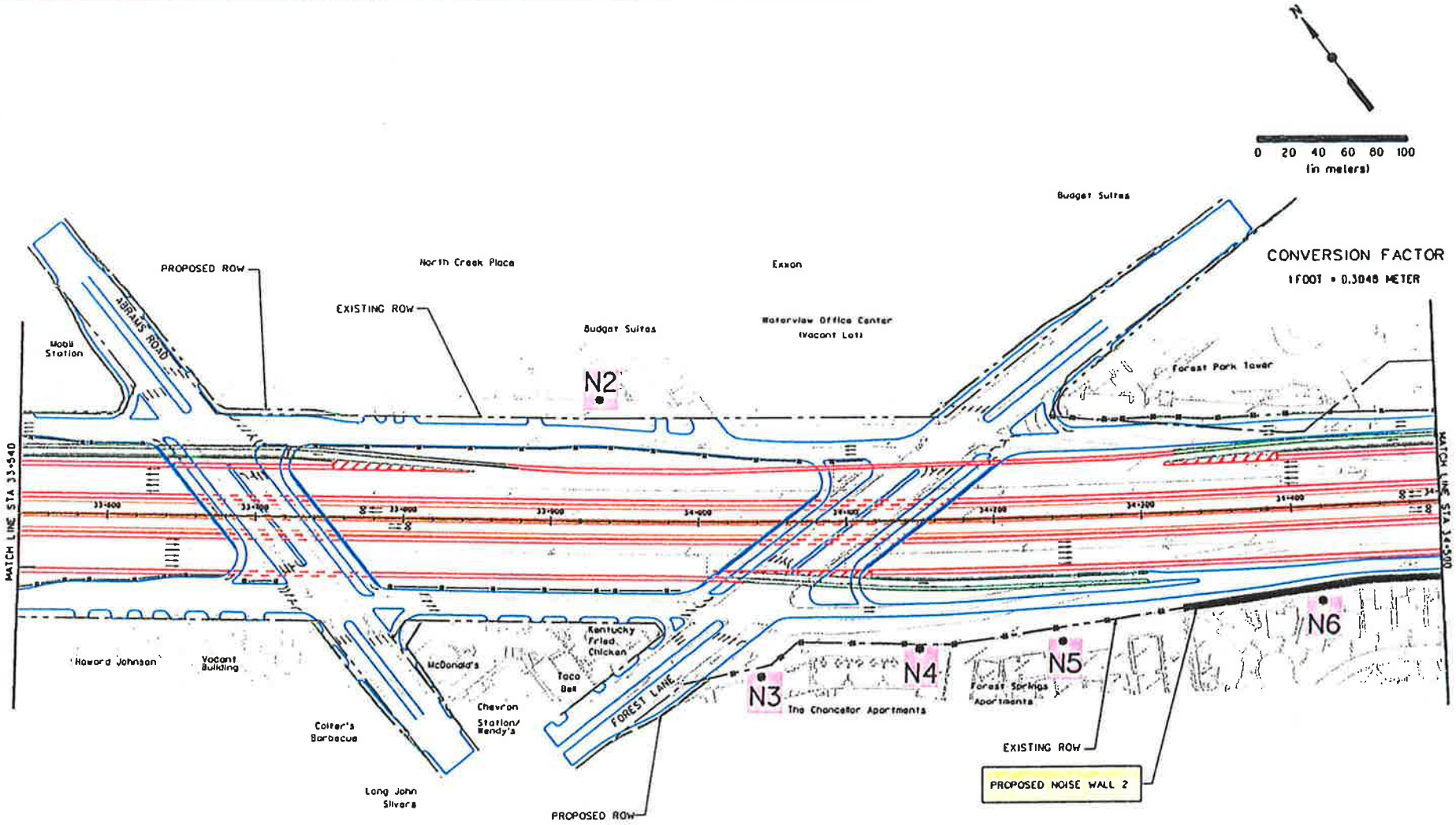

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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IH 635 NOISE RECEPTOR SITES

STA 33+540 TO STA 34+500

Figure ~~62~~ 63

DATE: JULY 2001

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26-JUN-2001

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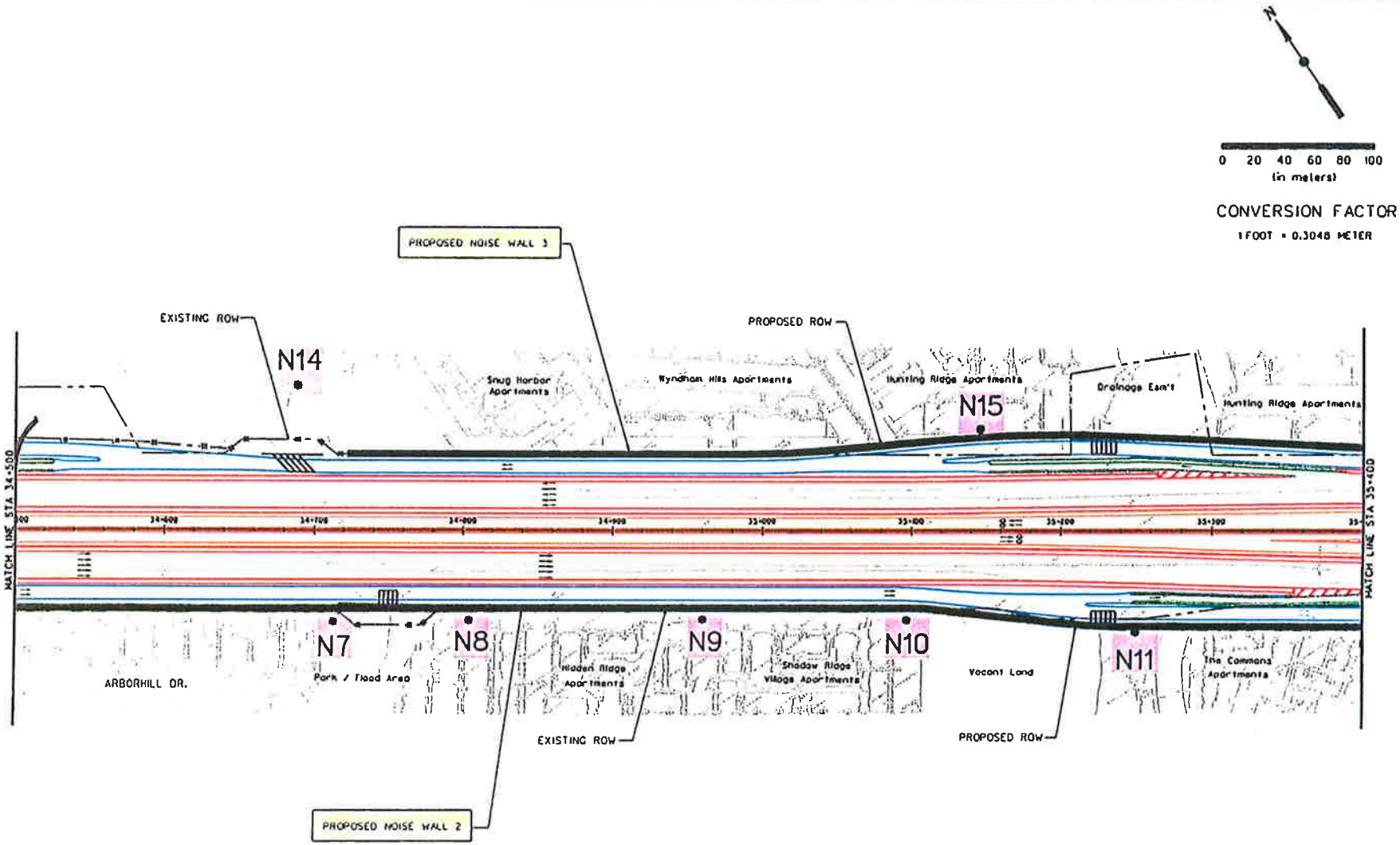

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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IH 635 NOISE RECEPTOR SITES

STA 34+500 TO STA 35+400

Figure ~~63~~ 64

DATE: JULY 2001

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28-JUN-2001

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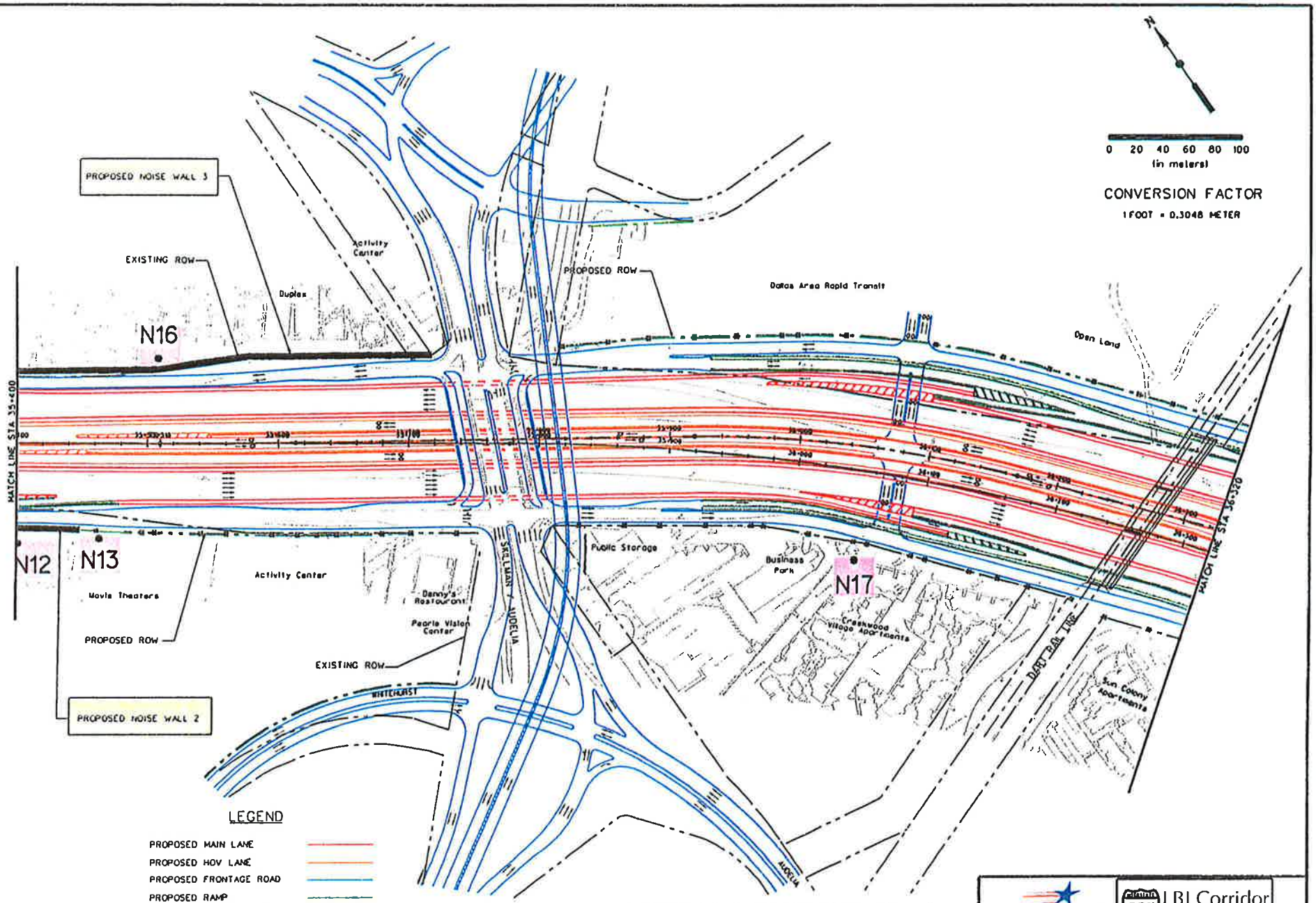

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 35+400 TO STA 36+320

Figure ~~64~~ 65

DATE: JULY 2001

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28-JUN-2001

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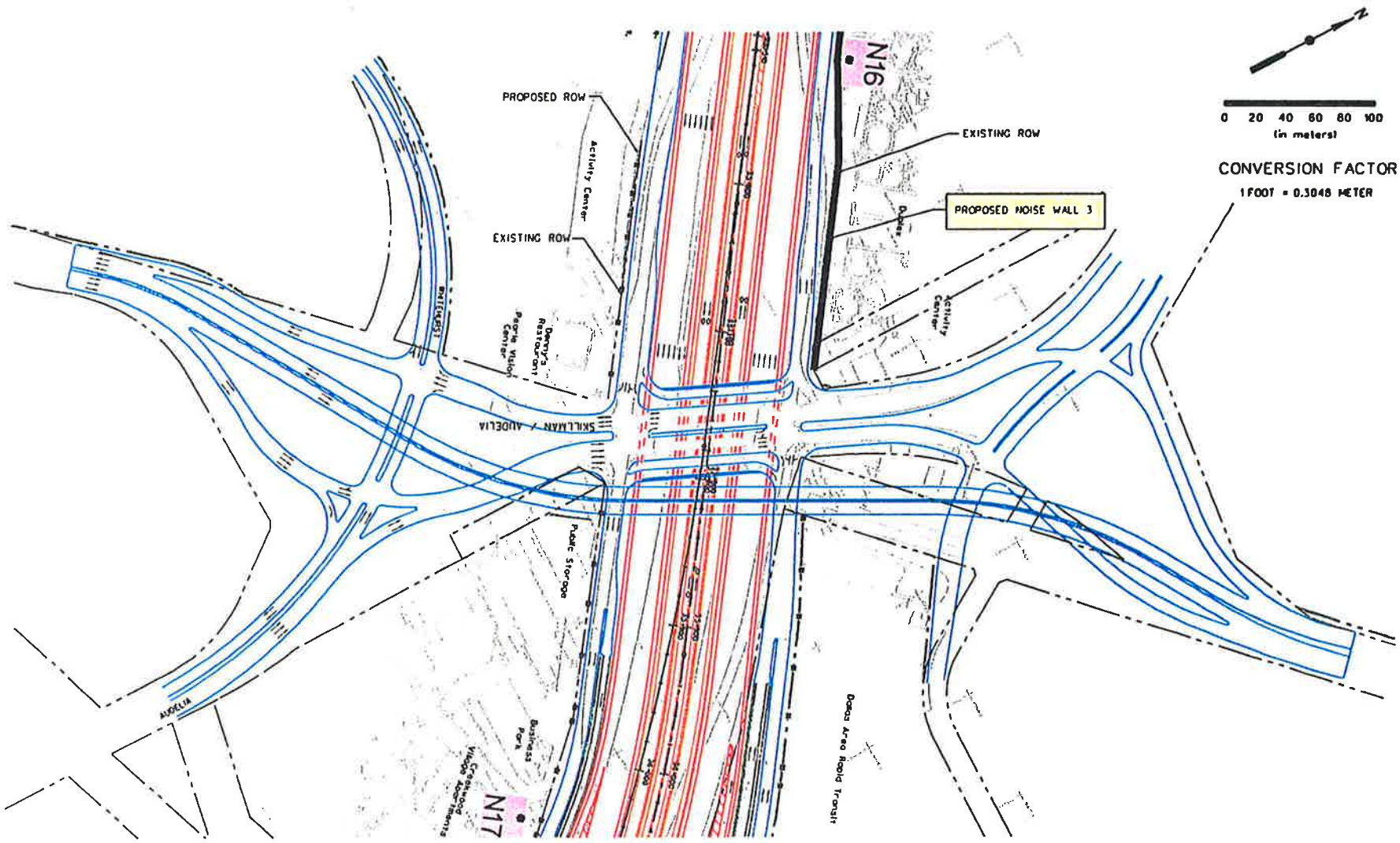

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

SKILLMAN STREET

Figure ~~65~~ 66

DATE: JULY 2001

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28-JUN-2001

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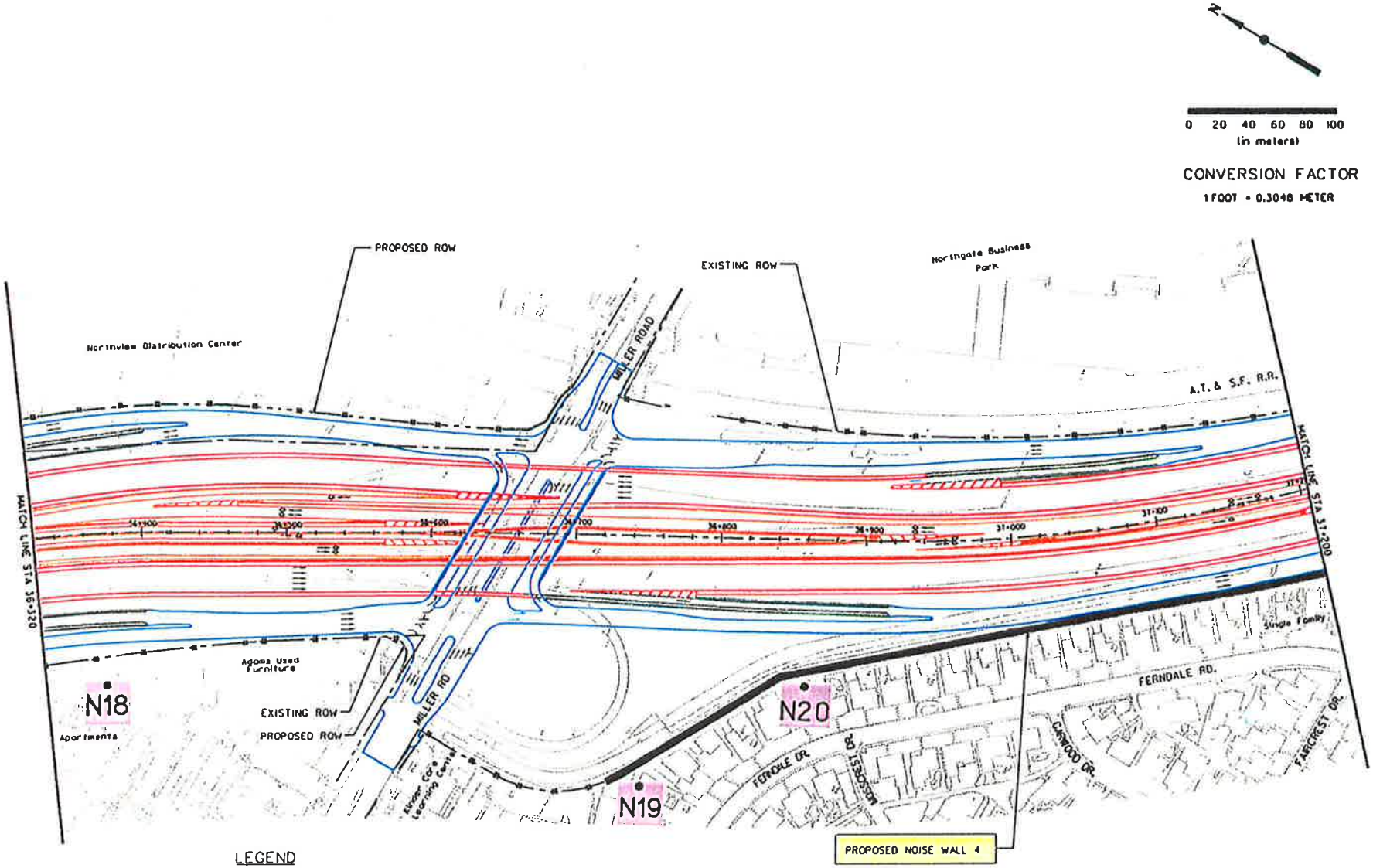

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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Interstate 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 36+320 TO STA 37+200

Figure ~~66~~ 67

DATE: JULY 2001

SHEET 1 OF 27

26-JUN-2001

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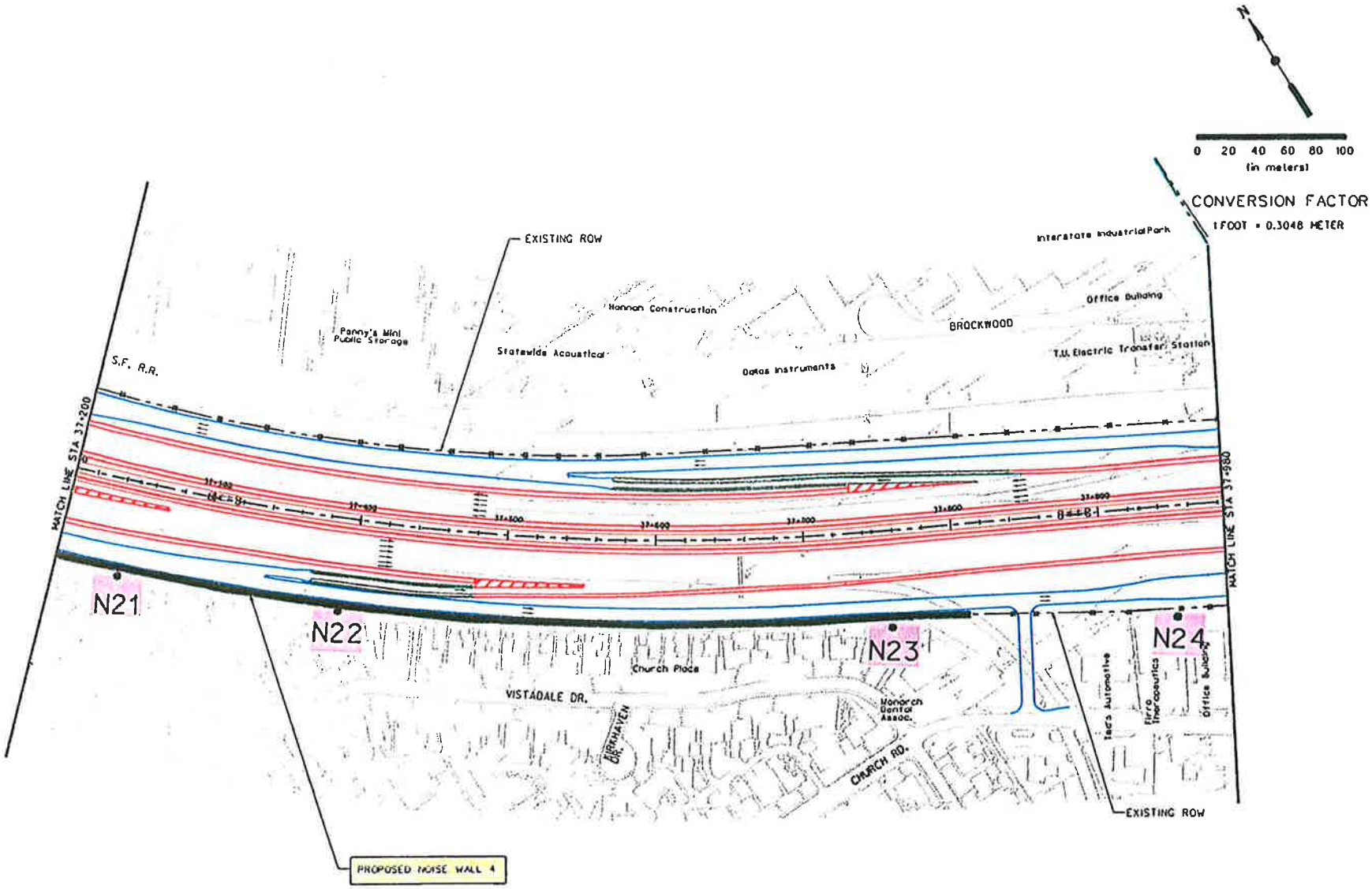

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 37+200 TO STA 37+980

Figure ~~67~~ 68

DATE: JULY 2001

SHEET 8 OF 27

28-JUN-2001

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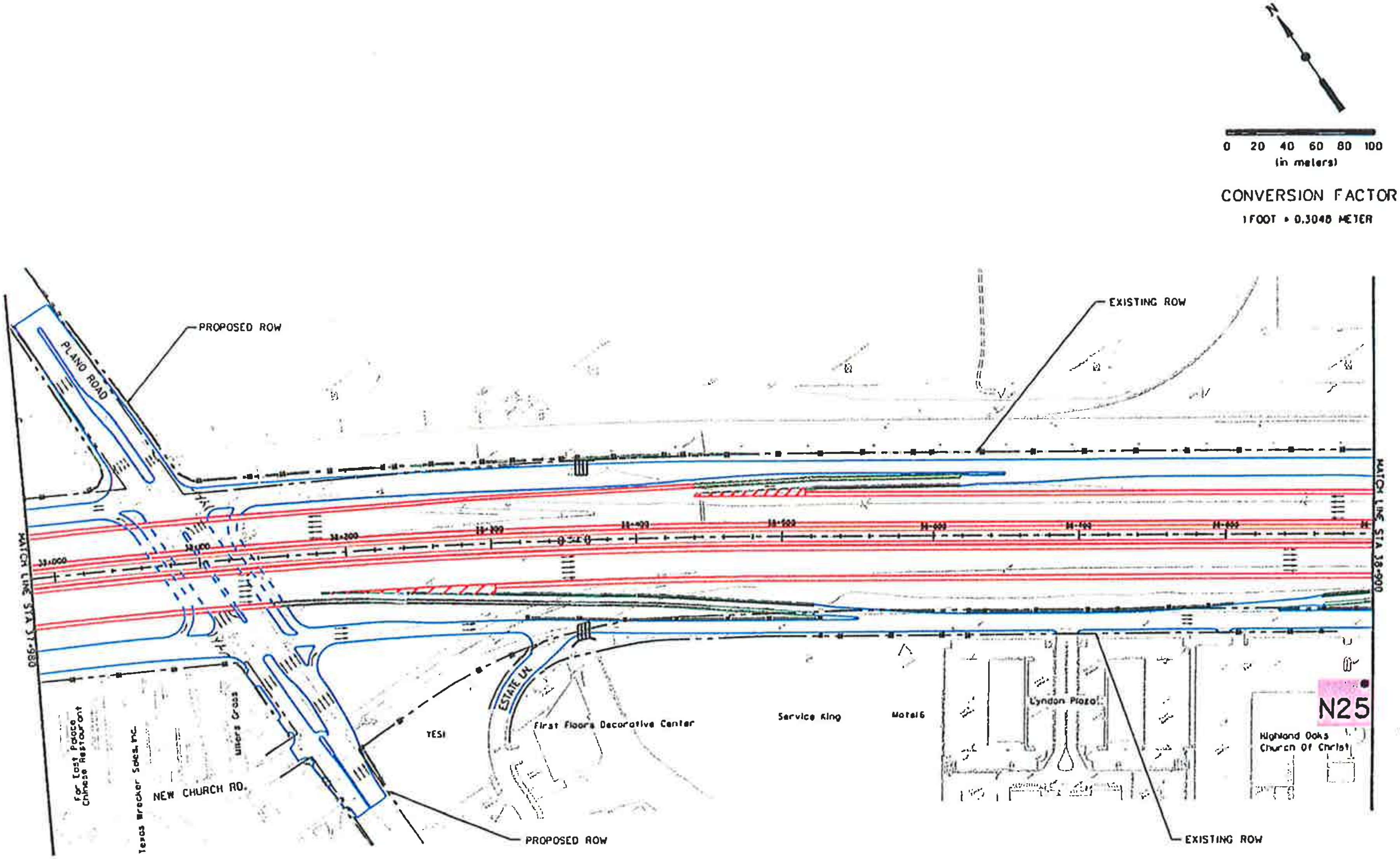

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

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635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 37+980 TO STA 38+900

Figure ~~68~~ 69

DATE: JULY 2001

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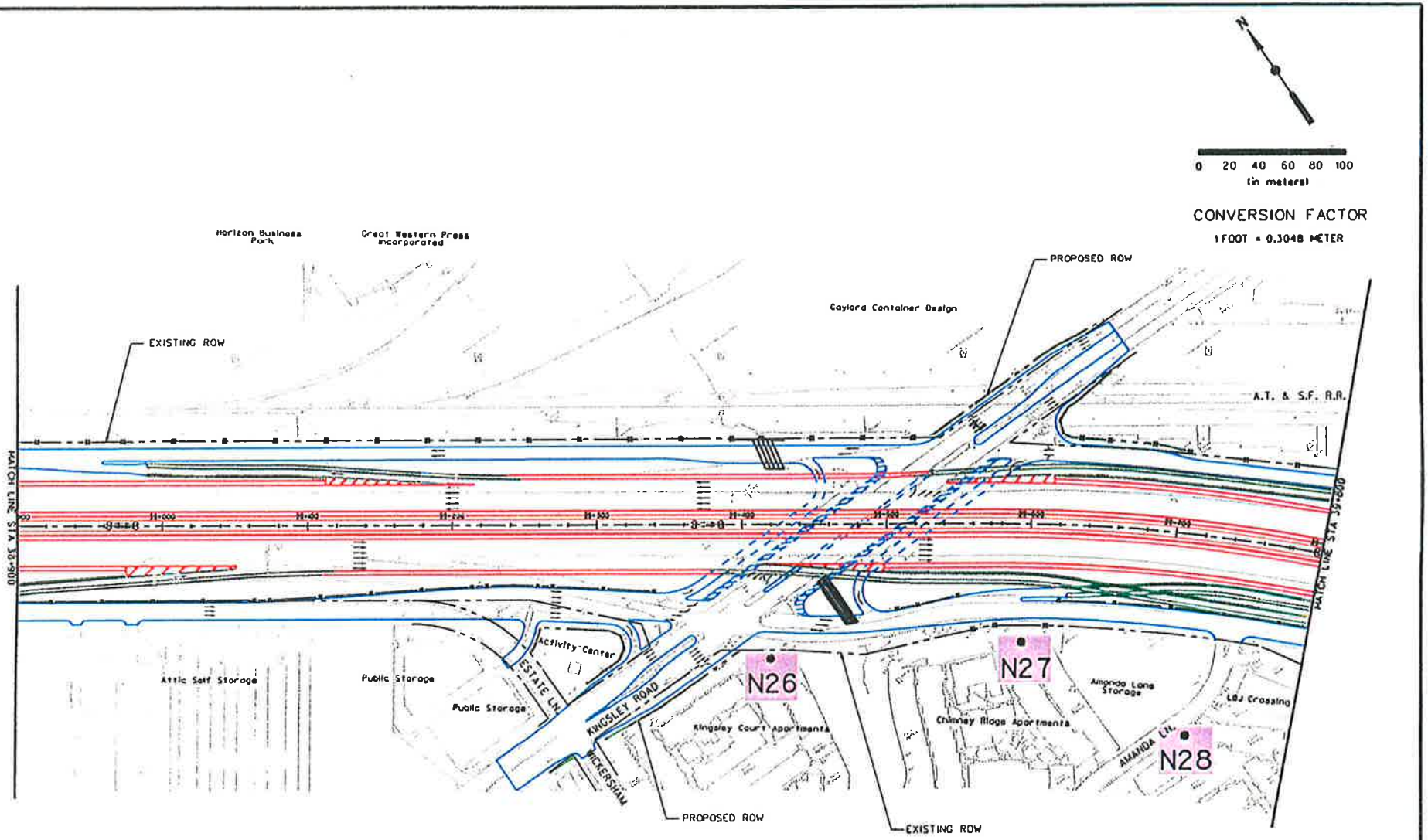
11712 G:\lbj\melschem\eoal\cadd\EA\eenoise-ea09.dgn 28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

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635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 38+900 TO STA 39+800

Figure ~~69~~ 70

DATE: JULY 2001

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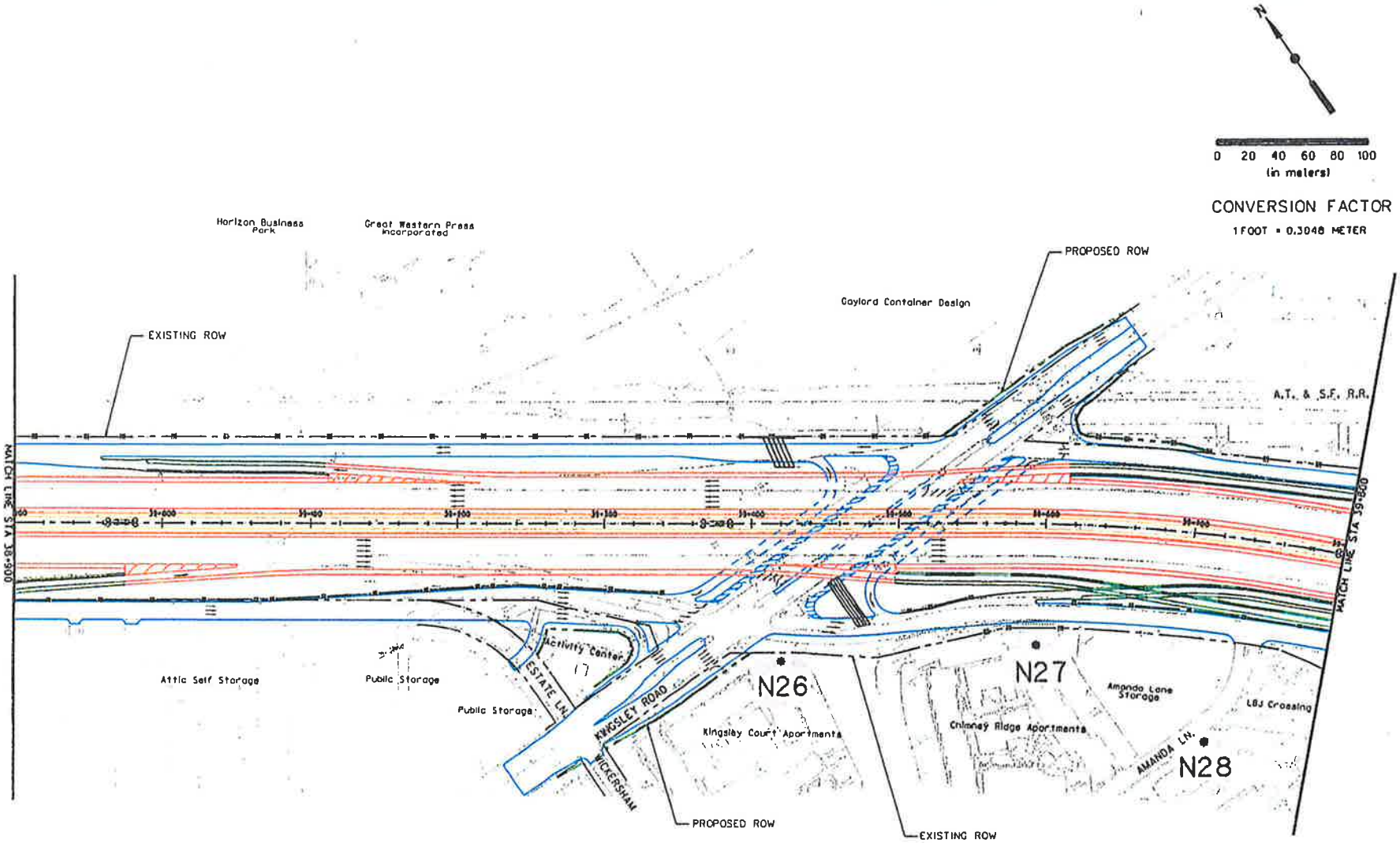
26-JUN-2001

11112 G:\bjvnelschem\east\ccdd\EA\barrier-neb.dgn



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

Environmental Assessment
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Texas Department of Transportation

IH 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 38+900 TO STA 39+800

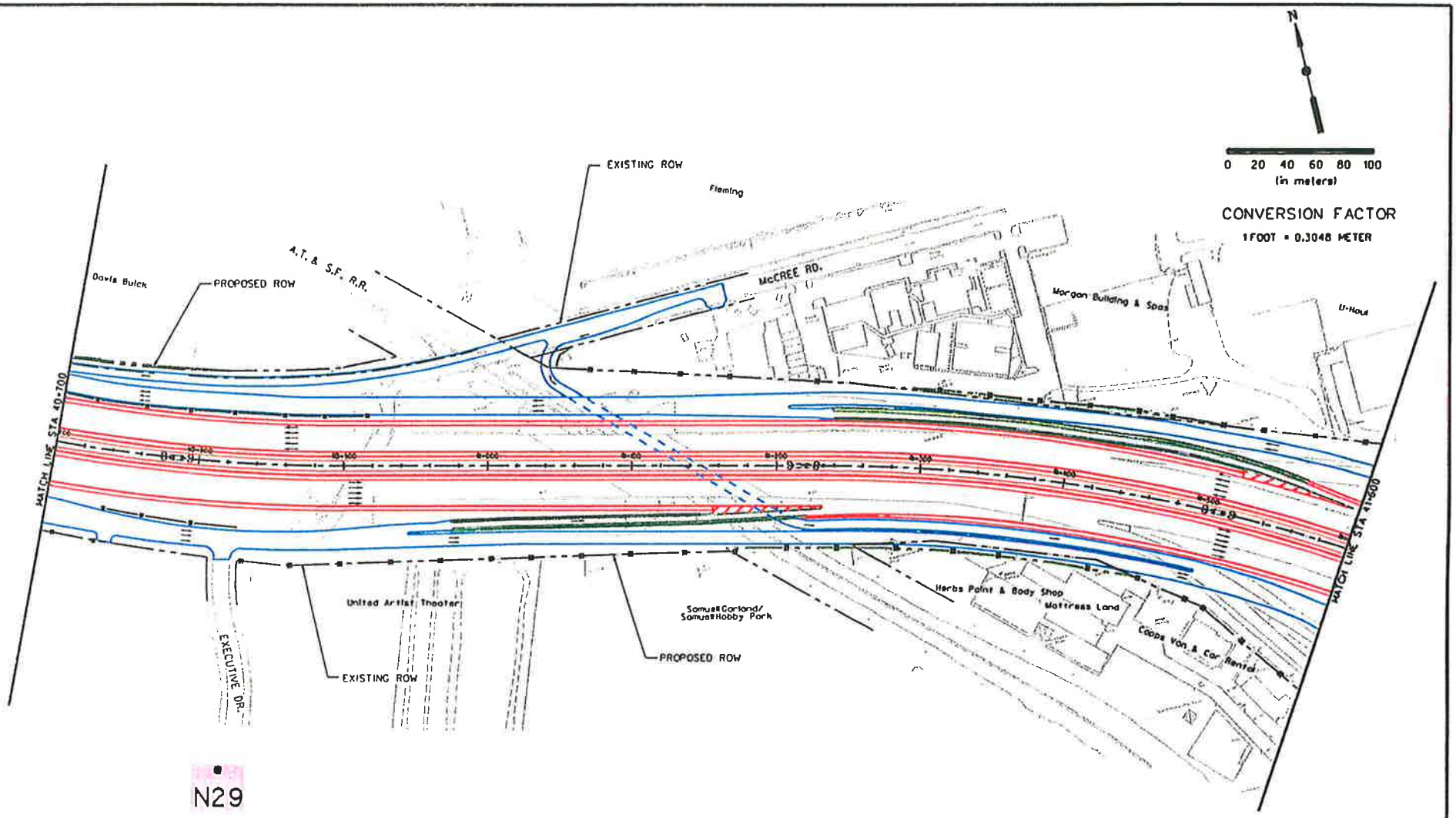
Figure ~~70~~ 71

DATE: MAY 2002

SHEET 10 OF 27

15-MAY-2002

1112 G:\lbj\metschem\east\code\EA\barnoise-rec10.dgn



NO PROPOSED NOISE WALLS IN THIS AREA

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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Texas Department of Transportation

Interstate 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

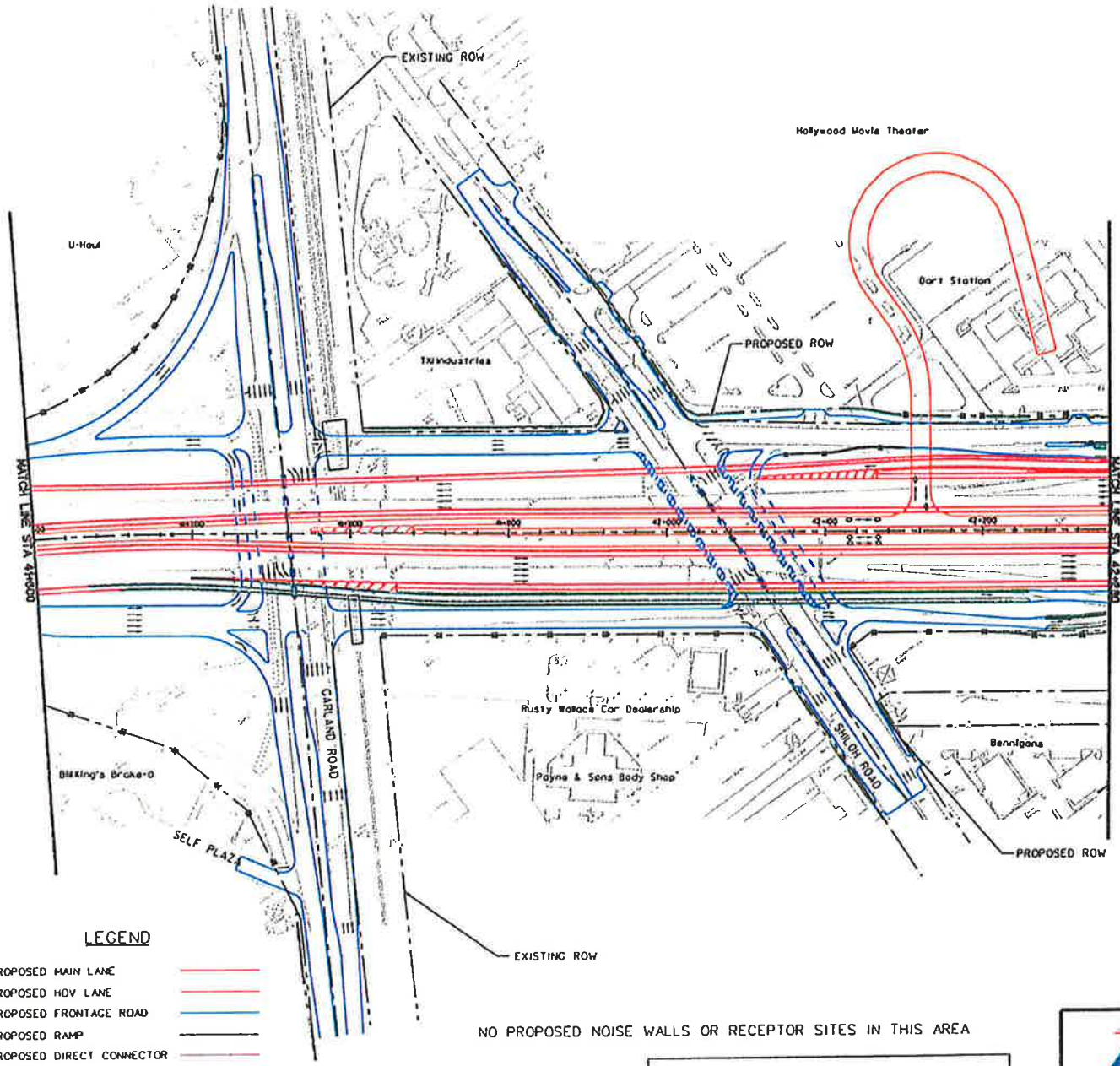
STA 40+700 TO STA 41+600

Figure ~~71~~ 72

DATE: JULY 2001

SHEET 12 OF 27

11:12 G:\bj\metschem\east\codd\EA\bancise-wol2.dgn 28-JUN-2001



0 20 40 60 80 100
(in meters)

CONVERSION FACTOR

1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS OR RECEPTOR SITES IN THIS AREA

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 41+600 TO STA 42+280

Figure ~~72~~ 73

DATE: JULY 2001

SHEET 13 OF 27

26-JUN-2001

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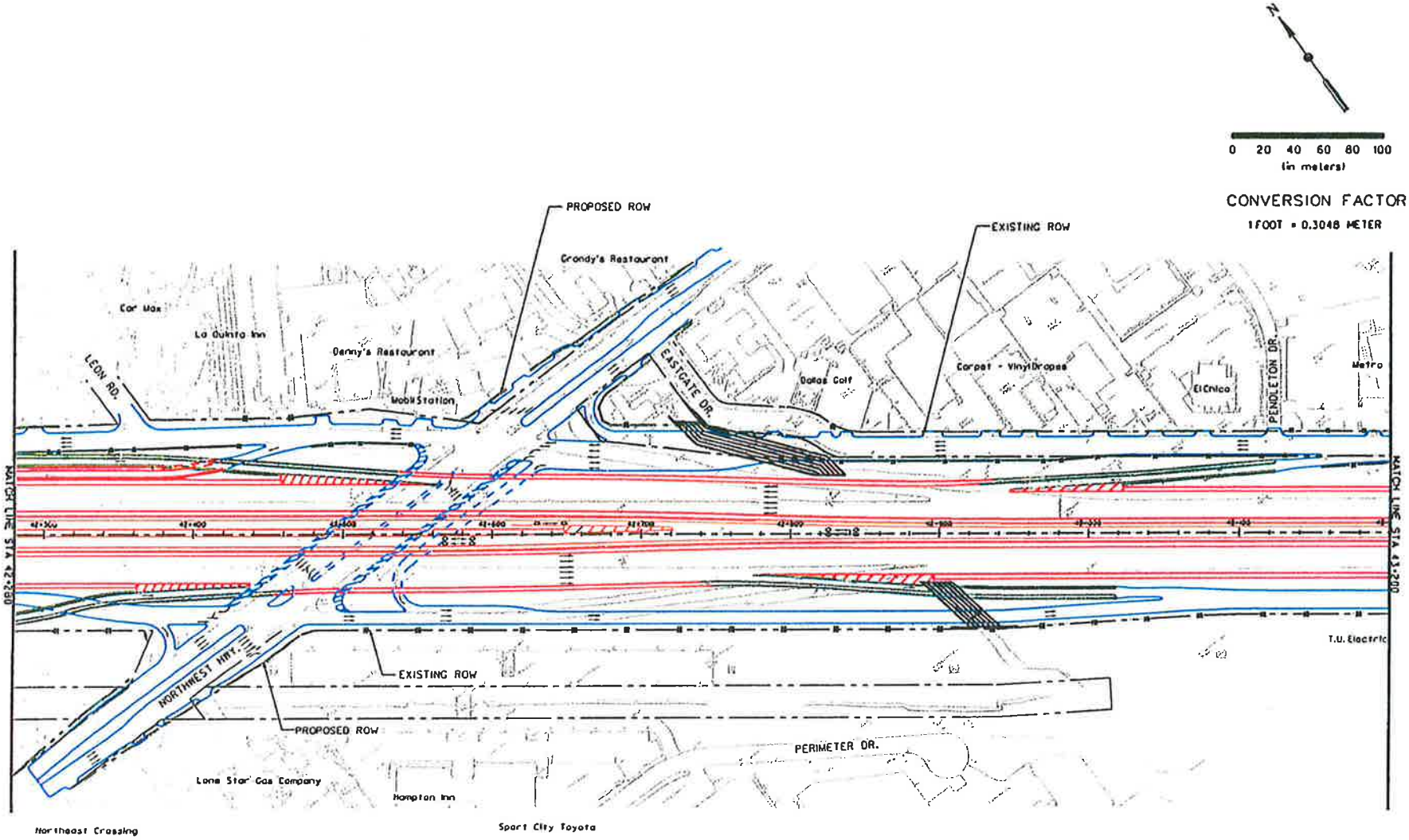

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS OR RECEPTOR SITES IN THIS AREA

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 42+280 TO STA 43+200

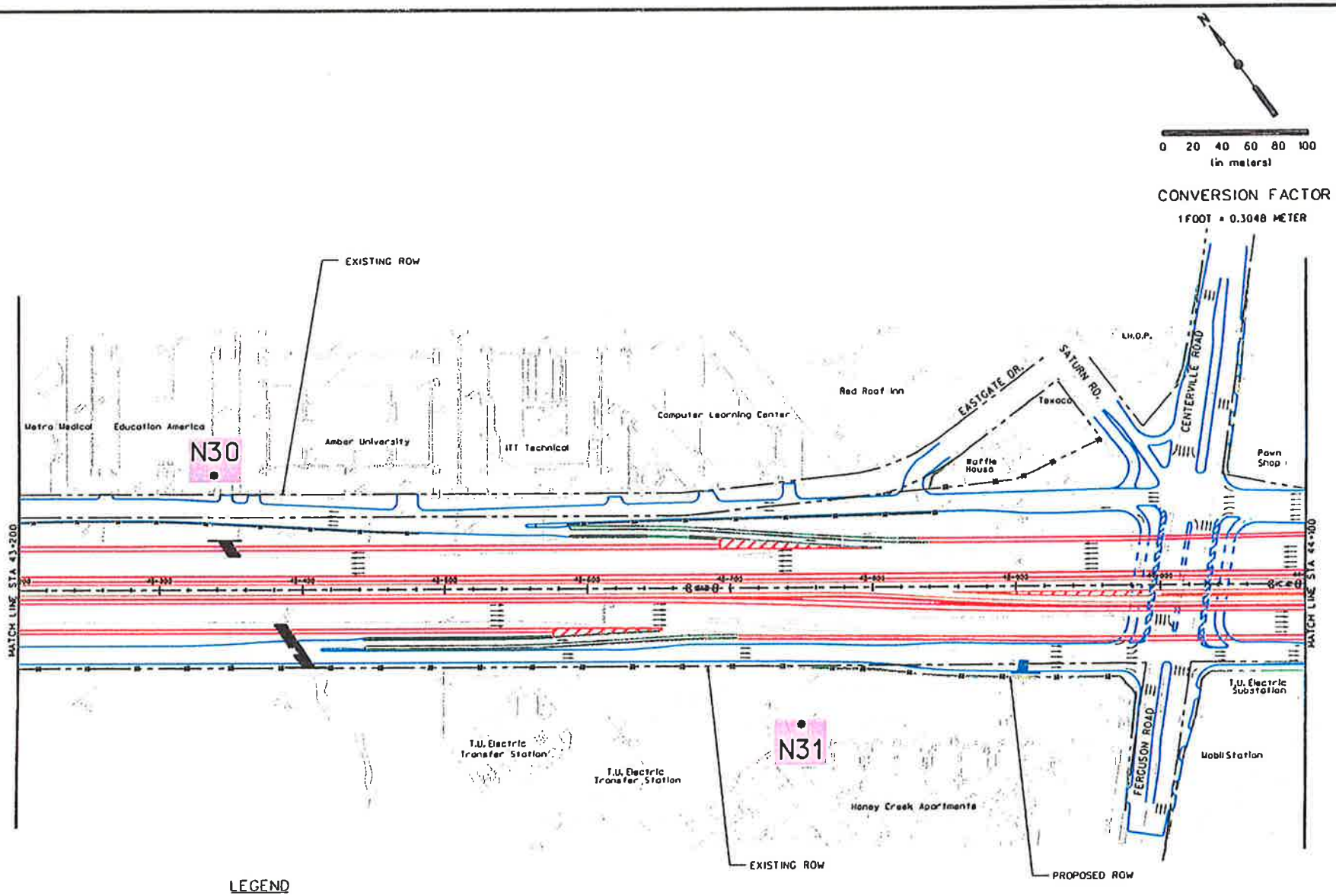
Figure ~~73~~ 74

DATE: JULY 2001

SHEET 14 OF 27

26-JUN-2001

n712 G:\bj\meitschem\east\ecod\EA\banoise-wall.dgn



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

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Interstate 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 43+200 TO STA 44+100

Figure ~~74~~ 75

DATE: JULY 2001

SHEET 15 OF 27

26-JUN-2001

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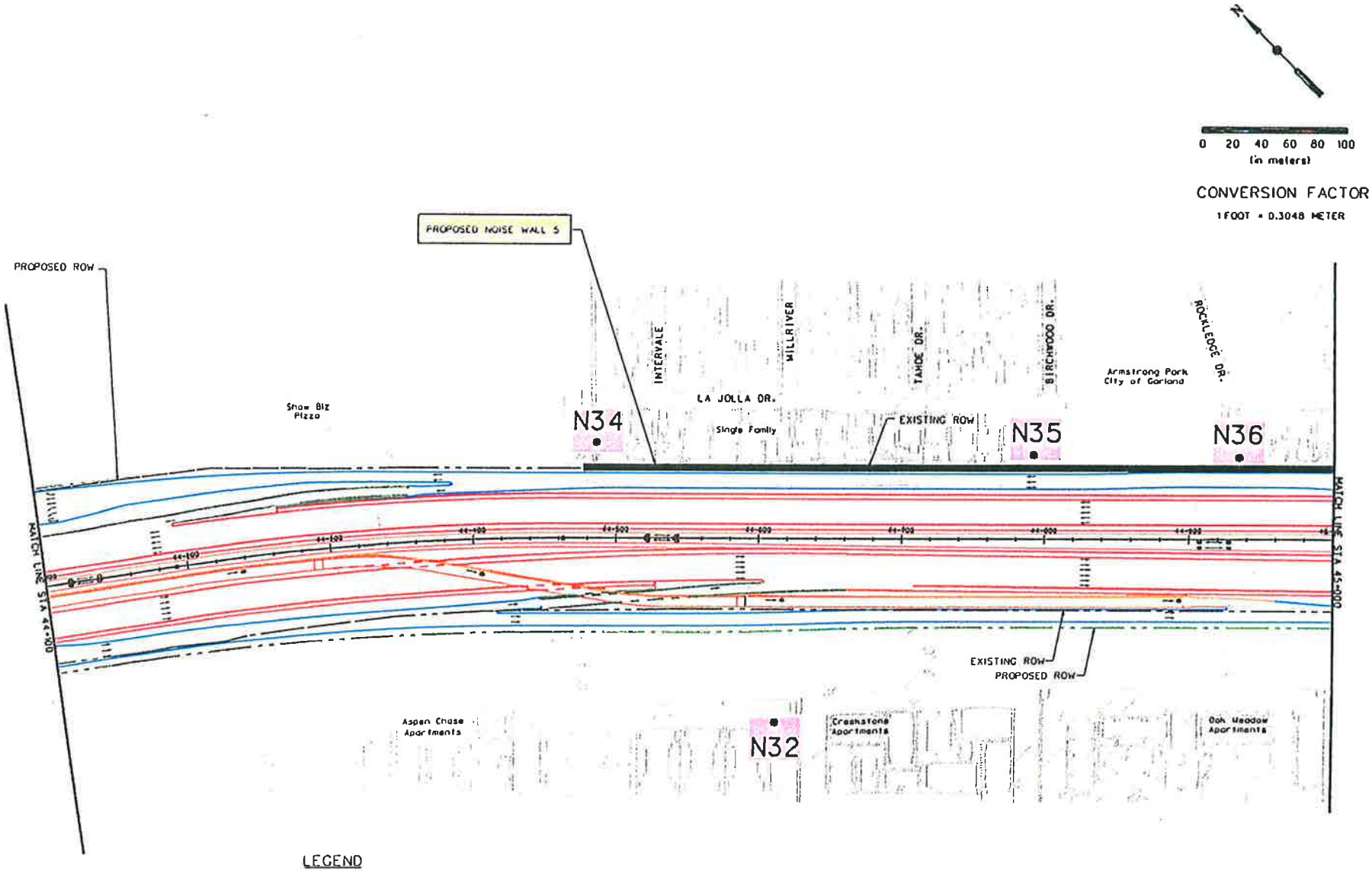

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 44+100 TO STA 45+000

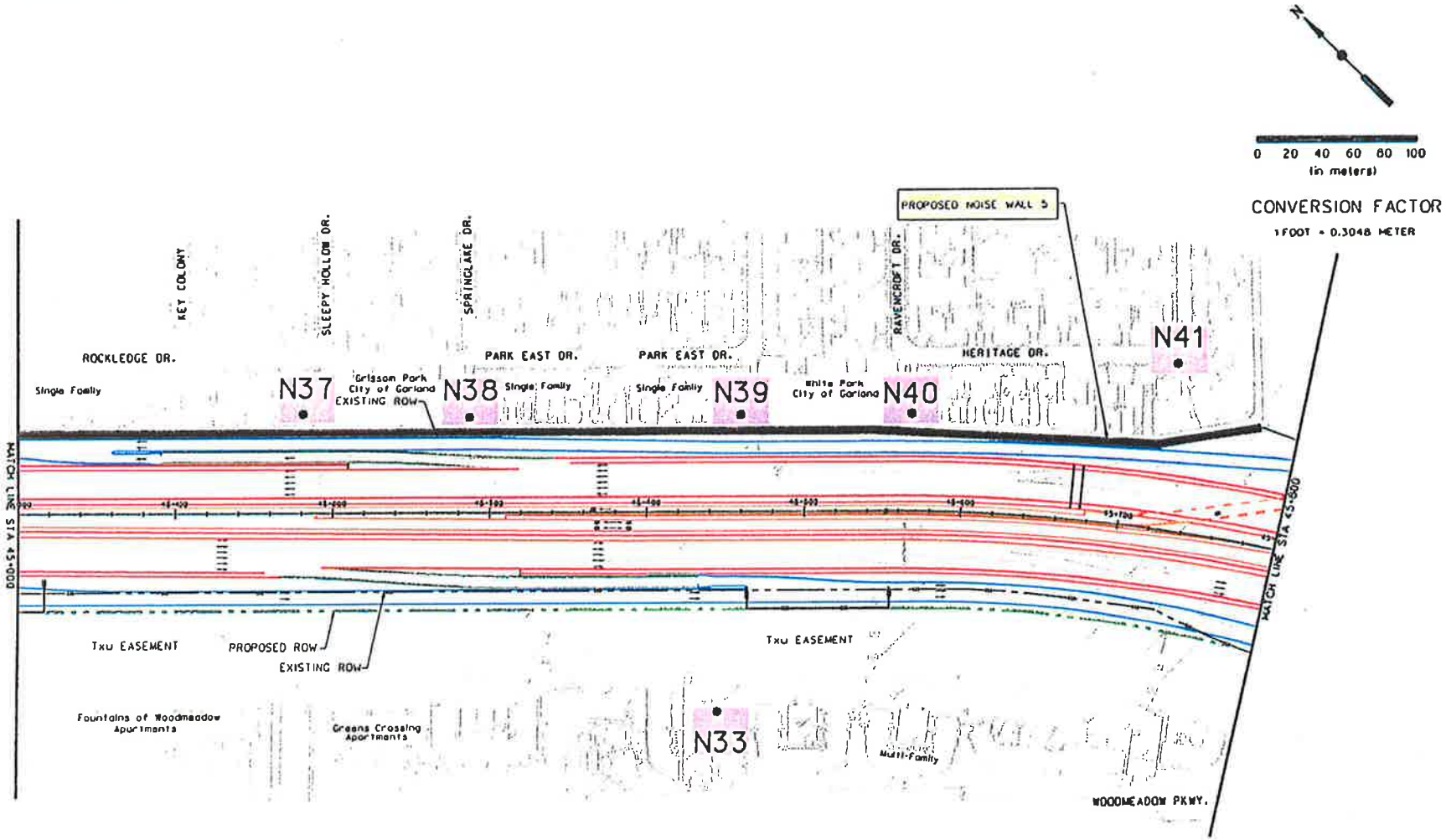
Figure ~~75~~ 76

DATE: JULY 2001

SHEET 16 OF 27

28-JUN-2001

C:\bj\meitschem\east\cadd\EA\barnoise-east6.dgn



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

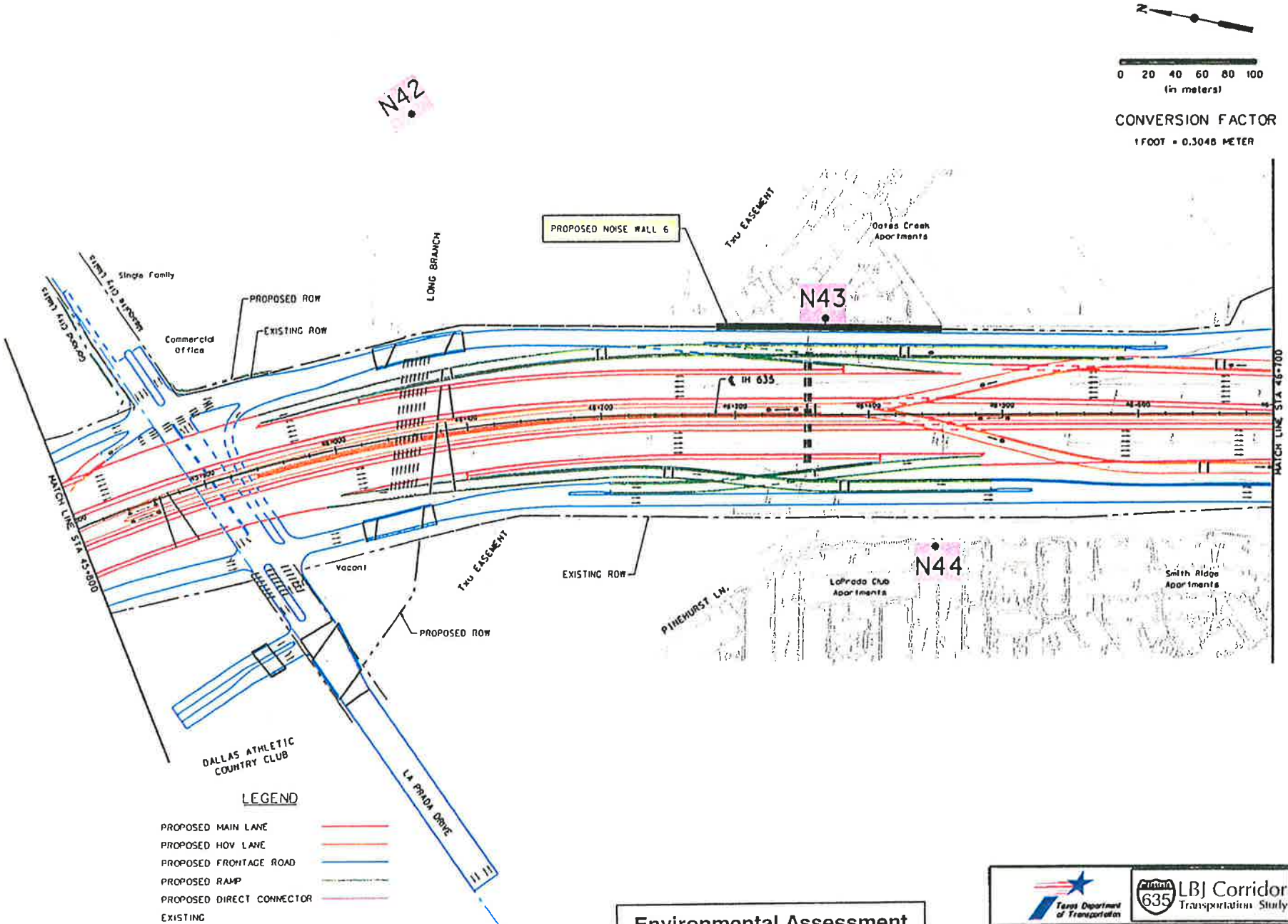
STA 45+000 TO STA 45+800

Figure ~~76~~ 77

DATE: JULY 2001

SHEET 17 OF 27

G:\bj\melzhem\resj\codd\EA\benoise-wall.dgn 28-JUN-2001



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IH 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

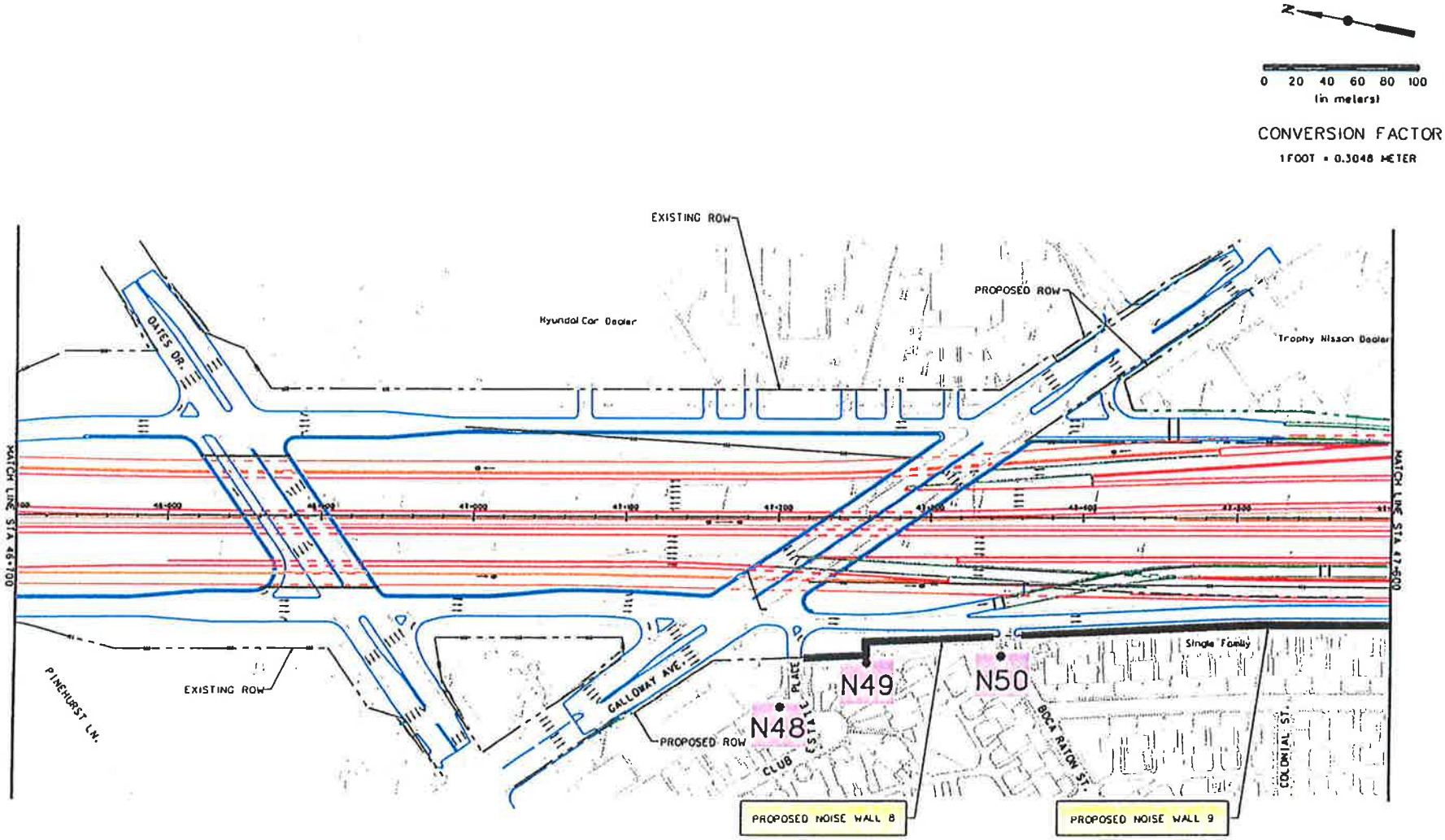
STA 45+800 TO STA 46+700

Figure ~~77~~ 78

DATE: JULY 2001

SHEET 16 OF 27

11:12 C:\bj\metschem\east\cadd\EA\bandaz-ea18.dgn 28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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IH 635 NOISE RECEPTOR SITES

STA 46+700 TO STA 47+600

Figure ~~78~~ 79

DATE: JULY 2001

SHEET 19 OF 27

26-JUN-2001

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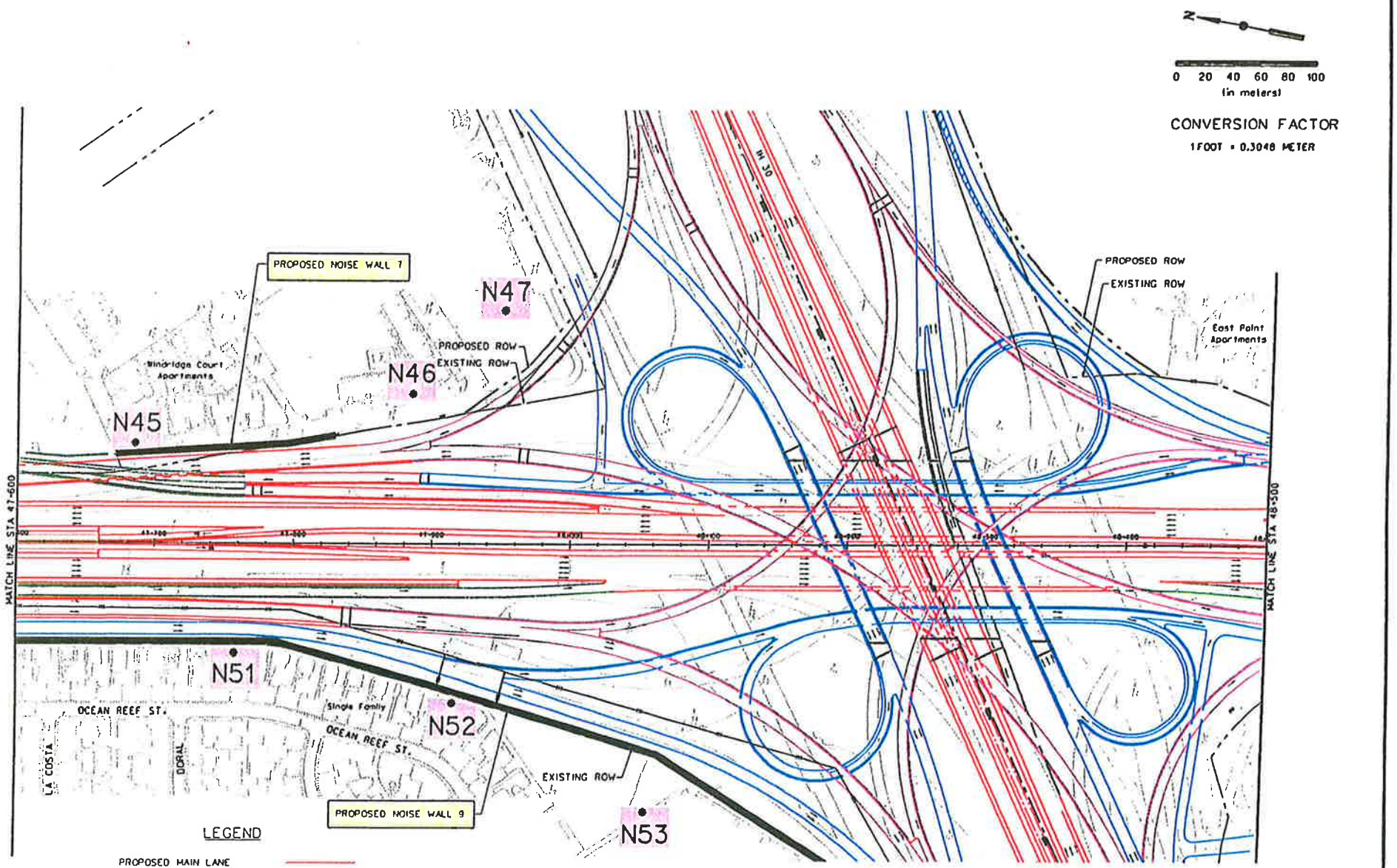

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IH 635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

STA 47+600 TO STA 48+500

Figure ~~79~~ 80

DATE: JULY 2001

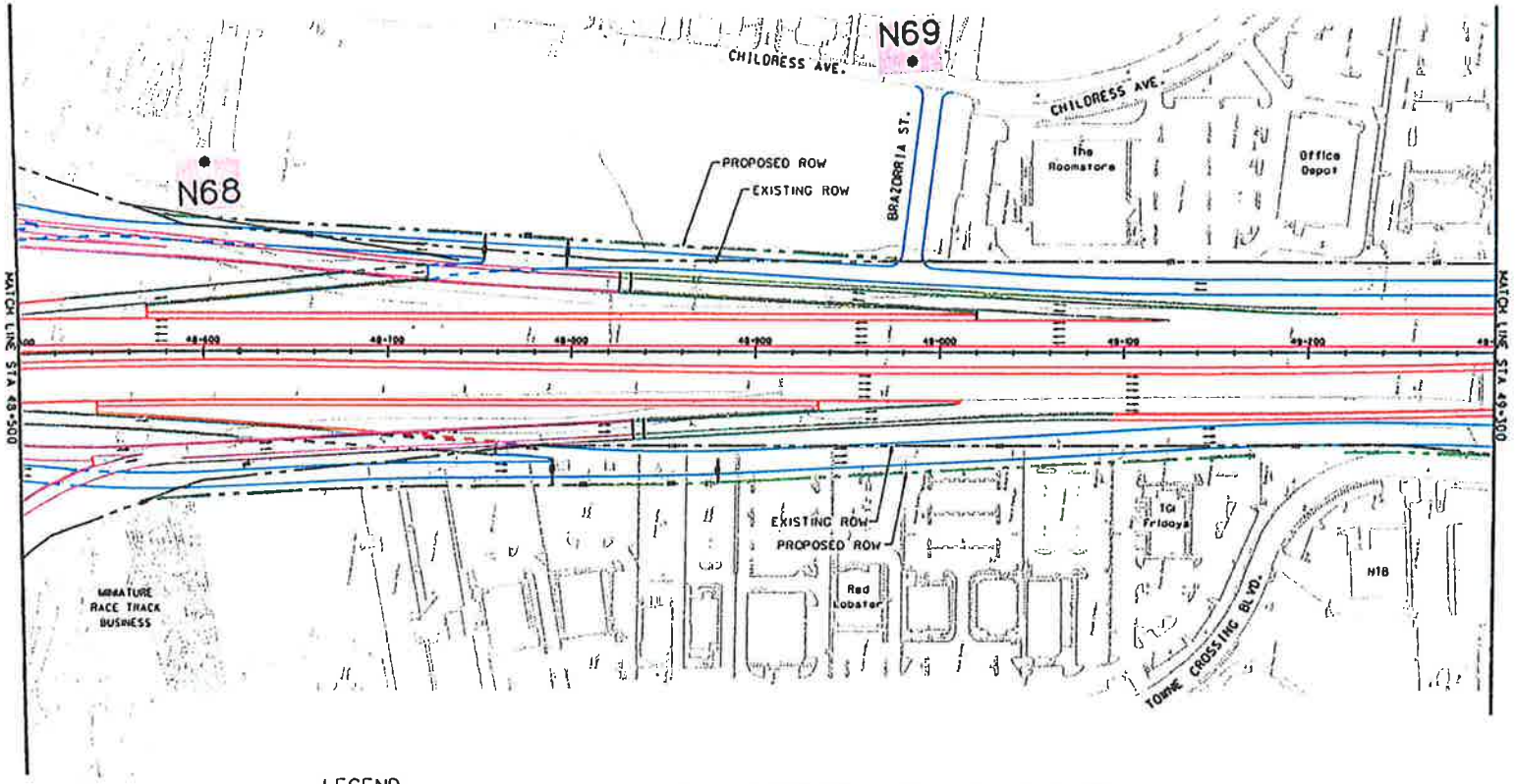
SHEET 20 OF 27

11712 G:\bj\meschem\esil\coda\EA\lsnoise-we20.dgn 28-JUN-2001

N

0 20 40 60 80 100
(in meters)

CONVERSION FACTOR
1 FOOT = 0.3048 METER



NO PROPOSED NOISE WALLS IN THIS AREA

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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IH 635 NOISE RECEPTOR SITES

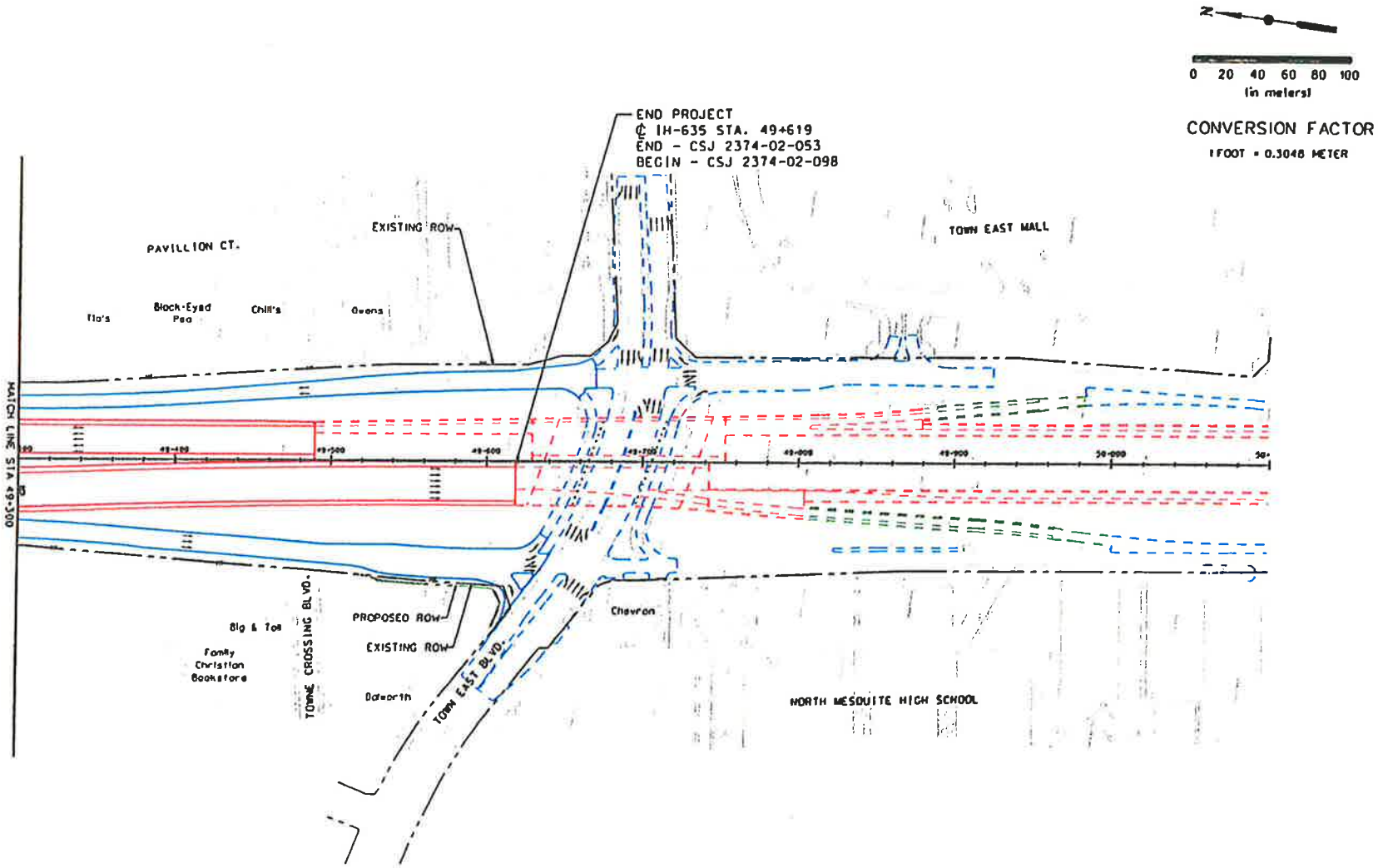
STA 48+500 TO STA 49+300

Figure ~~80~~ 81

DATE: JULY 2001

SHEET 21 OF 27

1112 C:\bj\metschem\east\c005\EA\benefits-e21.dgn 28-JUN-2001



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

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IH 635 NOISE RECEPTOR SITES

STA 49+300 TO END

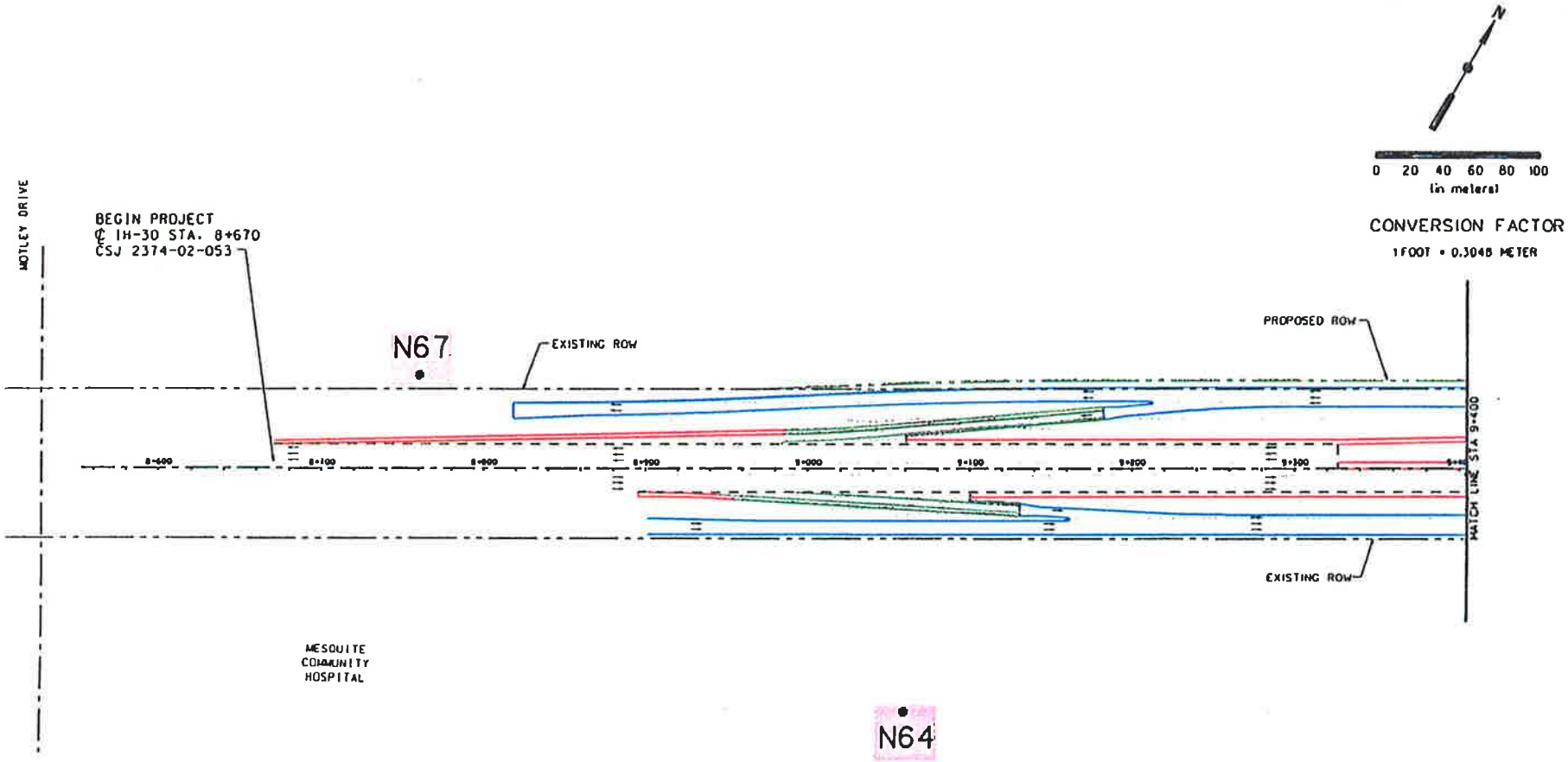
Figure ~~81~~ 82

DATE: JULY 2001

SHEET 22 OF 27

28-JUN-2001

11:12 G:\bjx\melschem\east\cadd\EA\bancide-ea22.dgn



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS OR TOPOGRAPHIC INFORMATION AVAILABLE IN THIS AREA

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LBJ Corridor Transportation Study

IH 30 NOISE RECEPTOR SITES

BEGIN TO STA 9+400

DATE: JULY 2001

SHEET 23 OF 27

Figure ~~82~~ 83

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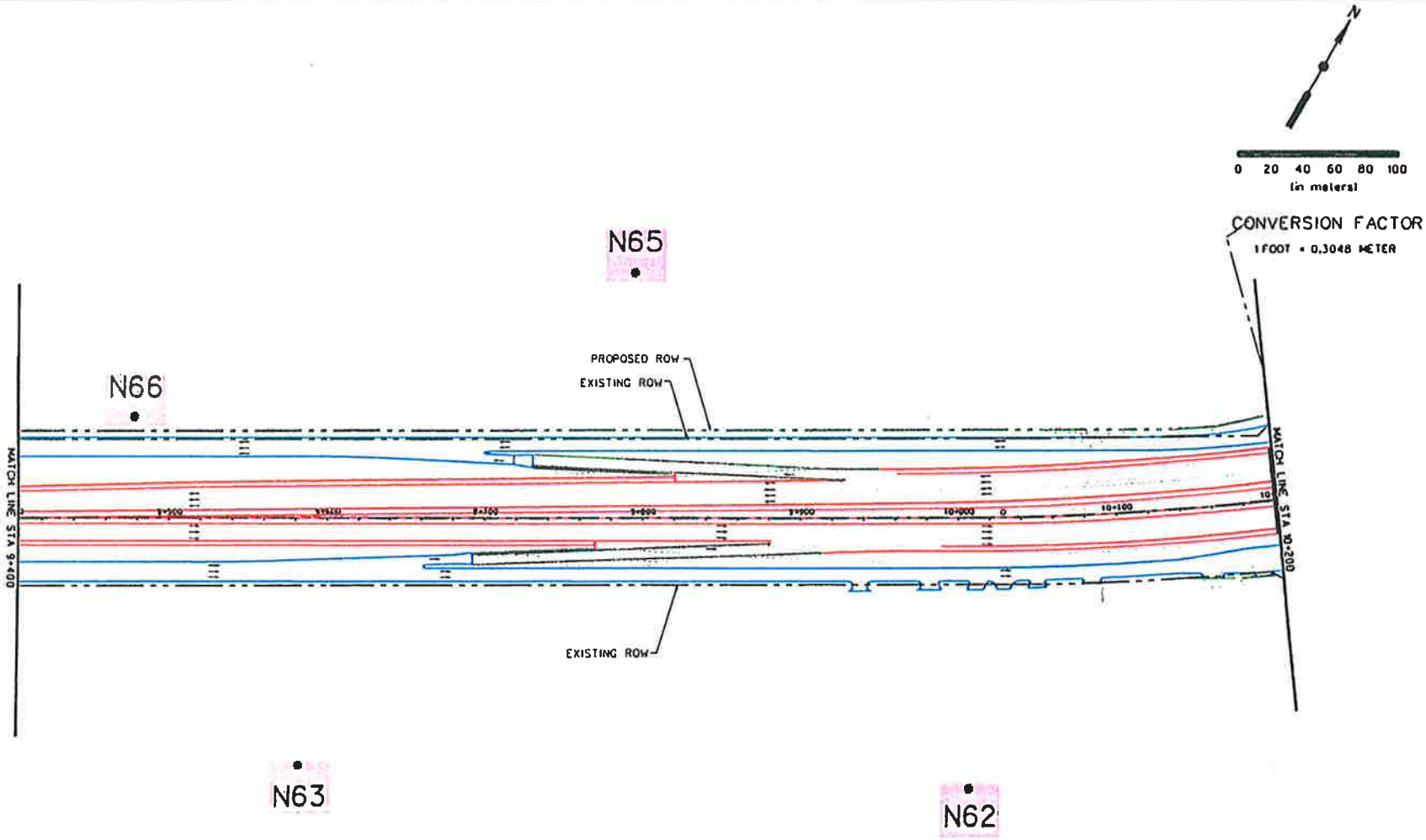

NO PROPOSED NOISE WALLS OR TOPOGRAPHIC INFORMATION AVAILABLE FOR THIS AREA

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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Texas Department of Transportation

Dallas 635 LBJ Corridor Transportation Study

IH 30 NOISE RECEPTOR SITES

STA 9+400 TO STA 10+200

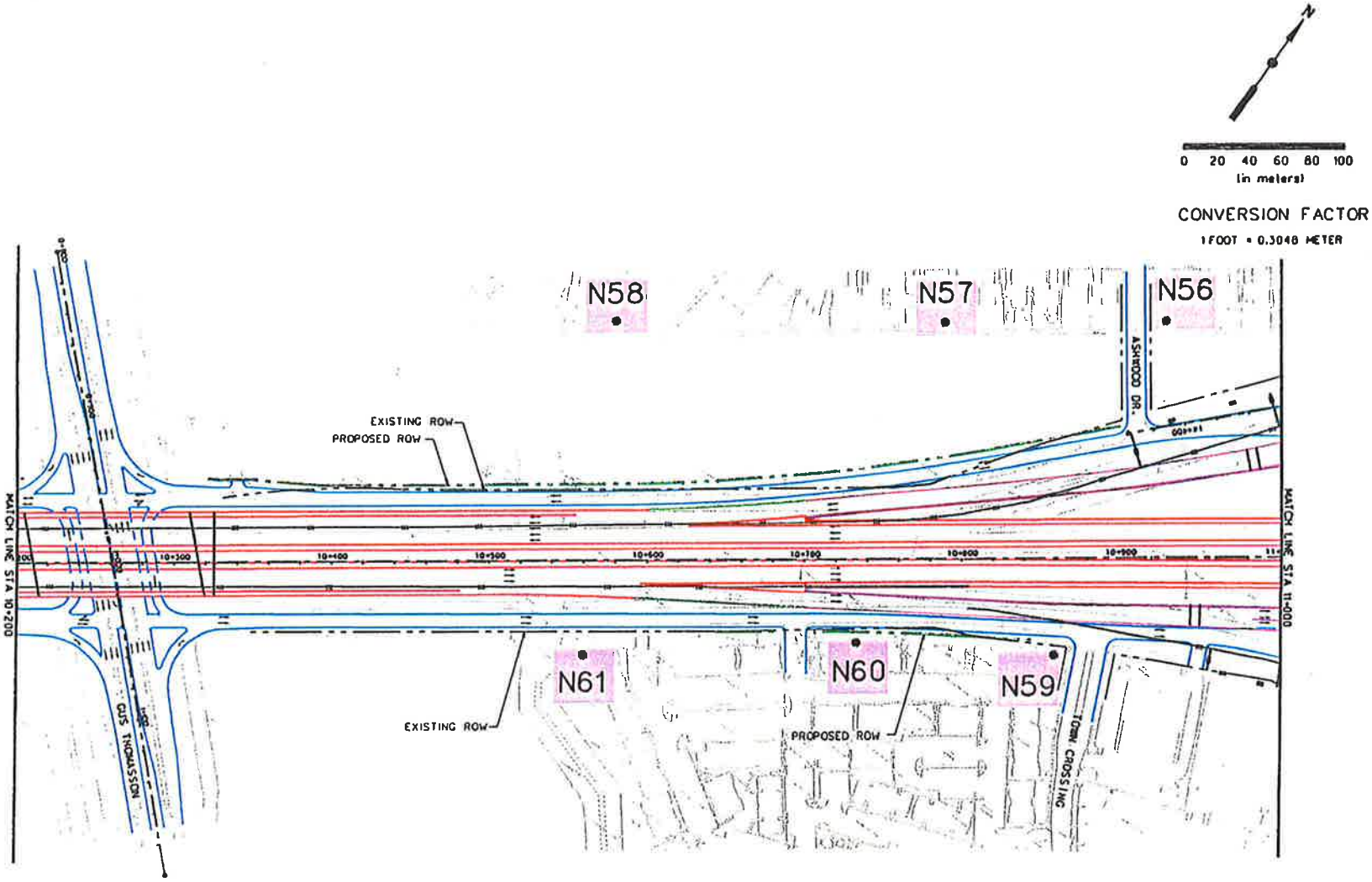
Figure ~~83~~ 84

DATE: JULY 2001

SHEET 24 OF 27

28-JUN-2001

G:\bj\melschem\westcoad\EA\bencite-wo24.dgn



LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

NO PROPOSED NOISE WALLS IN THIS AREA

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LBJ Corridor Transportation Study

IH 30 NOISE RECEPTOR SITES

STA 10+200 TO STA 11+000

Figure ~~84~~ 85

DATE: JULY 2001

SHEET 25 OF 27

26-JUN-2001

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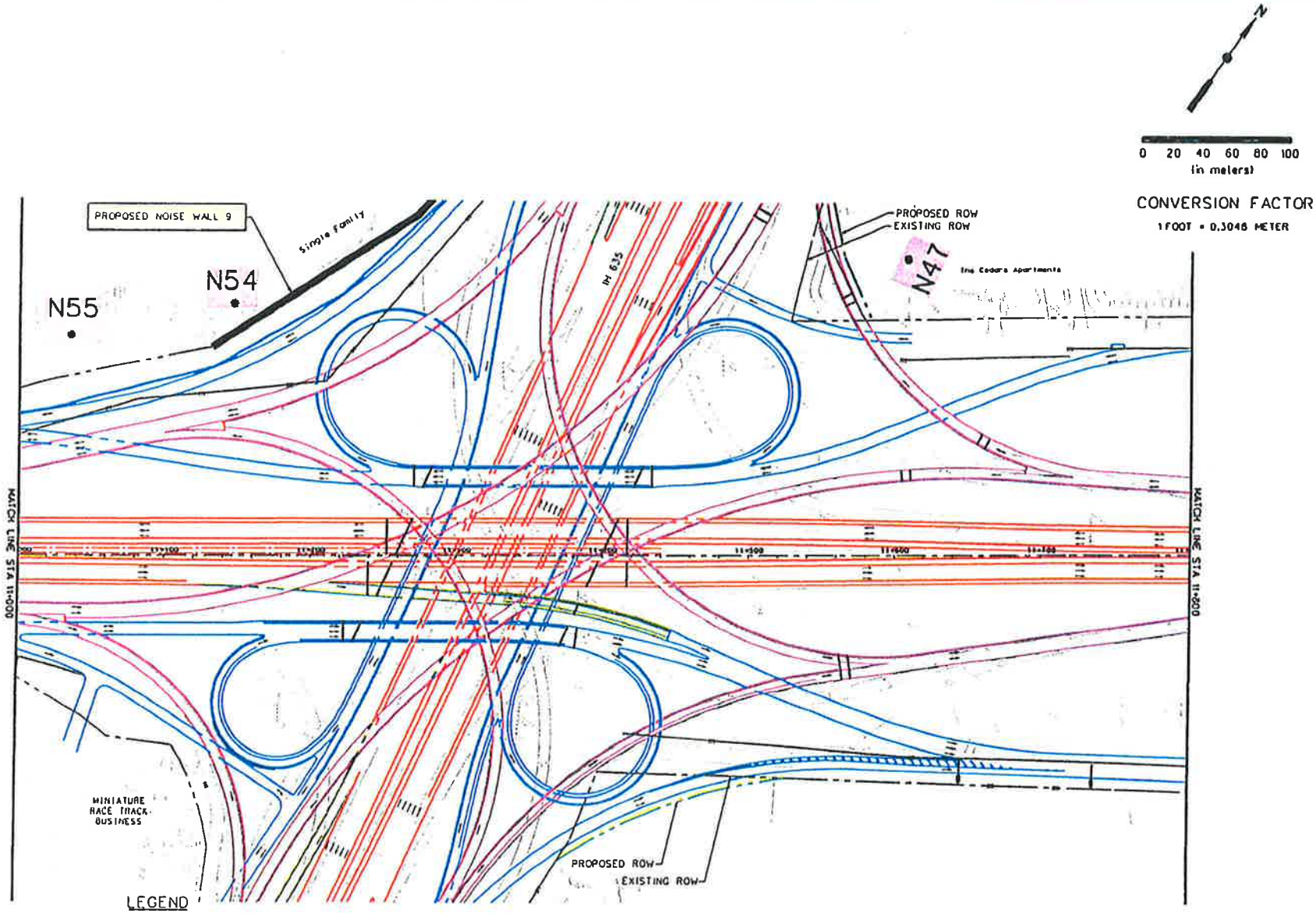

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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IH 635 LBJ Corridor Transportation Study

IH 30 NOISE RECEPTOR SITES

STA 11+000 TO STA 11+800

Figure ~~85~~ 86

DATE: JULY 2001

SHEET 26 OF 27

28-JUN-2001

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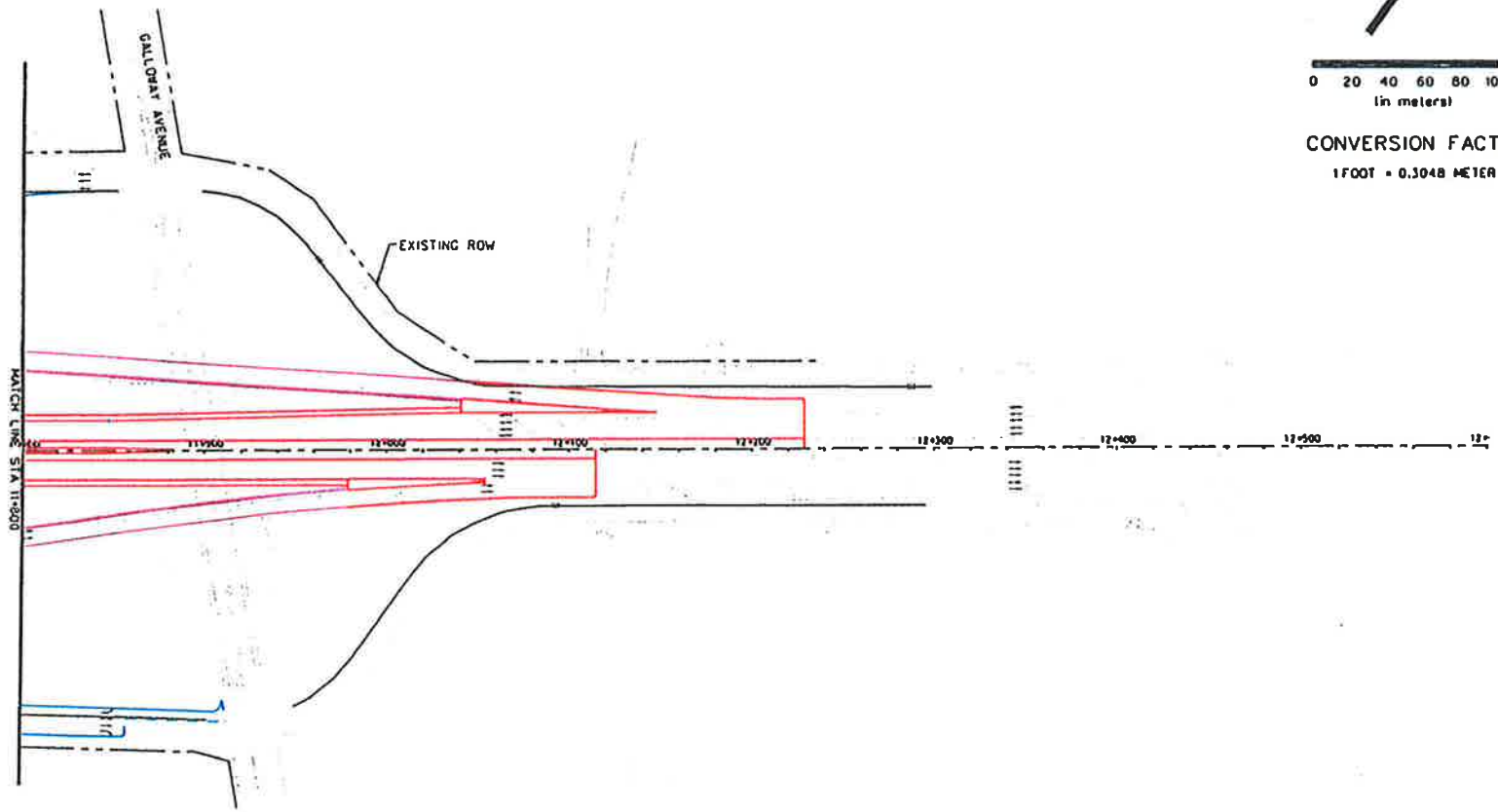

NO PROPOSED NOISE WALLS OR RECEPTOR SITES IN THIS AREA

LEGEND

- PROPOSED MAIN LANE
- PROPOSED HOV LANE
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- EXISTING
- EXISTING ROW
- PROPOSED ROW
- PROPOSED NOISE WALL
- MODELED RECEIVERS

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LBJ Corridor Transportation Study

IH 30 NOISE RECEPTOR SITES

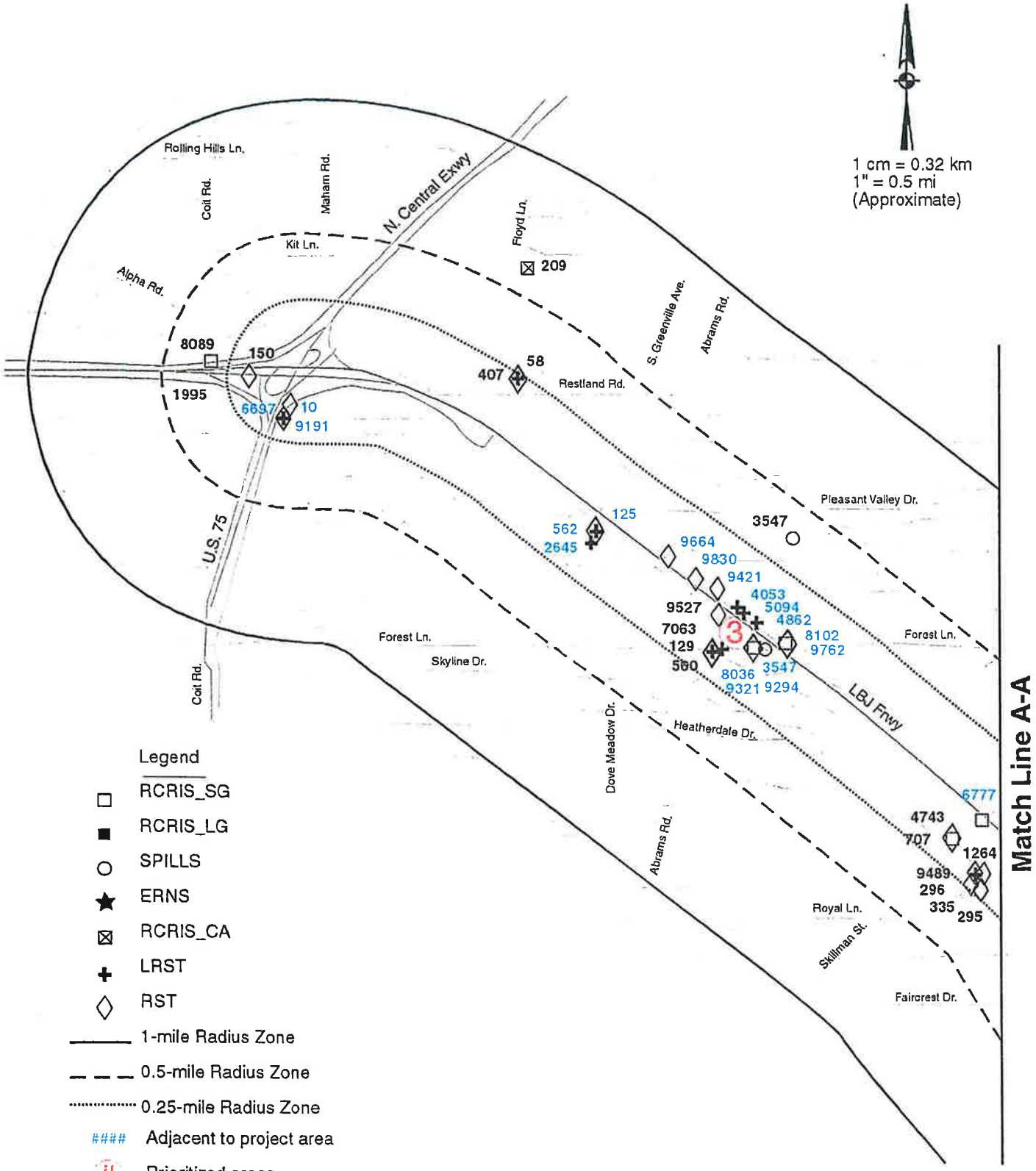
STA 11+800 TO END

Figure ~~86~~ 87

DATE: JULY 2001

SHEET 27 OF 27

28-JUN-2001



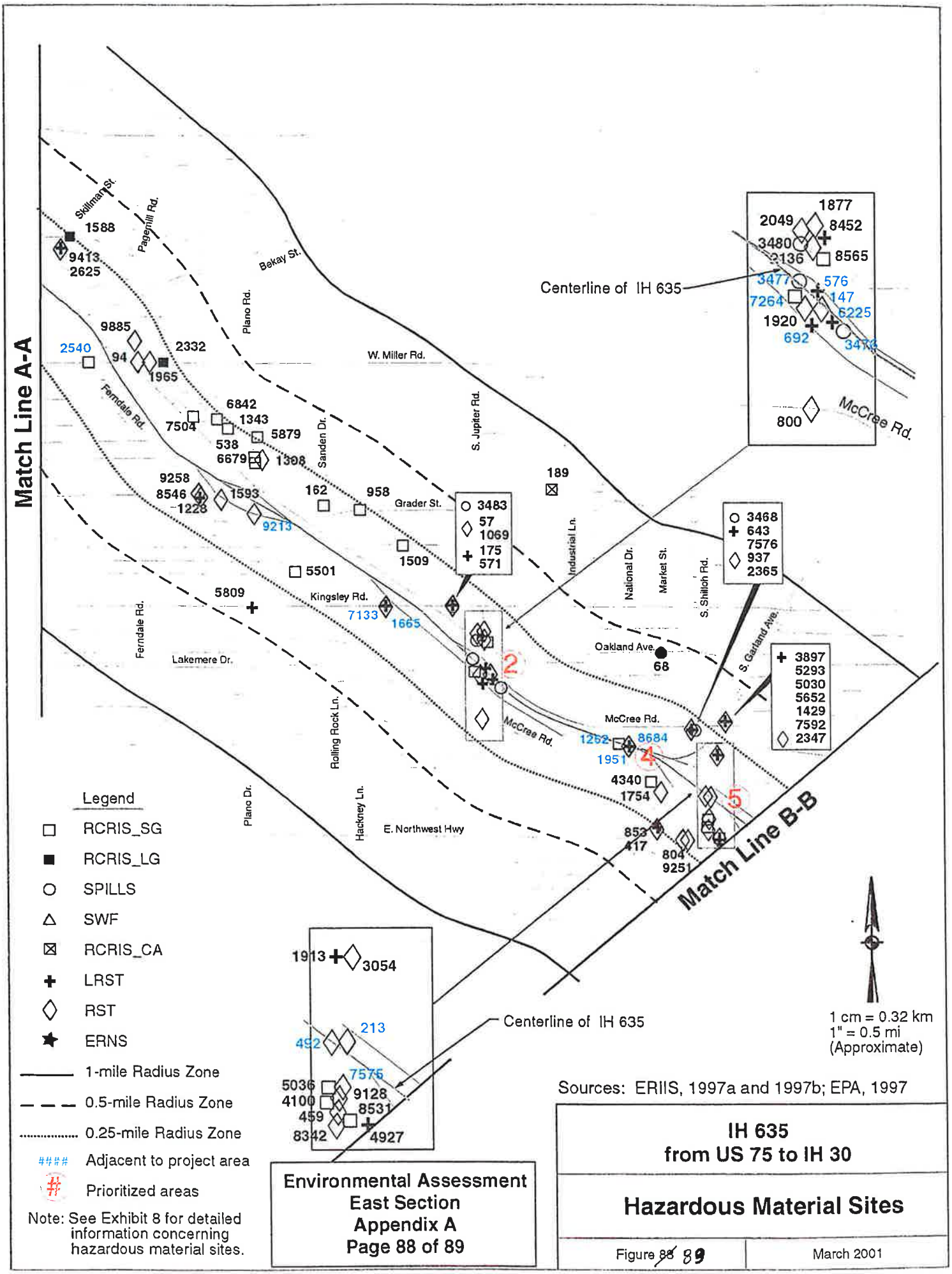
Sources: ERIIS, 1997a and 1997b; EPA, 1997

Note: See Exhibit 8 for detailed information concerning hazardous material sites.

IH 635
from US 75 to IH 30

Hazardous Material Sites

Figure ~~87~~ 88 | March 2001



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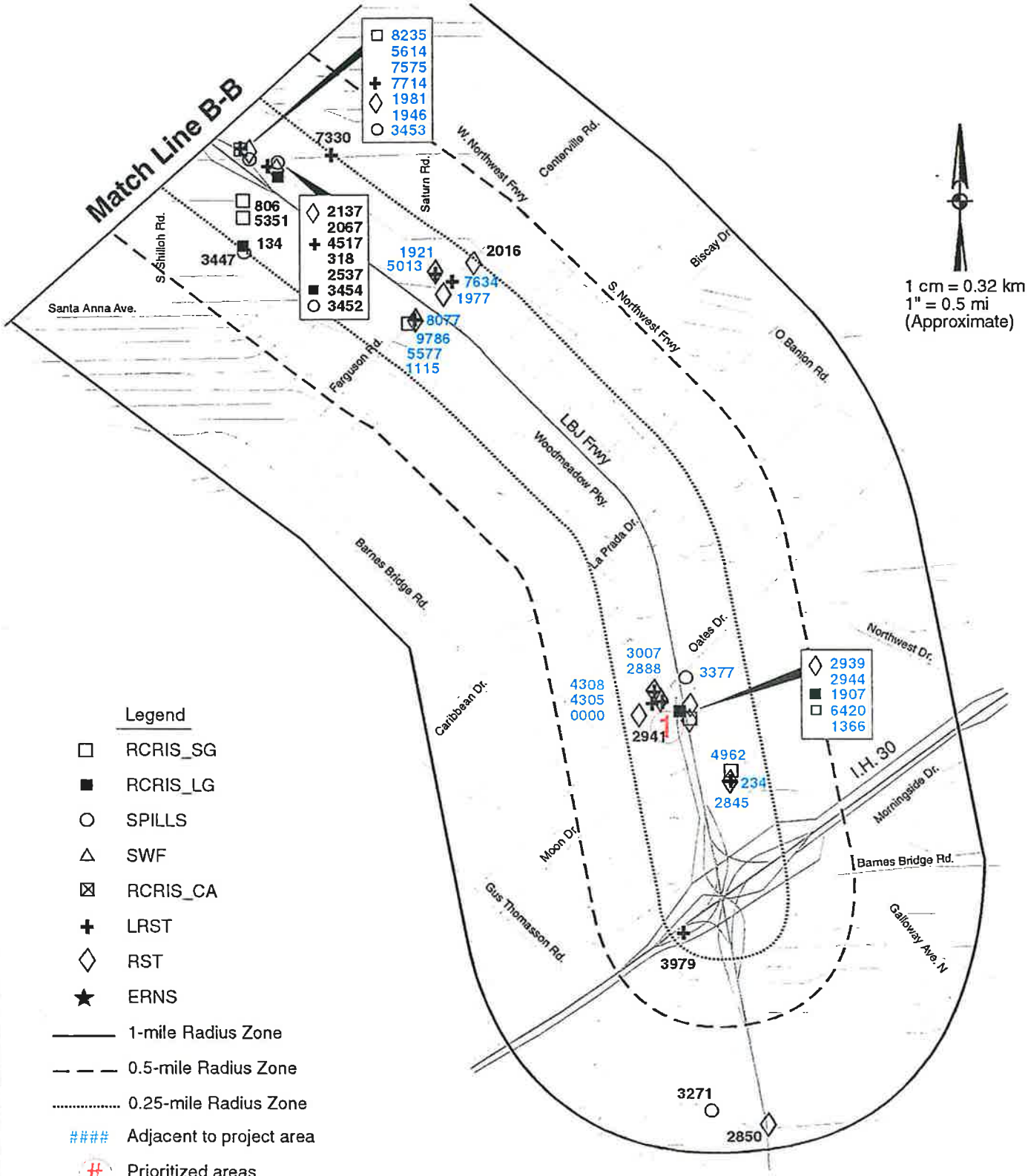
IH 635
from US 75 to IH 30

Hazardous Material Sites

Figure ~~88~~ 89 | March 2001



Sources: ERIIS, 1997a and 1997b; EPA, 1997

Note: See Exhibit 8 for detailed information concerning hazardous material sites.

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IH 635
from US 75 to IH 30

Hazardous Material Sites

Figure ~~89~~ 90 | March 2001

APPENDIX B

EXHIBITS

EXHIBIT 1 – EXISTING AND PROPOSED FRONTAGE ROAD LINKS

Between ...	Eastbound (Southbound)		Westbound (Northbound)	
	Existing	Proposed	Existing	Proposed
Greenville Avenue				
	✔	✔	✔	✔
Abrams Road				
	✔	✔	✔	✔
Forest Lane				
		✔		✔
Skillman/Audelia				
		✔		✔
Miller Road				
		✔		✔
Plano Road				
		✔		✔
Kingsley Road				
	✔	✔		✔
Jupiter Road				
		✔		✔
Garland Road				
		✔		✔
Shiloh Road				
			✔	✔
Northwest Highway				
		✔		✔
Centerville Road				
		✔		✔
La Prada Drive				
		(✔)		(✔)
Oates Drive				
	(✔)	(✔)	(✔)	(✔)
Galloway Avenue				
	(✔)	(✔)		(✔)
IH 30				

EXHIBIT 2 – PROPOSED RAMPING CONFIGURATIONS

From IH 635 to ...	Eastbound		Westbound	
	Ramp ID	Station Number	Ramp ID	Station Number
Greenville Avenue			RAMP WB-GA	33+840
Abrams	RAMP EB-AR	32+960		
Skillman Road	RAMP EB-SS	34+020		
Forest Road			RAMP WB-FL	
Miller Road	RAMP EB-MR	36+020	RAMNP WB-MR	37+740
Plano Road	RAMP EB-PR	36+710	RAMP WB-PR	37+000
Kingsley Road	RAMP EB-KR	38+200		
Jupiter Road	RAMP EB-JR	39+500	RAMP WB-JR	41+520
Garland Road	RAMP EB-GR	40+500		
Shiloh Road			RAMP WB-SR	42+460
Northwest Highway	RAMP EB-NW	41+820	RAMP WB-NW	43+560
Centerville Road/Ferguson Road	RAMP EB-CF	42+900		
	Southbound		Northbound	
Centerville Road/Ferguson Road			RAMP S-C	45+210
La Prada	RAMP N-LP	45+320	RAMP S-LP	46+380
Oates/Galloway	RAMP N-O/G	46+180		
Galloway/Oates			RAMP S-G/O	47+780
To IH 635 from ...	**Eastbound**		**Westbound**	
Abrams Road			RAMP AR-WB	33+420
Greenville Avenue	RAMP GA-EB	33+000		
Skillman Road			RAMP SS-WB	34+560
Forest Road	RAMP FL-EB	35+220		
Miller Road	RAMP MR-EB	37+240	RAMP MR-WB	36+430
Plano Road	RAMP PR-EB	38+840	RAMP PR-WB	37+160
Kingsley Road	RAMP KR-EB	38+600	RAMP KR-WB	38+640
Jupiter Road	RAMP JR-EB	49+920	RAMP JR-WB	39+000
Garland Road	RAMP GR-WB	40+400		
Northwest Highway			RAMP NW-WB	42+455
Shiloh Road	RAMP SR-EB	42-200		
Centerville Road Ferguson Road			RAMP NW-WB	43+560
	Southbound		Northbound	
Centerville Road Fergusson Road	RAMP C-S	44+300		
La Prada	RAMP LP-S	46+210	RAMP LP-N	44+360
Oates/Galloway	RAMP O/G-S	47+400	RAMP O/G-N	46+600

EXHIBIT 3 – ROW IMPACTS BY STATION

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - North	Greenville West	10+300	10+370	Comm/Retail	0.02	0.04	1	Candlewood Suites
IH 635 - North	Greenville East & North	32+760	32+920	Office	0.09	0.21	1	North Point Plaza
IH 635 - North		32+920	33+060	Office	0.11	0.28	1	LBJ North Building
IH 635 - North		33+060	33+240	Residential (MF)	0.26	0.65	1	Solarium Apartments
IH 635 - North		33+260	33+320	Comm/Retail	0.10	0.24	1	Texaco
IH 635 - North		33+320	33+370	Comm/Retail	0.06	0.16	1	Dallas Honda Dealer
IH 635 - North		33+370	33+400	Office	0.03	0.06	1	Office Building
IH 635 - North		33+400	33+500	Comm/Retail	0.06	0.14	1	Steak and Ale
IH 635 - North		33+500	33+550	Comm/Retail	0.01	0.02	1	Pizza Inn
IH 635 - North	North & West of Abrams	33+550	Abrams	Comm/Retail	0.06	0.15	1	Mobil Station
IH 635 - North	West Abrams	10+400	10+440	Comm/Retail	0.01	0.02	1	7-Eleven
IH 635 - North	East of Abrams & North	33+580	33+660	Office	0.08	0.19	1	Northcreek Place
IH 635 - North	West Forest	10+340	10+440	Comm/Retail	0.06	0.16	1	Exxon Station
IH 635 - North	West Forest	10+440	10+500	Comm/Retail	0.02	0.05	1	Budget Suites
IH 635 - North	West Forest	10+500	0+540	Comm/Retail	0.02	0.05	1	Security Self Storage
IH 635 - North	East Forest	10+400	10+600	Office	0.07	0.17	1	Forest Park Tower
IH 635 - North		34+260	34+420	Office	0.10	0.25	0	Forest Park Tower
IH 635 - North		34+590	34+640	Residential (MF)	0.03	0.08	1	Snub Harbor Apartments
IH 635 - North		34+990	35+070	Residential (MF)	0.02	0.04	1	Wyndham Hills Apartments
IH 635 - North		35+070	35+200	Residential (MF)	0.14	0.34	1	Hunting Ridge Apartments
IH 635 - North		35+300	35+500	Residential (MF)	0.11	0.28	0	Hunting Ridge Apartments
IH 635 - North	West Skillman	10+200	10+220	Comm/Retail	0.00	0.00	1	Kinkos
IH 635 - North	East Skillman	10+180	10+680	Comm/Retail	0.31	0.77	1	Abandoned Gas Station/Restaurant
IH 635 - North	South of Adleta Ct			DART	0.11	0.27	0	DART
IH 635 - North	West Skillman	10+880	10+920	Comm/Retail	0.03	0.07	1	Skillman Village Center
IH 635 - North		35+800	36+280	DART	1.73	4.27	1	DART
IH 635 - North		36+305	36+680	DART	0.80	1.98	0	DART
IH 635 - North	East Miller	10+300	10+320	RR	0.01	0.02	1	RR
IH 635 - North	East Miller	10+320	10+350	Comm/Retail	0.01	0.01	1	Southgate II

EXHIBIT 3 – ROW IMPACTS BY STATION (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - North	West Plano	10+270	10+320	RR	0.04	0.09	0	RR
IH 635 - North	West Plano	10+320	10+400	TXU	0.04	0.10	1	TXU Transmission Lines
IH 635 - North	East Plano	10+300	10+400	TXU	0.04	0.10	0	TXU Transmission Lines
IH 635 - North	East Plano & North	38+100	38+450	RR	0.18	0.45	1	RR
IH 635 - North	West Kingsley	10+340	10+400	RR	0.03	0.08	0	RR
IH 635 - North	West Kingsley	10+400	10+480	TXU	0.03	0.07	0	TXU Transmission Lines
IH 635 - North	East Kingsley	10+400	10+480	RR	0.03	0.07	1	RR
IH 635 - North	East Kingsley & North	39+580	39+700	Comm/Retail	0.08	0.19	1	Public Storage
IH 635 - North	West Jupiter	10+380	10+440	Comm/Retail	0.05	0.12	0	Public Storage
IH 635 - North	West Jupiter	10+440	10+480	RR	0.01	0.04	0	RR
IH 635 - North	West Jupiter	10+480	10+520	TXU	0.00	0.01	1	TXU Transmission Lines
IH 635 - North	East Jupiter	10+480	10+520	TXU	0.00	0.01	1	TXU Transmission Lines
IH 635 - North	East Jupiter	10+440	10+480	RR	0.01	0.03	1	RR
IH 635 - North	East Jupiter	10+360	10+440	Comm/Retail	0.02	0.05	1	Texaco
IH 635 - North		40+240	40+820	Comm/Retail	0.07	0.17	2	Jupiter Chevrolet & Davis Buick
IH 635 - North		41+060	41+100	Comm/Retail	0.02	0.04	1	Morgan Building & Spas
IH 635 - North		41+300	41+500	Comm/Retail	0.05	0.13	0	Morgan Building & Spas
IH 635 - North		41+800	41+980	Comm/Retail	0.08	0.19	1	TXI Industries
IH 635 - North		42+040	42+200	Comm/Retail	0.14	0.34	1	Hollywood Movie Theater
IH 635 - North		42+200	42+300	Comm/Retail	0.02	0.04	1	Car dealership
IH 635 - North	West Northwest	10+400	10+520	Comm/Retail	0.08	0.21	1	Mobil Station and shopping center
IH 635 - North	East Northwest & North	42+640	42+820	Comm/Retail	0.26	0.65	1	Checks Cashed/A-Affordable/Planet Texas Candle Company
IH 635 - North		43+800	43+840	Comm/Retail	0.02	0.04	1	Waffle House
IH 635 - North	West Centerville	10+310	10+390	Comm/Retail	0.02	0.04	1	IHOP
IH 635 - North	East Centerville	10+260	10+400	Comm/Retail	0.04	0.09	2	Pawn Shop & Wendy's
IH 635 - North		44+100	44+160	Comm/Retail	0.01	0.03	1	Restaurant
IH 635 - North	North La Prada	10+320	10+420	Vacant	0.05	0.12	1	vacant
IH 635 - North		45+910	45+980	Comm/Retail	0.02	0.04	1	Storage Buildings
IH 635 - North	North Oates	1+140	1+190	Comm/Retail	0.01	0.02	1	Saturn

EXHIBIT 3 – ROW IMPACTS BY STATION (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 – North	South Oates	1+140	1+180	Comm/Retail	0.01	0.03	1	Strip Center
IH 635 – North	North Galloway	1+160	1+300	Comm/Retail	0.08	0.20	1	Car dealership
IH 635 – North	South Galloway & East	47+340	47+660	Comm/Retail	0.58	1.43	1	Trophy Nissan Truck Center Out-building
IH 635 – North		47+660	47+800	Residential (MF)	0.09	0.21	1	Windridge Court Apartments
IH 635 – North		47+900	48+040	Residential (MF)	0.36	0.89	1	The Cedars Apartments
IH 635 – North		48+360	48+420	Residential (MF)	0.27	0.68	1	East Point Apartments
IH 635 – North		48+580	48+980	Vacant	0.45	1.11	1	vacant (future church)
IH 635 – South	West Greenville	10+080	10+130	Comm/Retail	0.02	0.05	1	Cheddars
IH 635 – South	East Greenville	10+110	10+140	Comm/Retail	0.01	0.02	1	Exxon Station
IH 635 – South		32+820	32+860	Comm/Retail	0.00	0.01	0	Exxon Station
IH 635 – South		32+940	33+140	Comm/Retail	0.06	0.15	2	Office Max & Fairfield Inn
IH 635 – South		33+140	33+220	Comm/Retail	0.05	0.11	1	Dallas Piano
IH 635 – South		33+240	33+300	Comm/Retail	0.04	0.10	1	Dallas Auto Hospital
IH 635 – South		33+300	33+340	Comm/Retail	0.03	0.07	1	Whataburger
IH 635 – South		33+340	33+500	Office	0.05	0.12	1	First Bank
IH 635 – South	West Abrams	10+020	10+120	Comm/Retail	0.04	0.11	2	Gas Station & Colter's Barbeque
IH 635 – South	East Abrams	10+030	10+120	Comm/Retail	0.04	0.09	1	McDonalds
IH 635 – South	West Forest	10+090	10+100	Comm/Retail	0.00	0.00	1	Kentucky Fried Chicken
IH 635 – South	East Forest	10+020	10+110	Residential (MF)	0.04	0.11	1	The Chancellor Apartments
IH 635 – South		35+100	35+270	vacant	0.06	0.15	1	vacant
IH 635 – South		35+270	35+400	Residential (MF)	0.18	0.43	1	The Commons Apartments
IH 635 – South		35+400	35+570	Comm/Retail	0.16	0.40	1	Movie Theaters
IH 635 – South	East Skillman	10+010	10+055	Comm/Retail	0.05	0.11	1	Public Storage (Large multi story)
IH 635 – South	West Skillman/Whitehurst	10+220	10+260	Comm/Retail	0.33	0.81	1	Taco Bueno
IH 635 – South	West Miller	10+060	10+100	Comm/Retail	0.02	0.05	1	Adams Used Furniture
IH 635 – South	East Miller	10+000	10+040	Comm/Retail	0.02	0.04	1	Kindercare Learning Center
IH 635 – South	West Plano	10+000	10+060	Residential (MF)	0.00	0.01	1	Residential

EXHIBIT 3 – ROW IMPACTS BY STATION (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - South	West Plano	10+020	10+060	Comm/Retail	0.01	0.03	1	Gas Station
IH 635 - South	West Plano	10+070	10+120	Comm/Retail	0.03	0.09	1	Miller's Grass
IH 635 - South	East Plano	10+000	10+040	Comm/Retail	0.01	0.02	1	Motion Cycle Sports
IH 635 - South		38+320	38+340	Comm/Retail	0.00	0.01	0	
IH 635 - South		39+180	39+340	Comm/Retail	0.25	0.61	1	Stop n Go, Clicks, Western Union
IH 635 - South	West Kingsley	10+000	10+010	Comm/Retail	0.00	0.00	1	Public Storage
IH 635 - South	East Kingsley	9+980	10+010	Comm/Retail	0.00	0.00	1	Autumn Ridge Apartments
IH 635 - South	East Kingsley	10+020	10+130	Residential (MF)	0.08	0.20	1	Kingsley Court Apartments
IH 635 - South	West Jupiter	10+070	10+100	Comm/Retail	0.01	0.02	1	Holiday Inn
IH 635 - South	West Jupiter	10+100	10+160	Comm/Retail	0.03	0.07	1	Exxon Station
IH 635 - South	East Jupiter	10+000	10+120	Comm/Retail	0.05	0.12	1	Evan's Pontiac
IH 635 - South		41+200	41+240	RR	0.01	0.01	1	RR
IH 635 - South		41+240	41+320	Comm/Retail	0.03	0.07	1	Herb's Paint & Body Shop
IH 635 - South		41+320	41+460	Comm/Retail	0.07	0.17	1	Mattress Land
IH 635 - South	West Garland	10+000	10+080	TXU	0.01	0.04	1	TXU
IH 635 - South	West Shiloh	10+000	10+050	Comm/Retail	0.01	0.01	1	Payne & Sons Paint & Body Shop
IH 635 - South	West Shiloh	10+050	10+070	TXU	0.00	0.01	1	TXU
IH 635 - South	West Shiloh	10+070	10+130	Comm/Retail	0.01	0.03	1	Rusty Wallace Car Dealership
IH 635 - South	East Shiloh	10+020	10+040	Comm/Retail	0.00	0.00	1	Bennigans
IH 635 - South	East Shiloh	10+040	10+060	City of Dallas	0.00	0.01	1	City of Dallas (Drainage Area)
IH 635 - South		42+200	42+290	TXU	0.01	0.03	1	TXU
IH 635 - South		42+360	42+370	TXU	0.00	0.01	0	TXU
IH 635 - South	West Northwest Hwy	10+090	10+100	TXU	0.00	0.01	0	TXU
IH 635 - South	West Northwest Hwy	10+060	10+090	City of Dallas	0.01	0.04	0	City of Dallas Drainage Area
IH 635 - South	West Northwest Hwy	10+000	10+060	Comm/Retail	0.01	0.03	0	Bennigans
IH 635 - South	East Northwest Hwy	10+020	10+080	Comm/Retail	0.01	0.03	1	Northeast Crossing
IH 635 - South	East Northwest Hwy	10+080	10+090	Comm/Retail	0.00	0.01	1	Lone Star Gas Company
IH 635 - South	East Northwest Hwy	10+110	10+130	City of Dallas	0.01	0.03	1	City of Dallas (Drainage Area)
IH 635 - South	East Northwest Hwy	10+130	10+190	TXU	0.06	0.15	1	TXU

EXHIBIT 3 – ROW IMPACTS BY STATION (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - South		43+740	43+900	TXU	0.18	0.45	0	TXU
IH 635 - South	West Ferguson	10+020	10+070	Residential (MF)	0.01	0.02	1	Honey Creek Apartments
IH 635 - South	East Ferguson	10+000	10+030	Comm/Retail	0.01	0.01	1	Fast Shop
IH 635 - South	East Ferguson	10+030	10+080	Comm/Retail	0.03	0.06	1	Mobil Station
IH 635 - South	East Ferguson & South	44+020	45+800	TXU	2.02	5.00	1	TXU
IH 635 - South	South La Prada	45+920	46+040	TXU	0.43	1.07	1	TXU
IH 635 - South	North Oates	0+810	0+850	Comm/Retail	0.01	0.02	1	Gas Station
IH 635 - South	South Oates	0+810	0+850	Comm/Retail	0.01	0.02	1	Gas Station
IH 635 - South	North Galloway	0+780	0+820	Comm/Retail	0.01	0.03	0	Gas Station
IH 635 - South	South Galloway	0+770	0+860	Comm/Retail	0.02	0.04	1	LBJ Oates Office Center
IH 635 - South		48+600	48+660	Comm/Retail	0.07	0.18	1	Restaurant
IH 635 - South		48+660	48+740	Comm/Retail	0.06	0.15	1	Restaurant
IH 635 - South		48+740	48+770	Comm/Retail	0.06	0.14	1	Restaurant
IH 635 - South		48+770	48+840	Comm/Retail	0.06	0.15	1	Restaurant
IH 635 - South		48+840	48+860	Comm/Retail	0.02	0.05	1	Restaurant
IH 635 - South		48+860	48+890	Comm/Retail	0.02	0.04	1	Restaurant
IH 635 - South		48+890	48+930	Comm/Retail	0.03	0.08	1	Restaurant
IH 635 - South		48+930	49+040	Comm/Retail	0.05	0.14	1	Restaurant
IH 635 - South		49+040	49+090	Comm/Retail	0.05	0.12	1	Restaurant
IH 635 - South		49+090	49+180	Comm/Retail	0.07	0.17	1	Restaurant
IH 635 - South		49+180	49+300	Comm/Retail	0.04	0.11	1	Restaurant
IH 635 - South		49+520	49+540	Comm/Retail	0.01	0.02	1	Pearle Vision/Mattress Giant/Furniture, etc.
IH 635 - South		49+540	49+620	Comm/Retail	0.02	0.05	1	Old Gas Station
IH 30 - North		8+980	10+200	Comm\Retail	0.76	1.88	1	No available topo - multiple businesses
IH 30 - North		10+300	10+900	Comm\Retail	0.67	1.65	1	Assured Self Storage
IH 30 - North		10+920	10+930	Comm\Retail	0.00	0.01	1	Vacant Land
IH 30 - South		10+140	10+200	Comm\Retail	0.01	0.02	1	Brooks Mays Music Center
IH 30 - South		10+680	10+840	Residential (MF)	0.02	0.06	1	The Lane at Towne Crossing Apartments
					14.39	35.58	127	

EXHIBIT 4 – ROW IMPACTS BY LAND USE

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - South	East Shiloh	10+040	10+060	City of Dallas	0.00	0.01	1	City of Dallas (Drainage Area)
IH 635 - South	West Northwest Hwy	10+060	10+090	City of Dallas	0.01	0.04	0	City of Dallas Drainage Area
IH 635 - South	East Northwest Hwy	10+110	10+130	City of Dallas	0.01	0.03	1	City of Dallas (Drainage Area)
IH 635 - North	Greenville West	10+300	10+370	Comm/Retail	0.02	0.04	1	Candlewood Suites
IH 635 - North		33+260	33+320	Comm/Retail	0.10	0.24	1	Texaco
IH 635 - North		33+320	33+370	Comm/Retail	0.06	0.16	1	Dallas Honda Dealer
IH 635 - North		33+400	33+500	Comm/Retail	0.06	0.14	1	Steak and Ale
IH 635 - North		33+500	33+550	Comm/Retail	0.01	0.02	1	Pizza Inn
IH 635 - North	North & West of Abrams	33+550	Abrams	Comm/Retail	0.06	0.15	1	Mobil Station
IH 635 - North	West Abrams	10+400	10+440	Comm/Retail	0.01	0.02	1	7-Eleven
IH 635 - North	West Skillman	10+200	10+220	Comm/Retail	0.00	0.00	1	Kinkos
IH 635 - North	East Skillman	10+180	10+680	Comm/Retail	0.31	0.77	1	Abandoned Gas Station/Restaurant
IH 635 - North	West Skillman	10+880	10+920	Comm/Retail	0.03	0.07	1	Skillman Village Center
IH 635 - North	East Miller	10+320	10+350	Comm/Retail	0.01	0.01	1	Southgate II
IH 635 - North	East Kingsley & North	39+580	39+700	Comm/Retail	0.08	0.19	1	Public Storage
IH 635 - North	West Jupiter	10+380	10+440	Comm/Retail	0.05	0.12	0	Public Storage
IH 635 - North	East Jupiter	10+360	10+440	Comm/Retail	0.02	0.05	1	Texaco
IH 635 - North		40+240	40+820	Comm/Retail	0.07	0.17	2	Jupiter Chevrolet & Davis Buick
IH 635 - North		41+060	41+100	Comm/Retail	0.02	0.04	1	Morgan Building & Spas
IH 635 - North		41+300	41+500	Comm/Retail	0.05	0.13	0	Morgan Building & Spas
IH 635 - North		41+800	41+980	Comm/Retail	0.08	0.19	1	TXI Industries
IH 635 - North		42+040	42+200	Comm/Retail	0.14	0.34	1	Hollywood Movie Theater
IH 635 - North		42+200	42+300	Comm/Retail	0.02	0.04	1	Car dealership
IH 635 - North	West Northwest	10+400	10+520	Comm/Retail	0.08	0.21	1	Mobil Station and shopping center
IH 635 - North	East Northwest & North	42+640	42+820	Comm/Retail	0.26	0.65	1	Checks Cashed/A-Affordable/Planet Texas Candle Company
IH 635 - North		43+800	43+840	Comm/Retail	0.02	0.04	1	Waffle House
IH 635 - North	West Centerville	10+310	10+390	Comm/Retail	0.02	0.04	1	IHOP
IH 635 - North	East Centerville	10+260	10+400	Comm/Retail	0.04	0.09	2	Pawn Shop & Wendy's
IH 635 - North		44+100	44+160	Comm/Retail	0.01	0.03	1	Restaurant

EXHIBIT 4 – ROW IMPACTS BY LAND USE *(Continued)*

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - North		45+910	45+980	Comm/Retail	0.02	0.04	1	Storage Buildings
IH 635 - North	North Oates	1+140	1+190	Comm/Retail	0.01	0.02	1	Saturn
IH 635 - North	South Oates	1+140	1+180	Comm/Retail	0.01	0.03	1	Strip Center
IH 635 - North	North Galloway	1+160	1+300	Comm/Retail	0.08	0.20	1	Car dealership
IH 635 - North	South Galloway & East	47+340	47+660	Comm/Retail	0.58	1.43	1	Trophy Nissan Truck Center Out-building
IH 635 - South	West Greenville	10+080	10+130	Comm/Retail	0.02	0.05	1	Cheddars
IH 635 - South	East Greenville	10+110	10+140	Comm/Retail	0.01	0.02	1	Exxon Station
IH 635 - South		32+820	32+860	Comm/Retail	0.00	0.01	0	Exxon Station
IH 635 - South		32+940	33+140	Comm/Retail	0.06	0.15	2	Office Max & Fairfield Inn
IH 635 - South		33+140	33+220	Comm/Retail	0.05	0.11	1	Dallas Piano
IH 635 - South		33+240	33+300	Comm/Retail	0.04	0.10	1	Dallas Auto Hospital
IH 635 - South		33+300	33+340	Comm/Retail	0.03	0.07	1	Whataburger
IH 635 - South	West Abrams	10+020	10+120	Comm/Retail	0.04	0.11	2	Gas Station & Colter's Barbeque
IH 635 - South	East Abrams	10+030	10+120	Comm/Retail	0.04	0.09	1	McDonalds
IH 635 - South	West Forest	10+090	10+100	Comm/Retail	0.00	0.00	1	Kentucky Fried Chicken
IH 635 - South		35+400	35+570	Comm/Retail	0.16	0.40	1	Movie Theaters
IH 635 - South	East Skillman	10+010	10+055	Comm/Retail	0.05	0.11	1	Public Storage (Large multi story)
IH 635 - South	West Skillman/Whitehurst	10+220	10+260	Comm/Retail	0.33	0.81	1	Taco Bueno
IH 635 - South	West Miller	10+060	10+100	Comm/Retail	0.02	0.05	1	Adams Used Furniture
IH 635 - South	East Miller	10+000	10+040	Comm/Retail	0.02	0.04	1	Kindercare Learning Center
IH 635 - South	West Plano	10+020	10+060	Comm/Retail	0.01	0.03	1	Gas Station
IH 635 - South	West Plano	10+070	10+120	Comm/Retail	0.03	0.09	1	Miller's Grass
IH 635 - South	East Plano	10+000	10+040	Comm/Retail	0.01	0.02	1	Motion Cycle Sports
IH 635 - South		38+320	38+340	Comm/Retail	0.00	0.01	0	Vacant Land
IH 635 - South		39+180	39+340	Comm/Retail	0.25	0.61	1	Stop n Go, Clicks, Western Union
IH 635 - South	West Kingsley	10+000	10+010	Comm/Retail	0.00	0.00	1	Public Storage
IH 635 - South	East Kingsley	9+980	10+010	Comm/Retail	0.00	0.00	1	Autumn Ridge Apartments
IH 635 - South	West Jupiter	10+070	10+100	Comm/Retail	0.01	0.02	1	Holiday Inn
IH 635 - South	West Jupiter	10+100	10+160	Comm/Retail	0.03	0.07	1	Exxon Station

EXHIBIT 4 – ROW IMPACTS BY LAND USE (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - South	East Jupiter	10+000	10+120	Comm/Retail	0.05	0.12	1	Evan's Pontiac
IH 635 - South		41+240	41+320	Comm/Retail	0.03	0.07	1	Herb's Paint & Body Shop
IH 635 - South		41+320	41+460	Comm/Retail	0.07	0.17	1	Mattress Land
IH 635 - South	West Shiloh	10+000	10+050	Comm/Retail	0.01	0.01	1	Payne & Sons Paint & Body Shop
IH 635 - South	West Shiloh	10+070	10+130	Comm/Retail	0.01	0.03	1	Rusty Wallace Car Dealership
IH 635 - South	East Shiloh	10+020	10+040	Comm/Retail	0.00	0.00	1	Bennigans
IH 635 - South	West Northwest Hwy	10+000	10+060	Comm/Retail	0.01	0.03	0	Bennigans
IH 635 - South	East Northwest Hwy	10+020	10+080	Comm/Retail	0.01	0.03	1	Northeast Crossing
IH 635 - South	East Northwest Hwy	10+080	10+090	Comm/Retail	0.00	0.01	1	Lone Star Gas Company
IH 635 - South	East Ferguson	10+000	10+030	Comm/Retail	0.01	0.01	1	Fast Stop
IH 635 - South	East Ferguson	10+030	10+080	Comm/Retail	0.03	0.06	1	Mobil Station
IH 635 - South	North Oates	0+810	0+850	Comm/Retail	0.01	0.02	1	Gas Station
IH 635 - South	South Oates	0+810	0+850	Comm/Retail	0.01	0.02	1	Gas Station
IH 635 - South	North Galloway	0+780	0+820	Comm/Retail	0.01	0.03	0	Gas Station
IH 635 - South	South Galloway	0+770	0+860	Comm/Retail	0.02	0.04	1	LBJ Oates Office Center
IH 635 - South		48+600	48+660	Comm/Retail	0.07	0.18	1	Restaurant
IH 635 - South		48+660	48+740	Comm/Retail	0.06	0.15	1	Restaurant
IH 635 - South		48+740	48+770	Comm/Retail	0.06	0.14	1	Restaurant
IH 635 - South		48+770	48+840	Comm/Retail	0.06	0.15	1	Restaurant
IH 635 - South		48+840	48+860	Comm/Retail	0.02	0.05	1	Restaurant
IH 635 - South		48+860	48+890	Comm/Retail	0.02	0.04	1	Restaurant
IH 635 - South		48+890	48+930	Comm/Retail	0.03	0.08	1	Restaurant
IH 635 - South		48+930	49+040	Comm/Retail	0.05	0.14	1	Restaurant
IH 635 - South		49+040	49+090	Comm/Retail	0.05	0.12	1	Restaurant
IH 635 - South		49+090	49+180	Comm/Retail	0.07	0.17	1	Restaurant
IH 635 - South		49+180	49+300	Comm/Retail	0.04	0.11	1	Restaurant
IH 635 - South		49+520	49+540	Comm/Retail	0.01	0.02	1	Pearle Vision/Mattress Giant/Furniture, etc.

EXHIBIT 4 – ROW IMPACTS BY LAND USE (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 30 - North		10+300	10+900	Comm\Retail	0.67	1.65	1	Assured Self Storage
IH 30 - North		10+920	10+930	Comm\Retail	0.00	0.01	1	Vacant Land
IH 30 - South		10+140	10+200	Comm\Retail	0.01	0.02	1	Brooks Mays Music Center
IH 635 - North	South of Adleta Ct			DART	0.11	0.27	0	The Lane at Towne Crossing Apartments
IH 635 - North		35+800	36+280	DART	1.73	4.27	1	DART
IH 635 - North		36+305	36+680	DART	0.80	1.98	0	DART
IH 635 - North	Greenville East & North	32+760	32+920	Office	0.09	0.21	1	North Point Plaza
IH 635 - North		32+920	33+060	Office	0.11	0.28	1	LBJ North Building
IH 635 - North		33+370	33+400	Office	0.03	0.06	1	Office Building
IH 635 - North	East of Abrams & North	33+580	33+660	Office	0.08	0.19	1	Northcreek Place
IH 635 - North	East Forest	10+400	10+600	Office	0.07	0.17	1	Forest Park Tower
IH 635 - North		34+260	34+420	Office	0.10	0.25	0	Forest Park Tower
IH 635 - South		33+340	33+500	Office	0.05	0.12	1	First Bank
IH 635 - North		33+060	33+240	Residential (MF)	0.26	0.65	1	Solarium Apartments
IH 635 - North		34+590	34+640	Residential (MF)	0.03	0.08	1	Snub Harbor Apartments
IH 635 - North		34+990	35+070	Residential (MF)	0.02	0.04	1	Wyndham Hills Apartments
IH 635 - North		35+070	35+200	Residential (MF)	0.14	0.34	1	Hunting Ridge Apartments
IH 635 - North		35+300	35+500	Residential (MF)	0.11	0.28	0	Hunting Ridge Apartments
IH 635 - North		47+660	47+800	Residential (MF)	0.09	0.21	1	Windridge Court Apartments
IH 635 - North		47+900	48+040	Residential (MF)	0.36	0.89	1	The Cedars Apartments
IH 635 - North		48+360	48+420	Residential (MF)	0.27	0.68	1	East Point Apartments
IH 635 - South	East Forest	10+020	10+110	Residential (MF)	0.04	0.11	1	The Chancellor Apartments
IH 635 - South		35+270	35+400	Residential (MF)	0.18	0.43	1	The Commons Apartments
IH 635 - South	West Plano	10+000	10+060	Residential (MF)	0.00	0.01	1	Residential
IH 635 - South	East Kingsley	10+020	10+130	Residential (MF)	0.08	0.20	1	Kingsley Court Apartments
IH 635 - South	West Ferguson	10+020	10+070	Residential (MF)	0.01	0.02	1	Honey Creek Apartments
IH 30 - South		10+680	10+840	Residential (MF)	0.02	0.06	1	
IH 635 - North	East Miller	10+300	10+320	RR	0.01	0.02	1	RR
IH 635 - North	West Plano	10+270	10+320	RR	0.04	0.09	0	RR

EXHIBIT 4 – ROW IMPACTS BY LAND USE (*Continued*)

Frwy Side	Arterial Side	Begin STA	End STA	Land Use	Area (HA)	Area (Acres)	No. Parcels	Property
IH 635 - North	East Plano & North	38+100	38+450	RR	0.18	0.45	1	RR
IH 635 - North	West Kingsley	10+340	10+400	RR	0.03	0.08	0	RR
IH 635 - North	East Kingsley	10+400	10+480	RR	0.03	0.07	1	RR
IH 635 - North	West Jupiter	10+440	10+480	RR	0.01	0.04	0	RR
IH 635 - North	East Jupiter	10+440	10+480	RR	0.01	0.03	1	RR
IH 635 - South		41+200	41+240	RR	0.01	0.01	1	RR
IH 635 - North	West Plano	10+320	10+400	TXU	0.04	0.10	1	TXU Transmission Lines
IH 635 - North	East Plano	10+300	10+400	TXU	0.04	0.10	0	TXU Transmission Lines
IH 635 - North	West Kingsley	10+400	10+480	TXU	0.03	0.07	0	TXU Transmission Lines
IH 635 - North	West Jupiter	10+480	10+520	TXU	0.00	0.01	1	TXU Transmission Lines
IH 635 - North	East Jupiter	10+480	10+520	TXU	0.00	0.01	1	TXU Transmission Lines
IH 635 - South	West Garland	10+000	10+080	TXU	0.01	0.04	1	TXU
IH 635 - South	West Shiloh	10+050	10+070	TXU	0.00	0.01	1	TXU
IH 635 - South		42+200	42+290	TXU	0.01	0.03	1	TXU
IH 635 - South		42+360	42+370	TXU	0.00	0.01	0	TXU
IH 635 - South	West Northwest Hwy	10+090	10+100	TXU	0.00	0.01	0	TXU
IH 635 - South	East Northwest Hwy	10+130	10+190	TXU	0.06	0.15	1	TXU
IH 635 - South		43+740	43+900	TXU	0.18	0.45	0	TXU
IH 635 - South	East Ferguson & South	44+020	45+800	TXU	2.02	5.00	1	TXU
IH 635 - South	South La Prada	45+920	46+040	TXU	0.43	1.07	1	TXU
IH 635 - North	West Forest	10+340	10+440	Comm/Retail	0.06	0.16	1	Exxon Station
IH 635 - North	West Forest	10+440	10+500	Comm/Retail	0.02	0.05	1	Budget Suites
IH 635 - North	West Forest	10+500	10+540	Comm/Retail	0.02	0.05	1	Security Self Storage
IH 635 - North	North La Prada	10+320	10+420	Vacant	0.05	0.12	1	vacant
IH 635 - North		48+580	48+980	Vacant	0.45	1.11	1	vacant (future church)
IH 635 - South		35+100	35+270	vacant	0.06	0.15	1	vacant
					14.39	35.58	127	

EXHIBIT 5 – UTILITY RELOCATION ESTIMATES FOR EAST SECTION OF IH 635

Longitudinal Utilities (WestBound)						
	Utility Type	Company	Station	Length	Cost to Relocate	E&C Cost
Water	12" Water Line	City Water Dept.	32+790 to 32+940 (WB)	150m	$73,800	$14,760
	8" Water Line	City Water Dept.	32+940 to 33+640 (WB)	800m	$288,640	$57,728
	10" Sewer Line	City Water Dept.	32+790 to 33+260 (WB)	470m	$161,870	$32,374
	36" Water Line	City Water Dept.	32+790 to 33+489 (EB)	690m	$1,244,760	$248,952
	36" Water Line	City Water Dept.	Crossing at Forest Ln.	350m	$631,440	$126,288
	18" Water Line	City Water Dept.	Crossing at 34+700	200m	$111,520	$22,304
	8" Water Line	City Water Dept.	35+100 to 35+200 (NB)	100m	$36,080	$7,216
	21" Sewer Line	City Water Dept.	35+220 to 35+500 (NB)	420m	$316,848	$63,370
	8" Water Line	City Water Dept.	35+280 to 35+400 (SB)	120m	$43,300	$8,660
	15" Sewer Line	City Water Dept.	35+640 to 35+740 (NB)	100m	$45,920	$9,184
	12" Sewer Line	City Water Dept.	Crossing at 36+000	150m	$56,580	$11,316
	24" Water Line	City Water Dept.	Crossing at Skillman	160m	$196,800	$39,360
	24" Water Line	City Water Dept.	Crossing at Plano Rd.	200m	$246,000	$49,200
	12" Water Line	City Water Dept.	38+300 to 39+200 (SB)	900m	$442,800	$88,560
	15" Sewer Line	City Water Dept.	Crossing at 39+400	140m	$64,300	$12,860
	16" Water Line	City Water Dept.	Crossing at Kingsley Rd.	250m	$184,500	$36,900
	10" Sewer Line	City Water Dept.	Crossing at Kingsley Rd.	250m	$86,100	$17,220
	16" Water Line	City Water Dept.	Crossing at Jupiter Rd.	220m	$162,360	$32,472
	42" Water Line	NTMWD	Crossing at 41+320	300m	$347,600	$69,520
	12" Sewer Line	City Water Dept.	Crossing at 42+900	200m	$75,440	$15,088
	36" Water Line	NTMWD	Crossing at Centerville	360m	$590,400	$118,080
	10" Sewer Line	City Water Dept.	Crossing at La Prada	140m	$64,300	$12,860
	21" Sewer Line	City Water Dept.	Crossing at 46+000	150m	$113,160	$22,632
	30" Water Line	NTMWD	Crossing at 47+600	150m	$196,800	$39,360
					$5,781,318	$1,156,264
Gas	Gas Line	Lone Star Gas	33+330 to 33+400 (WB)	180m	$546,120	$109,224
	Gas Line	Lone Star Gas	35+640 to 35+740 (NB)	100m	$303,400	$60,680
					$849,520	$169,904
TU	TU Aerial	TXU	33+220 to 33+520 (EB)	300m	$474,900	$94,980
	TU Aerial	TXU	Crossing at Forest Ln.	360m	$568,800	$113,760
	TU Aerial	TXU	35+640 to 35+740 (NB)	100m	$158,000	$31,600
	TU Aerial	TXU	Crossing at Kingsley Rd.	250m	$395,000	$79,000
	TU Aerial	TXU	Crossing at Jupiter Rd.	220m	$347,600	$69,520
	TU Aerial	TXU	Crossing at 41+700	300m	$474,000	$94,800
	TU Buried	TXU	Crossing at Plano Rd.	140m	$241,380	$48,276
					$2,659,680	$531,936
TCI	TCI Aerial	TCI Cable	33+260 to 33+540 (WB)	280m	$442,400	$88,480
					$442,400	$88,480
SWB	SWB	Southwestern Bell	33+000 to 33+500 (WB)	500m	$714,280	$142,856

EXHIBIT 5 (*Continued*) – UTILITY RELOCATION ESTIMATES FOR EAST SECTION OF IH 635

Longitudinal Utilities (WestBound)						
	Utility Type	Company	Station	Length	Cost to Relocate	B&C Cost
	SWB	Southwestern Bell	Crossing at Forest Ln.	140m	$200,000	$40,000
	SWB	Southwestern Bell	Crossing at Skillman	140m	$200,000	$40,000
	SWB	Southwestern Bell	Crossing at Centerville	140m	$200,000	$40,000
	SWB	Southwestern Bell	Crossing at La Prada	140m	$200,000	$40,000
	SWB	Southwestern Bell	Crossing at Oates	140m	$200,000	$40,000
	SWB	Southwestern Bell	Crossing at Galloway	140m	$200,000	$40,000
					$1,914,280	$382,856
					$11,647,198	$2,329,440
The Total Utility Relocation Cost is $14,000,000						

EXHIBIT 6 – POTENTIAL TREES REMOVED DURING CONSTRUCTION

Common Name	Scientific Name	Approximate Station/Location	Size (dbh) Inches
Post Oak	*Quercus stellata*	32+900	20.4
Post Oak	*Quercus stellata*	32+900	17.5
Post Oak	*Quercus stellata*	33+000	17.4
Cottonwood	*Populus deltoides*	33+000	13.0
Post Oak	*Quercus stellata*	33+100	16.1
Post Oak	*Quercus stellata*	33+100	17.1
Post Oak	*Quercus stellata*	33+100	22.3
Mesquite	*Prosopis juliflora*	33+250	11.3
Cottonwood	*Populus deltoides*	33+950	23.0
Cedar Elm	*Ulmus crassifolia*	34+375	15.7
Shumard Oak	*Quercus shumardii*	34+400	10.3
Cottonwood	*Populus deltoides*	34+550	18.0
Cottonwood	*Populus deltoides*	34+550	23.4
Shumard Oak	*Quercus shumardii*	35+150	7.1
Shumard Oak	*Quercus shumardii*	35+200	16.5
Cedar Elm	*Ulmus crassifolia*	35+200	19.7
Cedar Elm	*Ulmus crassifolia*	35+200	15.0
Cottonwood	*Populus deltoides*	35+250	30.0
Cottonwood	*Populus deltoides*	35+250	22.0
Shumard Oak	*Quercus shumardii*	35+350	10.6
Shumard Oak	*Quercus shumardii*	37+100	12.4
Shumard Oak	*Quercus shumardii*	37+200	8.9
Shumard Oak	*Quercus shumardii*	37+350	6.4
Shumard Oak	*Quercus shumardii*	37+350	11.7
Cottonwood	*Populus deltoides*	38+050	30.0
Shumard Oak	*Quercus shumardii*	38+500	11.7
Shumard Oak	*Quercus shumardii*	38+500	12.0
Black Willow	*Salix nigra*	41+700 Under Overpass	10 @ 1.0 = 10.0
Chinaberry	*Melia azedarach*	41+700 SW Corner Intersection	4.5, 2.5, 2.5, 1.5, 1.5
Sugarberry*	*Celtis occidentalis*	41+950	3.0, 3.0, 3.0
Black Willow*	*Salix nigra*	42+200	4.0, 4.0, 4.0
Shumard Oak	*Quercus shumardii*	42+800	12.0
Shumard Oak	*Quercus shumardii*	43+300	11.7
American Elm	*Ulmus americana*	41+700 SW Corner of Intersection	6.4, 3.5, 6.7, 7.3

EXHIBIT 6 (*Continued*) – POTENTIAL TREES REMOVED DURING CONSTRUCTION

Common Name	Scientific Name	Approximate Station/Location	Size (dbh) Inches
Shumard Oak	*Quercus shumardii*	43+600	5.7
Black Willow	*Salix nigra*	43+900	4.8, 7.0, 5.0, 4.0
Redbud	*Cercis canadensis*	43+900	2.0
Mesquite	*Prosopis juliflora*	45+650	6.0
Mesquite	*Prosopis juliflora*	46+150	8.0
Shumard Oak	*Quercus shumardii*	46+250	6.5
Mesquite	*Prosopis juliflora*	46+640	6.0
Total Species = 10			Total dbh = 58.5

* Indicates multi-trunk

EXHIBIT 7 – TEXAS DEPARTMENT OF TRANSPORTATION DALLAS DISTRICT STANDARDS FOR WOODLANDS MITIGATION

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

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

Large trees shall be 3.81 cm to 5.1 cm (1.5 in to 2 in) caliper at planting; small trees and shrubs shall be 1.8 m to 2.4 m (6 ft to 8 ft) in height at planting. Standard TxDOT planting details shall be used. A maintenance period lasting at least one full growing season shall be specified for all mitigation plantings. Maintenance shall include: supplemental watering of all plants; maintaining an 20 cm (8 in) layer of mulch on all plantings; replacement of all dead plants at the end of the maintenance period. Whenever possible, planting should be scheduled during the fall of the year to improve the survival rate. Additional information is available through Dallas District landscape architect.

EXHIBIT 8 – POTENTIAL HAZARDOUS WASTE SITES LOCATED DIRECTLY ADJACENT TO IH 635 BETWEEN US 75 AND SOUTH OF IH 30

Map ID #	Facility Name	Location	Priority/Status (as of 04/11/01)
LRST			
0000	SWIF-T #11	2333 Oates Dr.	Priority: No apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
234	Trophy Nissan	5031 N. Galloway Ave.	Priority: No apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
562	Facility name not reported; Responsible Party - Exxon Company USA	12330 Greenville Ave.	Priority: Groundwater impacted; public/domestic water supply well within 0.25-0.5 miles. Status: Final concurrence issued; case closed.
576	Texaco	11405 LBJ Frwy.	Priority: Soil contamination only; requires full site assessment and RAP. Status: Final concurrence issued; case closed.
692	Exxon Station #6-2759	13015 Jupiter Rd.	Priority: Soil contamination only; requires full site assessment and RAP. Status: Final concurrence issued; case closed.
1115	Mobil SS# 12-ER2	11770 Ferguson Rd.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
2645	RAS #6-3524	12330 Greenville Ave.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status 5: Corrective Action Plan.
4053	Dallas Honda	9311 IH 635	Priority: Minor soil contamination – does not require an RAP. Status: Review for closure pending; unable to locate responsible party.
4305	Mobil #12-684	2213 Oates Dr.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.

EXHIBIT 8 *(Continued)* – POTENTIAL HAZARDOUS WASTE SITES LOCATED DIRECTLY ADJACENT TO IH 635 BETWEEN US 75 AND SOUTH OF IH 30

Map ID #	Facility Name	Location	Priority/Status
LRST			
4308	RAS #6-2062	2212 Oates Dr.	Priority: Soil contamination only; requires a full site assessment and RAP. Status: Final concurrence issued; case closed.
4862	Mobil Tetco	9351 IH 635	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
5013	Texaco	5013 Saturn Rd.	Priority: No groundwater impact; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
5094	Texaco Service Station	9301 IH 635	Priority: Soil contamination only; requires full site assessment and RAP. Status: Final concurrence issued; case closed.
5577	Mobil #12-ER2	11770 Ferguson Rd.	Priority: Soil contamination only; requires full site assessment and RAP. Status: Final concurrence issued; case closed.
6697	Dallas Handbag Facility	12222 North Central Exwy.	Priority: Group 1 groundwater; off-site migration unlikely. Status: Final concurrence issued; case closed.
6225	Texaco	11405 LBJ Frwy.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
7133	Stop-N-Go No. 1648	11111 Kingsley Rd.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
7634	Exxon Station R/S #6-2308	1318 W. Centerville Rd.	Priority: Soil contamination only; requires full site assessment and RAP. Status: Final concurrence issued; case closed.
7714	Former Mobil #12-GLY	2135 NW Hwy.	Priority: Groundwater impacted; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.

EXHIBIT 8 *(Continued)* – POTENTIAL HAZARDOUS WASTE SITES LOCATED DIRECTLY ADJACENT TO IH 635 BETWEEN US 75 AND SOUTH OF IH 30

Map ID #	Facility Name	Location	Priority/Status
LRST			
8684	U-Haul #74170	12215 LBJ Frwy.	Priority: No groundwater impact; no apparent threats or impacts to receptors. Status: Final concurrence issued; case closed.
RST			
10	Dallas Handbag Company	12424 N. Central Expy..	4 USTs Removed
125	RAS #6-3524	12330 Greenville Ave.	4 USTs In-Use
147	Exxon R/S #6-2759	13015 Jupiter Rd. & LBJ Frwy.	4 USTs Removed; 3 USTs In-Use
213	Sport City Toyota	12650 LBJ Frwy.	1 UST In-Use
492	John Eagle Sport City Toyota	12650 NW Hwy.	1 UST In-Use
1665	Peachtree Store	11111 Kingsley Rd.	1 UST Removed; 3 USTs In-Use
1920	Texaco (Star Mart)	11405 LBJ Frwy.	4 USTs In-Use
1921	Texaco Service Station	5013 Saturn Rd.	5 USTs In-Use
1946	Mobil Oil Corp #GLY	2135 NW Hwy. & LBJ Frwy.	4 USTs Removed; 5 USTs In-Use
1951	LBJ Center	12215 LBJ Frwy.	1 UST In-Use; 1 UST Temp. Out of Use
1977	RAS #6-2308	1318 Centerville Rd.	4 USTs Removed
1981	Exxon #6-3757	2101 NW Hwy. & LBJ Frwy.	8 USTs Removed
2845	Trophy Nissan	5031 N. Galloway Ave.	44 USTs In-Use
2939	Big Billy Barrett Mitsubishi	16200 LBJ Frwy.	7 USTs In-Use; 2 USTs Temp. Out of Use
2944	Village Chrysler Plymouth	16230 LBJ Frwy.	8 USTs In-Use
2888	Mobil #12G84	2213 Oates Dr.	5 USTs Removed; 3 USTs In-Use
3007	Exxon #6-2062	2212 Oates Dr.	4 USTs Removed; 3 USTs In-Use
9191	Garland Kartway, Inc.	12436 N. Central Expy.	1 UST In-Use
9213	Miller Nursery & Grass Co.	10025 Plano Rd.	4 USTs Removed
9294	Edison-LBJ Associates, LTD.	9386 LBJ Frwy.	3 USTs Removed
9321	Chevron FAC #105953	9455 Forest Ln.	4 USTs In-Use
9421	7-Eleven 1602-18600	12121 Abrams Rd.	3 USTs In-Use
9527	Texaco Service Station	11919 Abrams & LBJ Frwy.	4 USTs Removed; 4 USTs In-Use

EXHIBIT 8 *(Continued)* – POTENTIAL HAZARDOUS WASTE SITES LOCATED DIRECTLY ADJACENT TO IH 635 BETWEEN US 75 AND SOUTH OF IH 30

Map ID #	Facility Name	Location	Priority/Status
RST			
9664	Texaco Service Station	9301 LBJ Frwy. & Pinyon Tree	4 USTs Removed; 1 UST Temp. Out of Use; 4 USTs In-Use
9762	Dallas Honda	9311 LBJ Frwy.	1 UST Removed
9786	12ER2	11770 Ferguson Rd. & LBJ Frwy.	5 USTs Removed; 3 USTs In-Use
9830	12089	9351 LBJ Frwy. & Abrams	3 USTs In-Use
RCRIS-SG			
1262	U-Haul Truck Leasing	12215 LBJ Frwy.	Facility not reported in RAATS.
2540	Signgraphics	10011 Miller Rd.	Facility not reported in RAATS.
4962	Trophy Nissan	5031 N. Galloway Ave.	Facility not reported in RAATS.
5614	Sport City Toyota	12650 LBJ Frwy. & NW Hwy.	Facility not reported in RAATS.
6420	Village Chrysler	16230 LBJ Frwy.	Facility not reported in RAATS.
6777	One Twenty-Five Cleaners	9090 Skillman St.	Facility not reported in RAATS.
7264	Star Enterprise	11405 LBJ Frwy. & Jupiter Rd.	Facility not reported in RAATS.
7575	Minit-Lube #1192	2129 NW Hwy.	Facility not reported in RAATS.
8036	Chevron USA Inc., #105953	9455 Forest Ln.	Facility not reported in RAATS.
8077	Mobil Oil Corp. SS# ER2	11770 Ferguson Rd.	Facility not reported in RAATS.
8102	Mobil Oil Corp. SS# 089	9351 LBJ Frwy.	Facility not reported in RAATS.
8235	Mobil Oil Corp SS# GLY	2135 NW Hwy. & LBJ Frwy.	Facility not reported in RAATS.
RCRIS-LG			
1907	Mesquite Courtsey Hyundai	16200 LBJ Frwy.	Facility not reported in RAATS.

EXHIBIT 8 *(Continued)* – POTENTIAL HAZARDOUS WASTE SITES LOCATED DIRECTLY ADJACENT TO IH 635 BETWEEN US 75 AND SOUTH OF IH 30

Map ID #	Facility Name	Location	Priority/Status
SPILLS			
3377	Spill name not reported; Responsible Party - FFE Transportation Services	IH 635 & Oates Rd.	10 gallons of PCB oil (20 ppm)
3453	Spill name not reported; Responsible Party - Ruan Leasing	LBJ Frwy. & NW Hwy.	90 gallons diesel fuel
3476	Spill name not reported; Responsible Party - Star Enterprise	11405 LBJ Frwy.	100 gallons gasoline and an additional unknown quantity of gasoline.
3477	Exxon Station #6-2759; Responsible Party - Exxon Company USA	13015 Jupiter Rd.	Unknown quantity of gasoline
3547	Spill name not reported; Responsible Party - Dallas Storm Water Mgmt.	9200 LBJ Frwy.	60 gallons of diesel fuel
ERNS			
1366	Village Chrysler Plymouth	16230 LBJ Frwy.	Intentional dumping of an unknown quantity of oil/antifreeze/fuel into storm sewer on 05/20/97; no actions taken.

* Location of Facilities referenced in Appendix A (*Figures 87* through *89*).

Note: To convert gallons to liters multiply by 3.7853.

AIP - Abandoned-In-Place
ERNS - Emergency Response Notification System
LRST - Leaking Registered Storage Tank
PCB - polychlorinated biphenyl
ppm - parts per million
RAATS - RCRA Administrative Action Tracking System
RCRIS-LQ - Resource Conservation and Recovery Information System - Large Quantity Generators
RCRIS-SG - Resource Conservation and Recovery Information System - Small Quantity Generators
RAP - Remedial Action Plan
RST - Registered Storage Tank
SPILLS - Texas Spills Report
UST - Underground Storage Tank

Source: ERIIS, 1997a and 1997b
EPA, 1997

APPENDIX C

JURISDICTIONAL WATERS

IH 635 East Section
CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053
Jurisdictional Waters Summary – 10/17/2001

Eight separate waters of the U.S. cross IH 635 from IH 30 to the western limits of the East Section near US 75 in Dallas County, Texas. A preliminary jurisdictional site investigation of these waterways was conducted on behalf of the TxDOT Dallas District by Turner Collie & Braden, Inc. Our investigation indicates there are no wetlands within the project area. However, it has been determined that 100-year, FEMA-designated floodplains exist within the project area.

Jackson Branch crosses IH 635 east of Forest Lane at Station 34+725. This waterway flows within a wide, unmaintained, riparian corridor upstream and downstream of the existing ROW. The tributary is contained in a concrete-lined channel within the ROW. The dominant vegetation in this area (Observation Point [OP] #8) is comprised of hawthorne, poison ivy, yaupon holly, johnsongrass, soapberry, Canada golden-rod, and catalpa. The ordinary high water mark width of Jackson Branch within the project area averages 40 feet. Impacts to the waterway at this location include the loss of approximately 0.029 ha (0.072 ac) of waters of the U.S.

Audelia Branch crosses IH 635 west of Skillman/Audelia Road at Station 35+240. This waterway flows within a wide, unmaintained, riparian corridor upstream and downstream of the existing ROW. The waterway is contained in a concrete-lined channel within the ROW. The dominant vegetation in this area (OP #7) is comprised of hackberry, mesquite, cedar elm, cottonwood, green ash, flameleaf sumac, perennial ryegrass, and johnsongrass. The ordinary high water mark width of Audelia Branch within the project area averages 50 feet. Impacts to the waterway at this location include the loss of approximately 0.027 ha (0.068 ac) of waters of the U.S.

Dixon Branch crosses IH 635 south just east of Plano Road at Station 38+300. The waterway is contained in a concrete-lined channel upstream of the IH 635 crossing. This waterway flows within a previously modified, earthen channel downstream of the existing ROW. The dominant vegetation in this area (OP #6) is comprised of black willow, mulberry, mesquite, Chinese tallow, and hackberry. The ordinary high water mark width of Dixon Branch within the project area averages 40 feet. Impacts to the waterway at this location include the loss of approximately 0.027 ha (0.066 ac) of waters of the U.S.

A tributary to Dixon Branch crosses IH 635 at Kingsley Road at Station 39+440. This waterway flows within a narrow, maintained, riparian corridor upstream and downstream of the existing ROW. The dominant vegetation in this area (OP #5) is comprised of caric sedge, western ragweed, wild onion, spikerush, and Texas spear grass. The ordinary high water mark width of the tributary to Dixon Branch within the project area averages 5 feet. Impacts to the tributary at this location include the loss of approximately 0.003 ha (0.008 ac) of waters of the U.S.

A tributary to Dixon Branch (East) crosses IH 635 just west of Jupiter Road at Station 39+800. This tributary has been modified such that it flows subsurface upstream and downstream of the existing ROW. The dominant vegetation in this area (OP #4) is comprised of perennial ryegrass, wild oat, Canada goldenrod, johnsongrass, western ragweed, and black willow. The ordinary high water mark width of the tributary to Dixon Branch (East) within the project area averages 5 feet. Impacts to the tributary at this location include the loss of approximately 0.006 ha (0.014 ac) of waters of the U.S.

Long Branch (West) crosses IH 635 south of Northwest Highway at Station 42+860. The waterway is contained in a concrete-lined channel upstream of the IH 635 crossing. This waterway flows within a previously modified, earthen channel downstream of the existing ROW. The dominant vegetation in this area (OP #3) is comprised of perennial ryegrass, wild oat, curly dock, buttercup, Canada goldenrod, and johnsongrass. The ordinary high water mark width of Long Branch (West) within the project area averages 8 feet. Impacts to the waterway at this location include the loss of approximately 0.037 ha (0.090 ac) of waters of the U.S.

A tributary to Long Branch crosses IH 635 north of Centerville Road at Station 43+370. This tributary has been modified such that it flows subsurface upstream of the existing ROW. This tributary flows within a narrow, unmaintained, riparian corridor downstream of the existing ROW. The dominant vegetation in this area (OP #2) is comprised of perennial ryegrass, wild oat, peppervine, and black willow. The ordinary high water mark width of the tributary to Long Branch within the project area averages 3 feet. Impacts to the tributary at this location include the loss of approximately 0.005 ha (0.012 ac) of waters of the U.S.

Long Branch (East) crosses IH 635 just east of La Prada Drive at Station 46+050. The waterway is contained in a concrete-lined channel upstream of the crossing and within the ROW. This waterway flows within a wide, unmaintained, riparian corridor downstream of the existing ROW. The dominant vegetation in this area (OP #1) is comprised of little walnut, Chinese tallow, black willow, Canada goldenrod, mulberry, mimosa, and switchgrass. The ordinary high water mark width of Long Branch (East) within the project area averages 30 feet. There are no impacts to waters of the U.S. proposed for Long Branch (East).

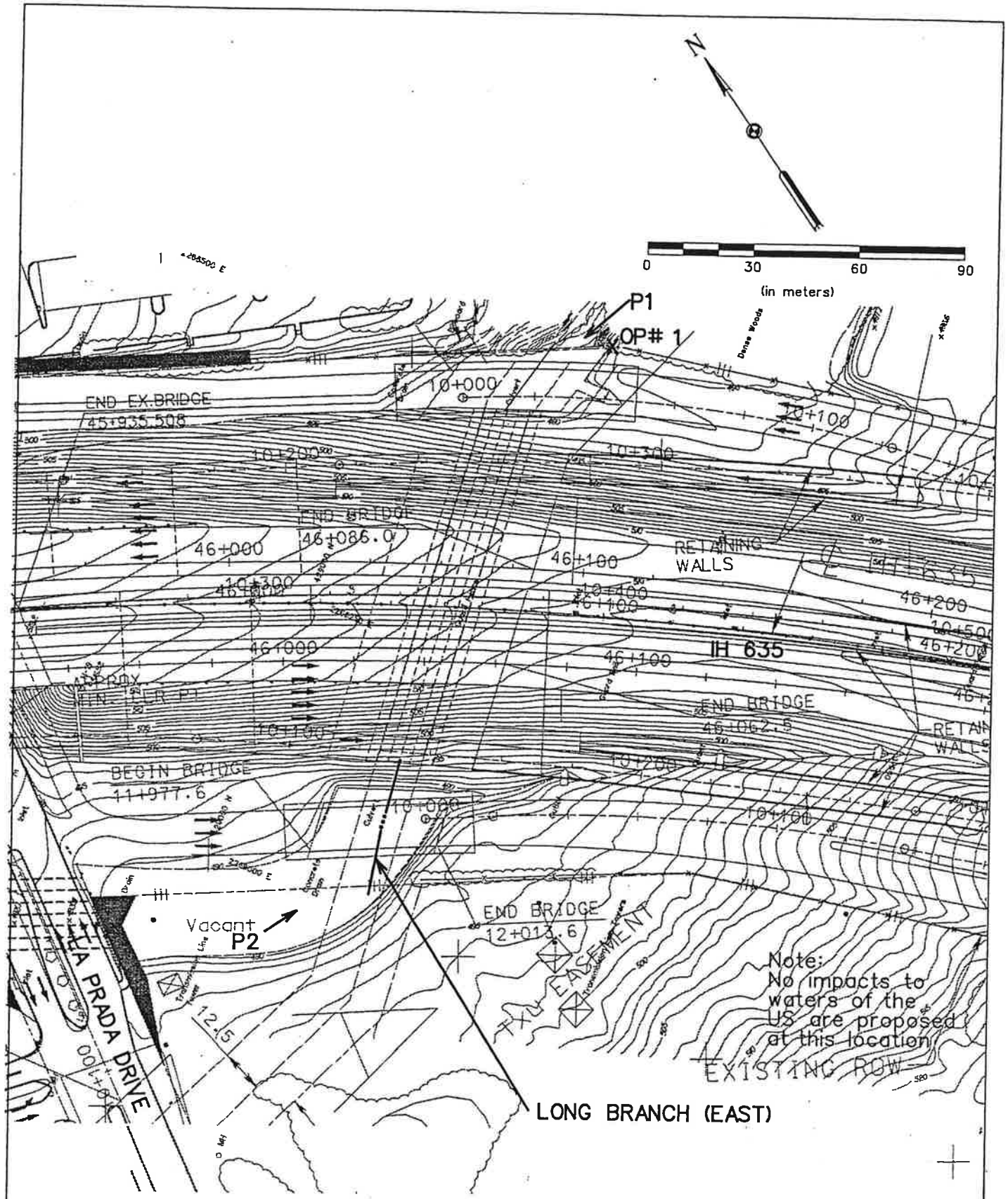
Table 1 provides a summarized version of the various stream crossings and estimated impacts.

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged and fill material into waters of the U.S., including wetlands, under Section 404 of the Clean Water Act. Based upon this preliminary determination, the identified tributaries are considered waters of the U.S. subject to Section 404 jurisdiction. Each separate, proposed culvert extension could be authorized by Nationwide Permit (NWP) 14. NWP 14 (Linear Transportation Crossing) authorizes public linear transportation crossings in non-tidal waters, excluding non-tidal wetlands adjacent to tidal waters, provided the discharge does not cause the loss of greater than 0.2 ha (0.5 acre) of waters of the U.S.

Notification is required when there is a loss of greater than 0.04 ha (0.10 acre), if there are impacts to special aquatic sites, including wetlands, or if the work would result in the placement of fill material within the 100-year floodplain. Those waters requiring notification include the Tributary to Long Branch, Long Branch, Dixon Branch, Audelia Branch, and Jackson Branch.

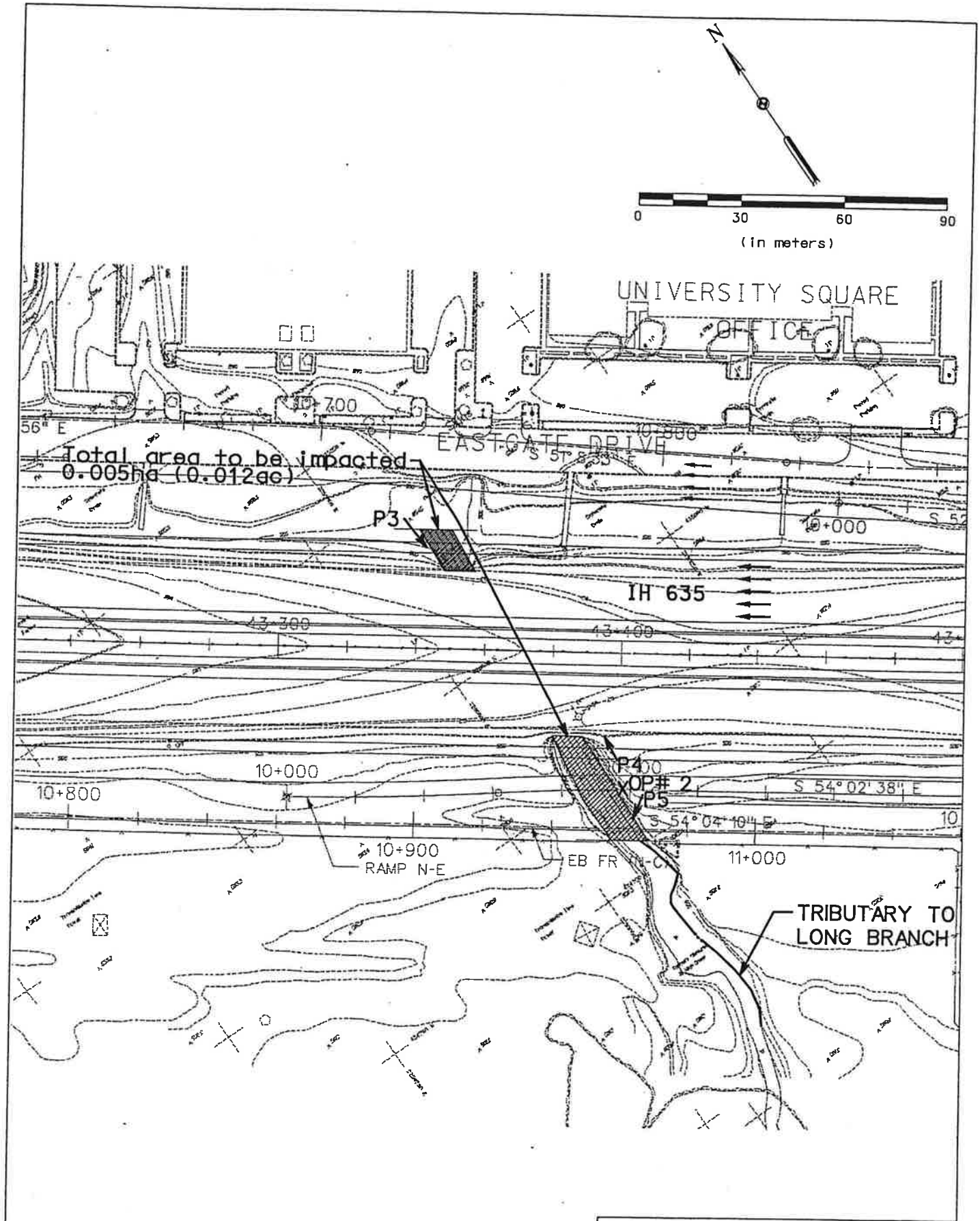
Table 1 - Estimated Impacts to Streams along IH-635 Between IH 30 and US 75.

Site	Stream Name	Station	Side of Roadway	OHWM Width (m)	OHWM Width (ft)	Length (m)	Length (ft)	Incremental Impact (ha)	Incremental Impact (ac)	Total Impact (ha)	Total Impact (ac)
8	Jackson Branch	34+725	East	12.2	40	14	45.9	0.017	0.042	0.029	0.072
			West	12.2	40	10	32.8	0.012	0.030		
7	Audelia Branch	35+240	East	15.2	50	10	32.8	0.015	0.038	0.027	0.068
			West	15.2	50	8	26.2	0.012	0.030		
6	Dixon Branch	38+300	East	12.2	40	10	32.8	0.012	0.030	0.027	0.066
			West	12.2	40	12	39.4	0.015	0.036		
5	Trib to Dixon Branch	39+440	East	1.5	5	10	32.8	0.002	0.004	0.003	0.008
			West	1.5	5	12	39.4	0.002	0.005		
4	Trib to Dixon Branch (E)	39+800	East	1.5	5	22	72.2	0.003	0.008	0.006	0.014
			West	1.5	5	16	52.5	0.002	0.006		
3	Long Branch (W)	42+860	North	2.4	8	106	347.8	0.026	0.064	0.037	0.090
			South	2.4	8	44	144.4	0.011	0.027		
2	Trib to Long Branch	43+370	North	0.9	3	14	45.9	0.001	0.003	0.005	0.012
			South	0.9	3	38	124.7	0.003	0.009		
1	Long Branch (E)	46+050	North	9.1	30	N/A	N/A	N/A	N/A	N/A	N/A
			South	9.1	30	N/A	N/A	N/A	N/A		



IH 635 Wetlands and Woodlands	
Long Branch (East) Sta. 46+050	
FIGURE 1	MAY 2001

Note: Divide by 0.3048 to convert to feet

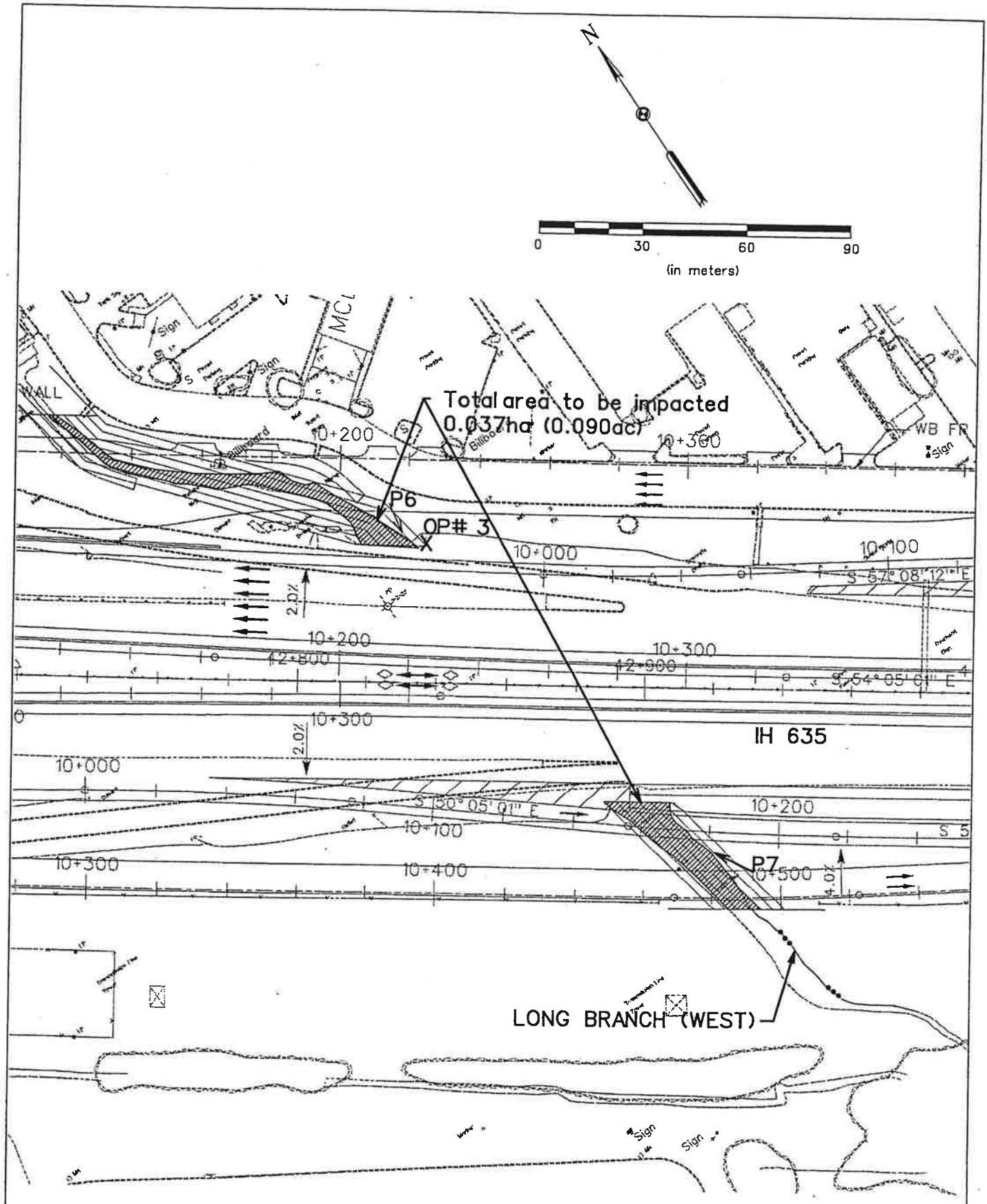


IH 635
Wetlands and Woodlands

Tributary to Long Branch Sta. 43+370

FIGURE 2 | MAY 2001

Note: Divide by 0.3048 to convert to feet

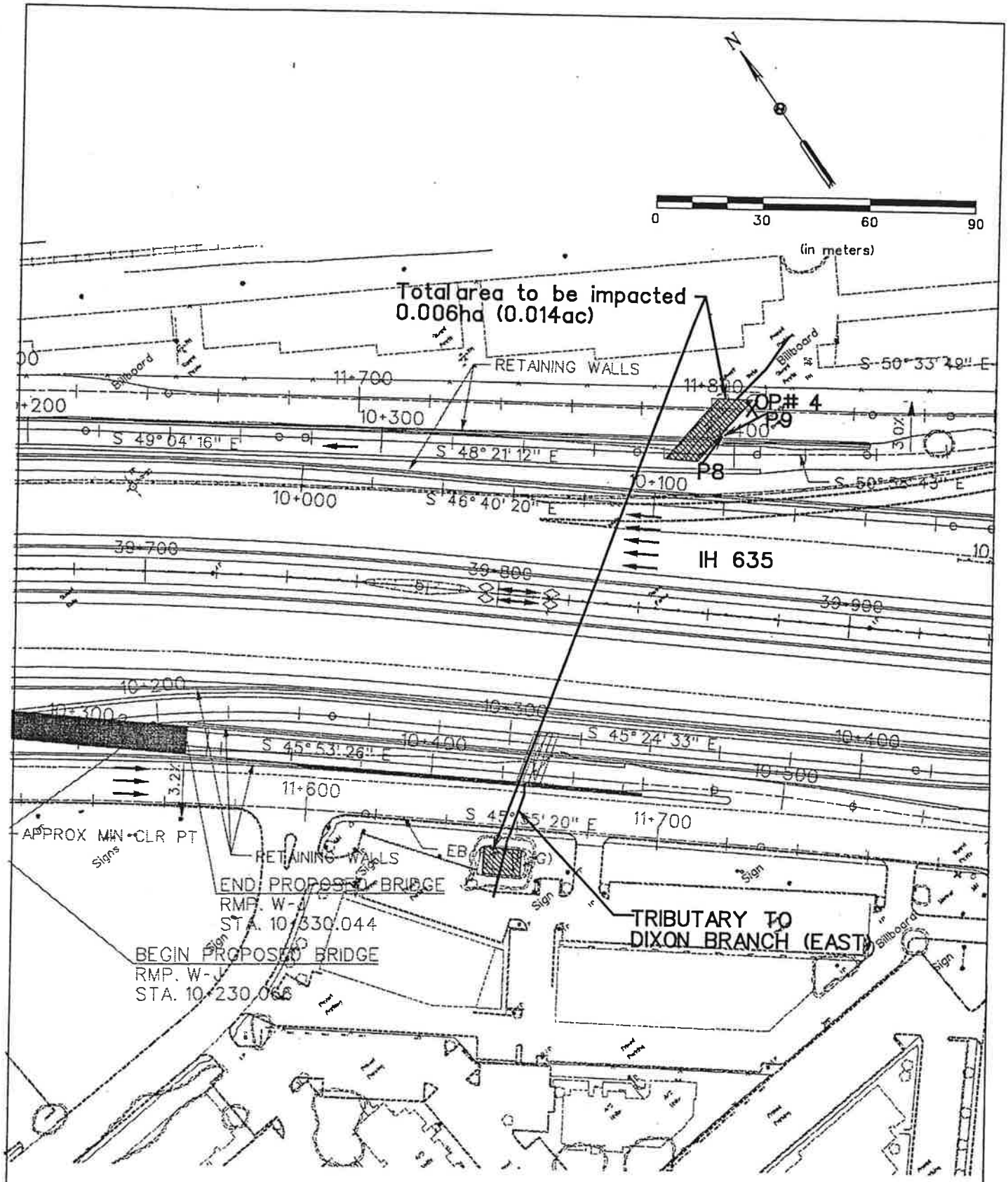


IH 635
Wetlands and Woodlands

Long Branch (West) Sta. 42+860

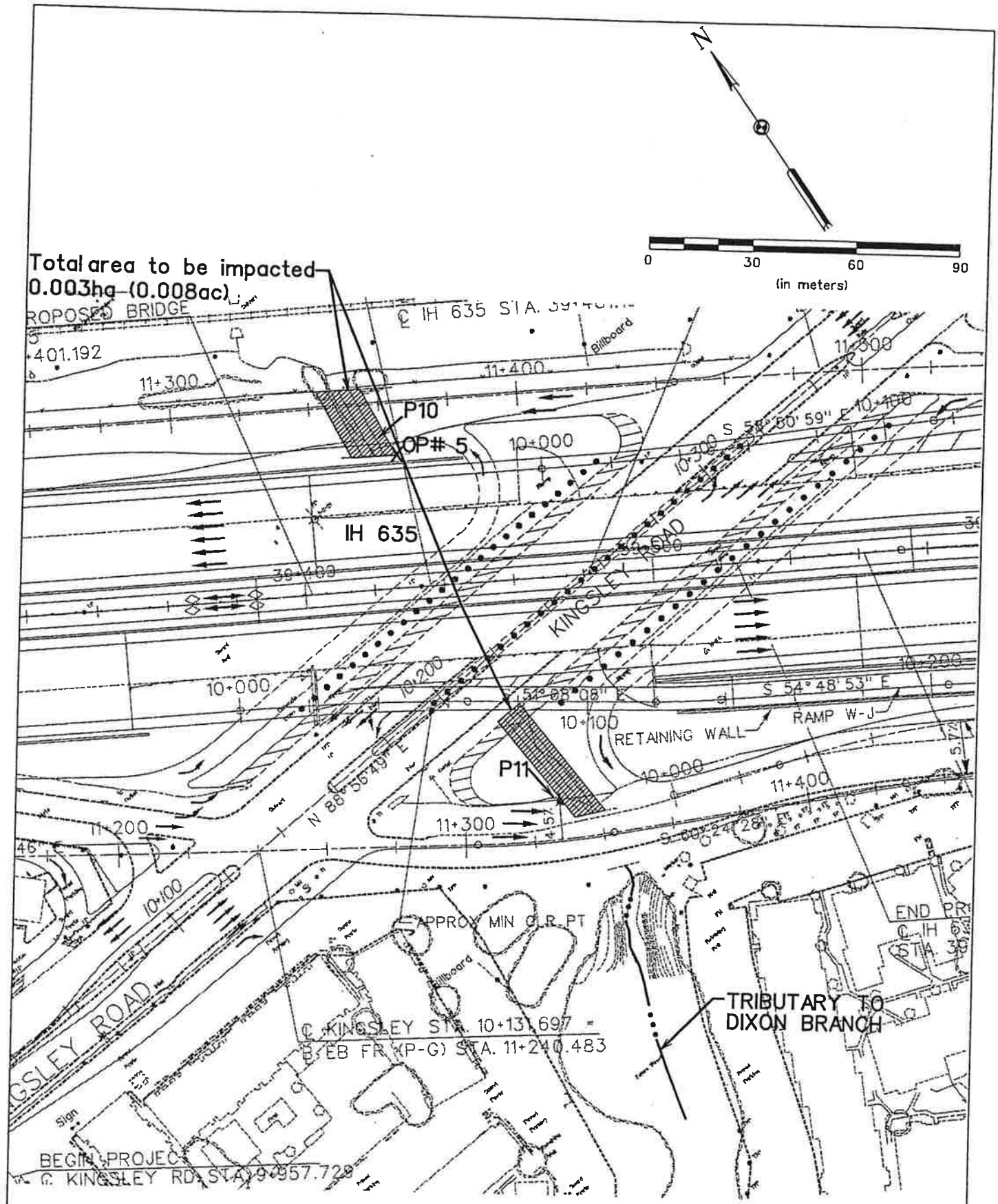
FIGURE 3 | MAY 2001

Note: Divide by 0.3048 to convert to feet



IH 635 Wetlands and Woodlands	
Tributary to Dixon Branch (East) Sta. 39+800	
FIGURE 4	MAY 2001

Note: Divide by 0.3048 to convert to feet

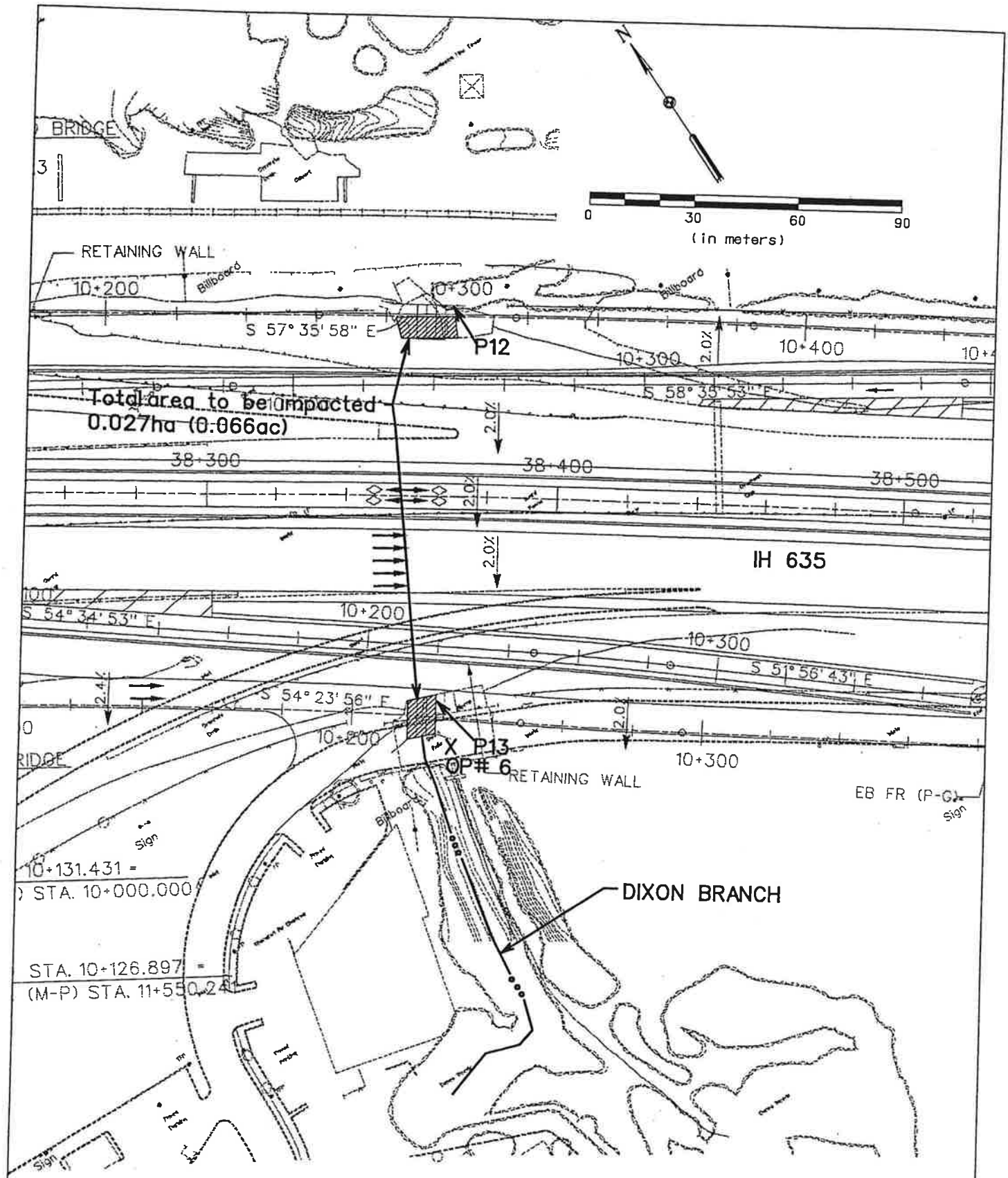


IH 635
Wetlands and Woodlands

Tributary to Dixon Branch Sta. 39+440

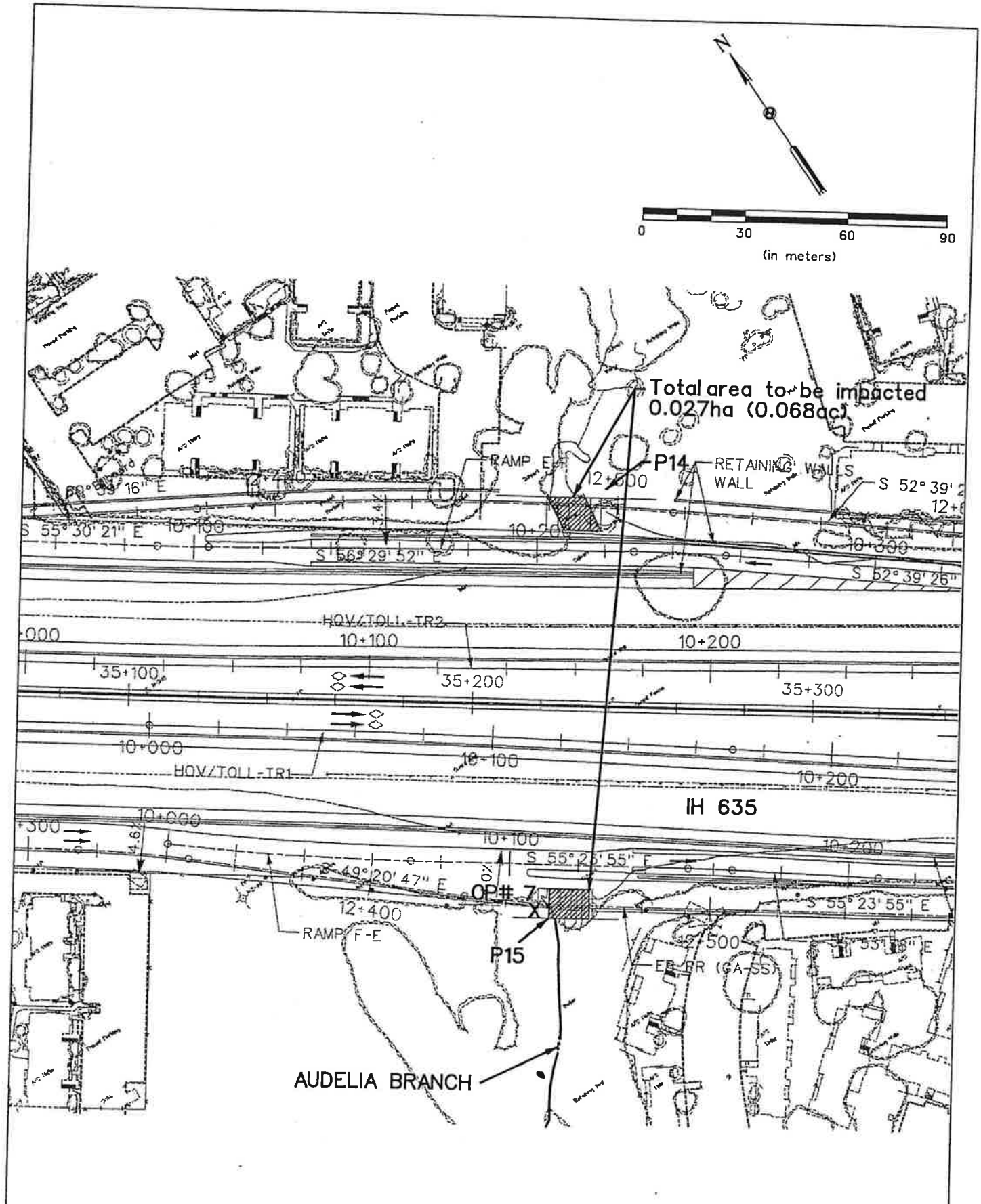
FIGURE 5 | MAY 2001

Note: Divide by 0.3048 to convert to feet



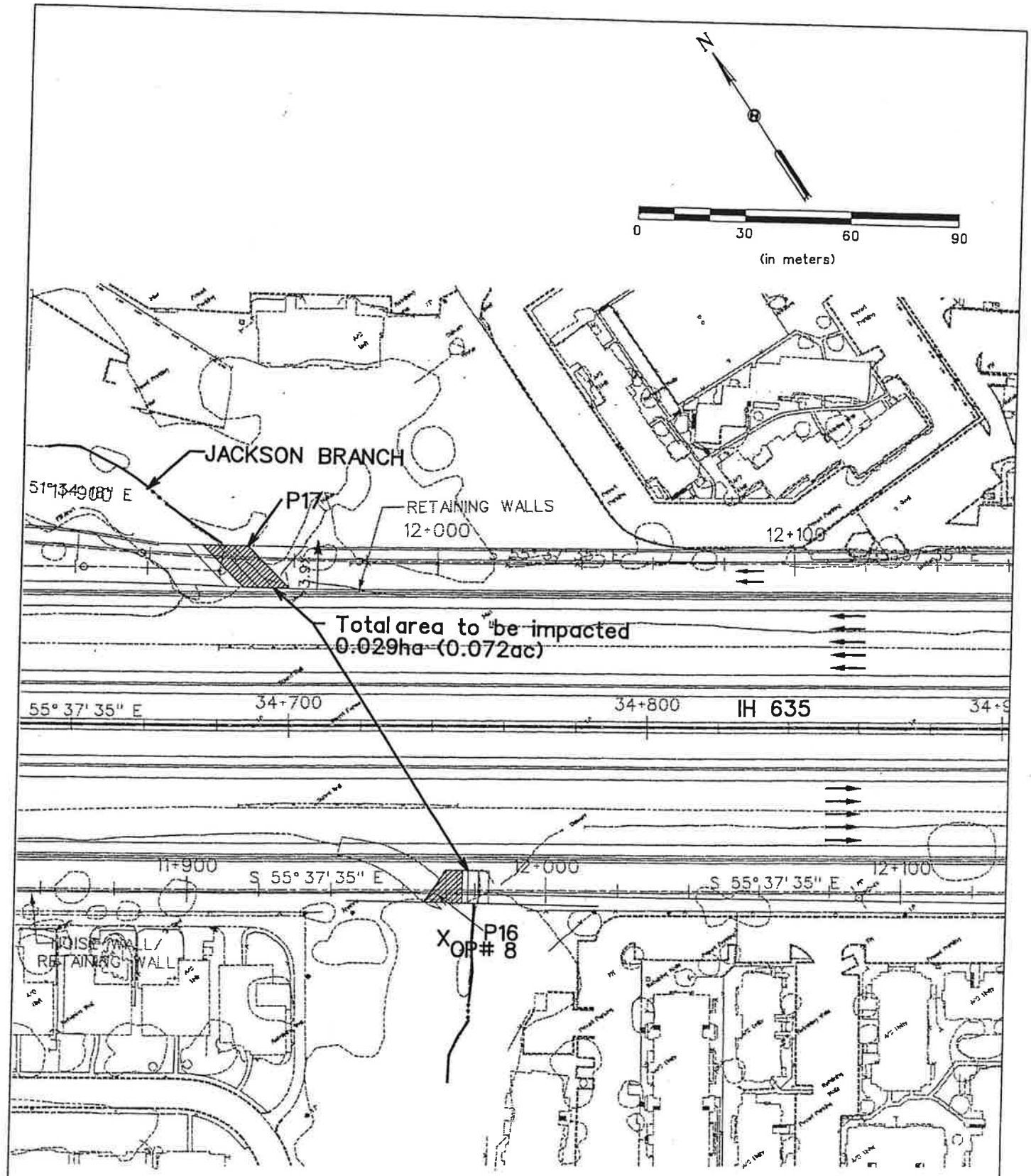
IH 635 Wetlands and Woodlands	
Dixon Branch Sta. 38+300	
FIGURE 6	MAY 2001

Note: Divide by 0.3048 to convert to feet



IH 635 Wetlands and Woodlands	
Audelia Branch Sta. 35+240	
FIGURE 7	MAY 2001

Note: Divide by 0.3048 to convert to feet



IH 635
Wetlands and Woodlands

Jackson Branch Sta. 34+725

FIGURE 8 | MAY 2001

Note: Divide by 0.3048 to convert to feet

P1. View of Long Branch (East) from east of the northbound main lanes facing west

P2. View of Long Branch (East) from west of southbound main lanes facing south

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 9	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

P3. View of Tributary of Long Branch from northeast of northwest bound main lanes road facing south

P4. View of Tributary of Long Branch from southwest of southeast bound frontage road facing north

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 10	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

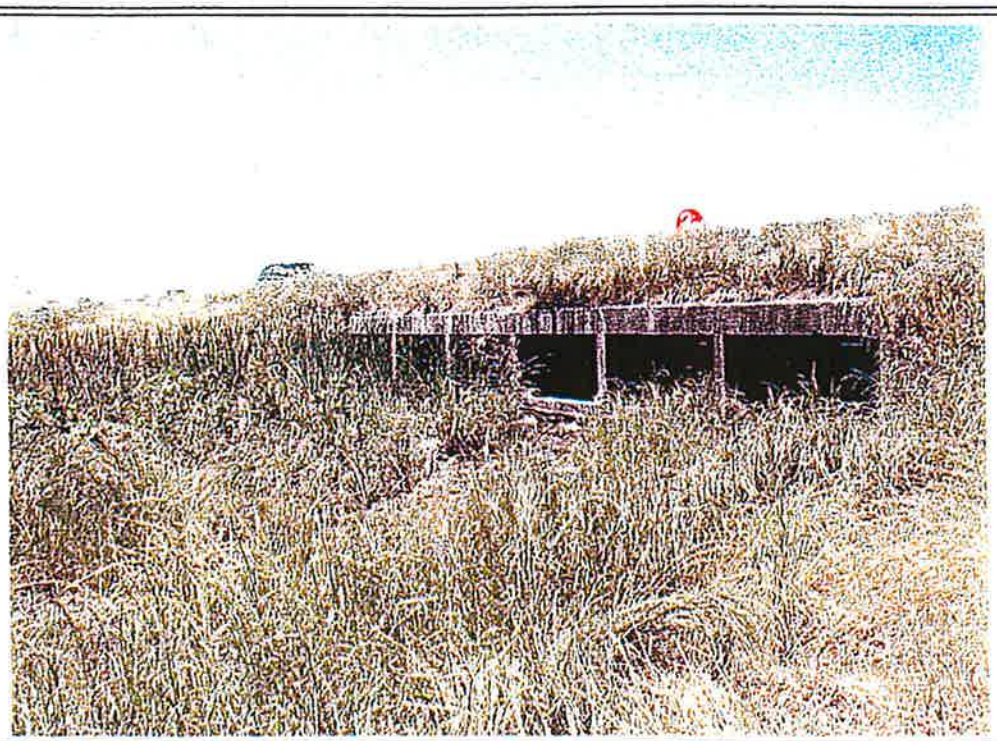
P5. View of Tributary of Long Branch from southwest of southeast bound frontage road facing southwest

P6. View of Long Branch (West) between northwest bound frontage road and northwest bound main lanes facing south

IH 635 – East Section
Wetlands and Woodlands Investigation

SITE PHOTOGRAPHS

FIGURE 11	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01



P7. View of Long Branch (West) between southeast bound frontage road and southeast bound main lanes facing north

P8. View of Tributary of Dixon Branch (East) from northeast of northwest bound main lane facing northeast

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 12	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

P9. View of Tributary of Dixon Branch (East) from northeast of northwest bound main lane facing west

P10. View of Tributary of Dixon Branch from northeast of northwest bound main lanes facing west

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 13	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

P11. View of Tributary of Dixon Branch between the southeast bound main lanes and the southeast bound frontage road facing south

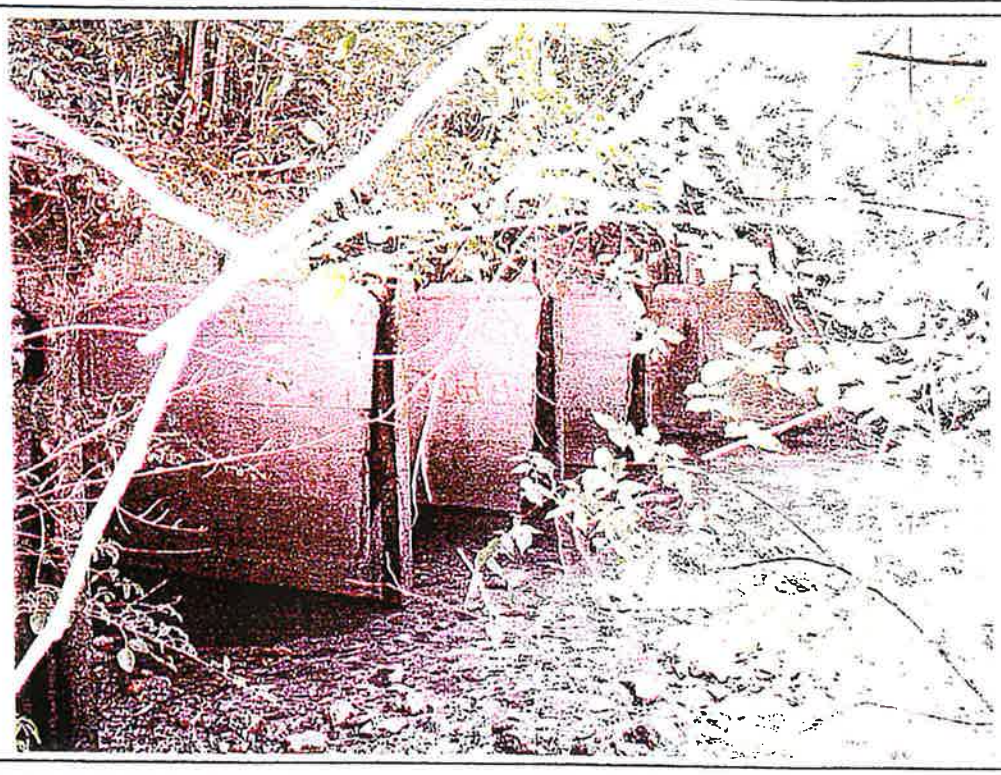
P12. View of Dixon Branch from northeast of northwest bound frontage road facing northeast (looking at Topeka and Santa Fe Railroad

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 14	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

P13. View of Dixon Branch from southwest of southeast bound frontage road facing northeast

P14. View of Audelia Branch from east of northwest bound frontage road facing west

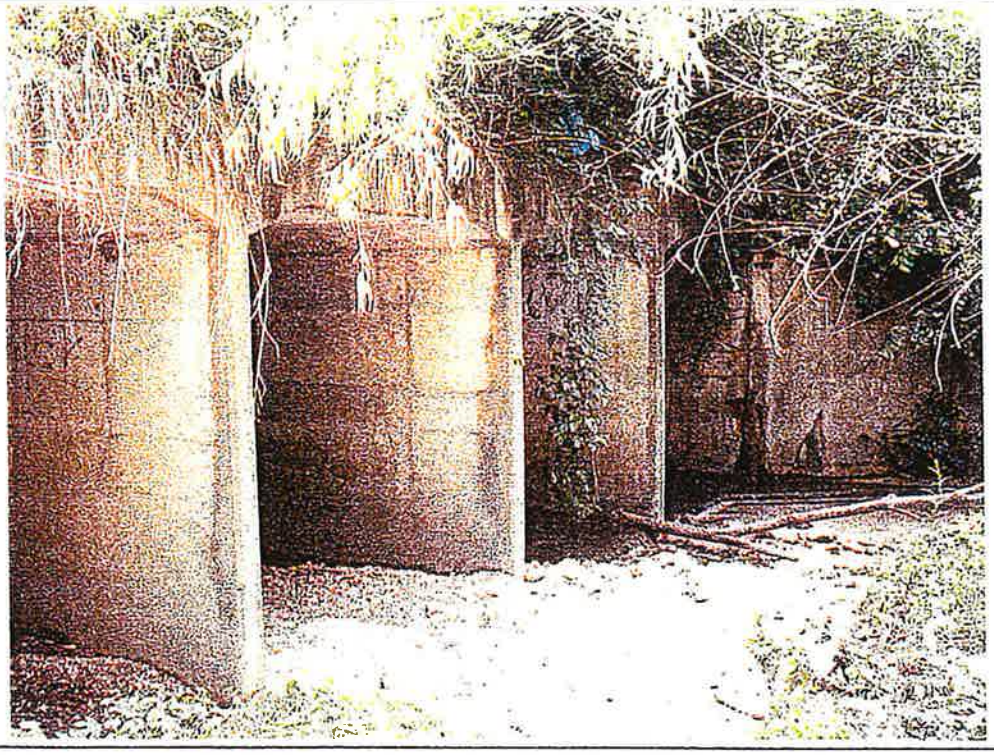
IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 15	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01



P15. View of Audelia Branch from west of southeast bound frontage road facing east

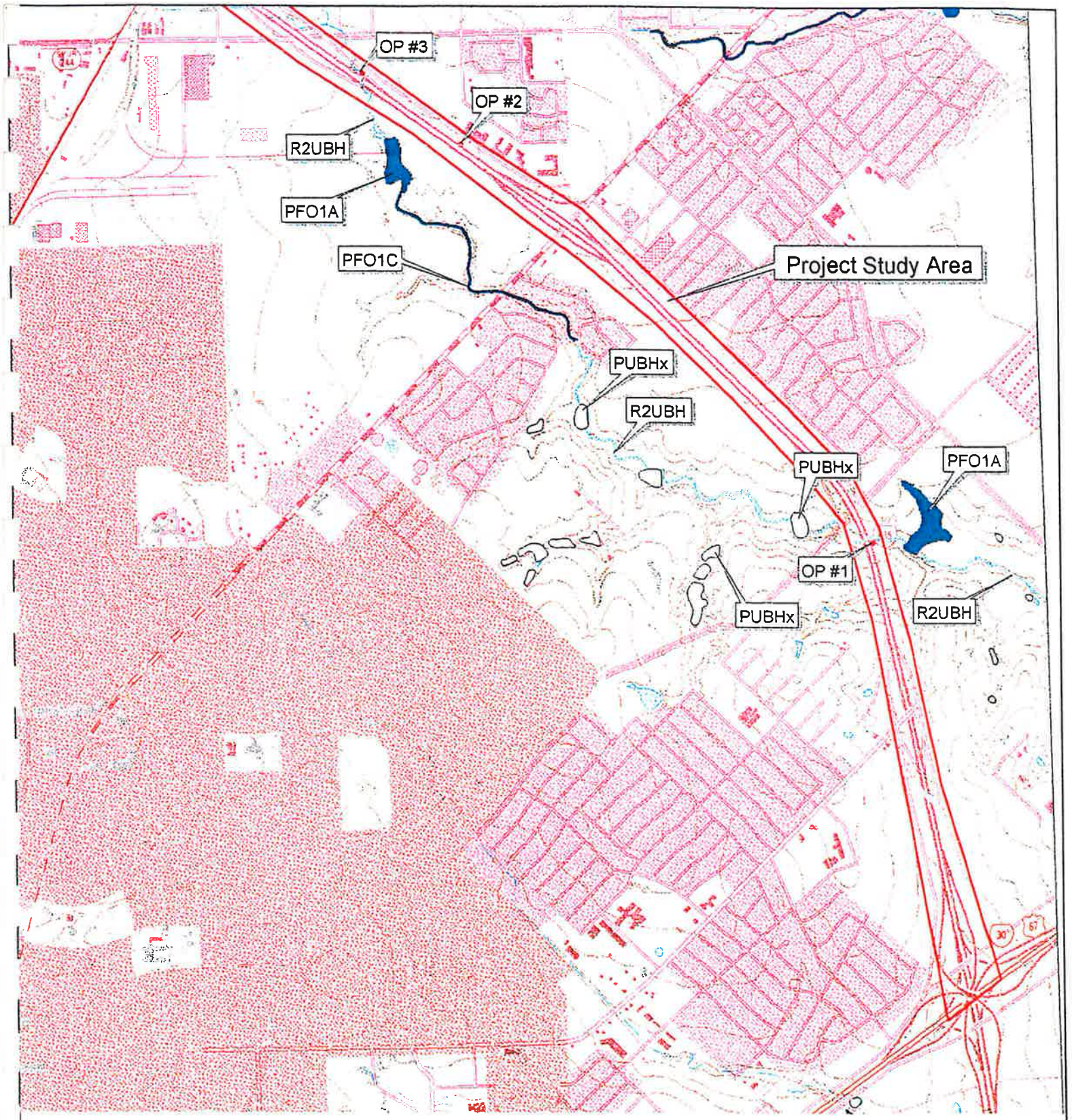
P16. View of Jackson Branch from northeast of the northwest bound frontage road facing north

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 16	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01



P17. View of Jackson Branch from southwest of southeast bound frontage road facing east

IH 635 – East Section Wetlands and Woodlands Investigation		
SITE PHOTOGRAPHS		
FIGURE 17	CSJ: 2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	DATE: 5/01

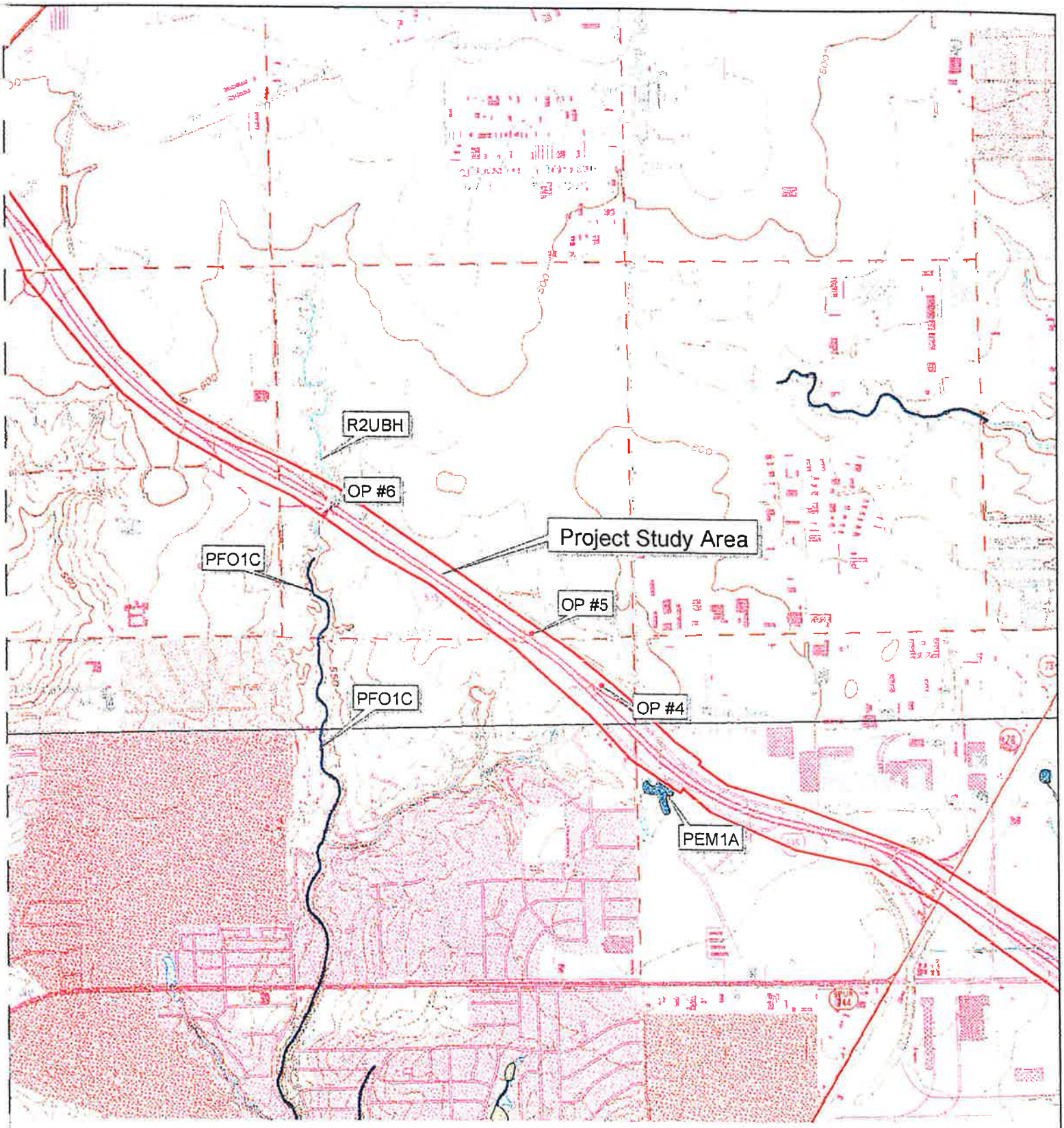


Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Maps, WHITE ROCK LAKE, TX, 1973, http:\\www.nwi.fws.gov

1000 0 1000 2000 Feet

N

IH 635 – East Section Wetlands and Woodlands Investigation		
NATIONAL WETLANDS INVENTORY		
FIGURE 18	CSJ: 2374-01-127, and 2374-02-053	DATE: 5/01



Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Maps,
WHITE ROCK LAKE, TX, 1973, GARLAND, TX, 1973.
http:\\www.nwi.fws.gov

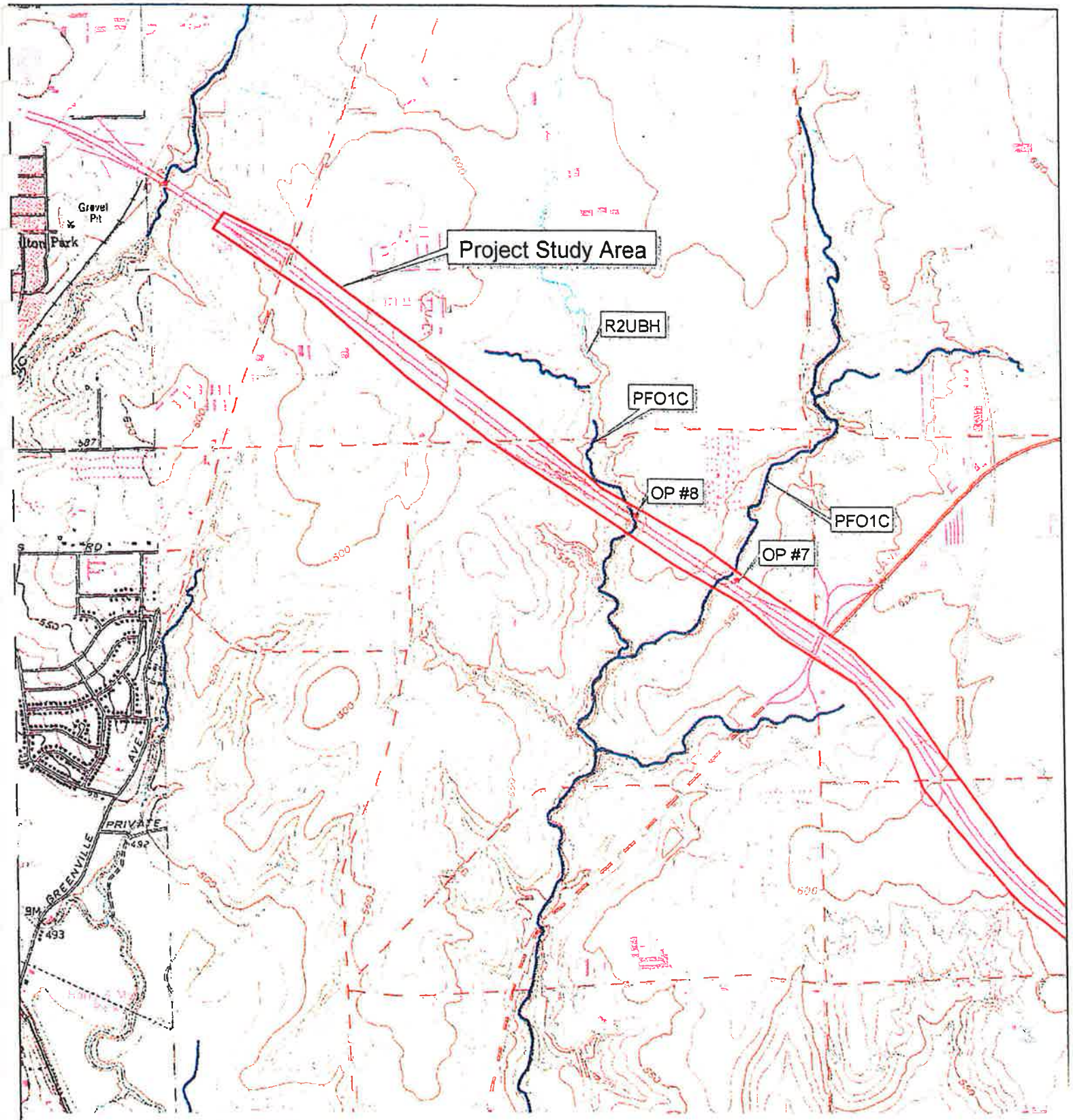
1000 0 1000 2000 Feet

N

IH 635 – East Section
Wetlands and Woodlands Investigation

NATIONAL WETLANDS INVENTORY

FIGURE 19	CSJ: 2374-01-127, and 2374-02-053	DATE: 5/01



Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Maps, WHITE ROCK LAKE, TX, 1973, GARLAND, TX, 1973, http:\\www.nwi.fws.gov

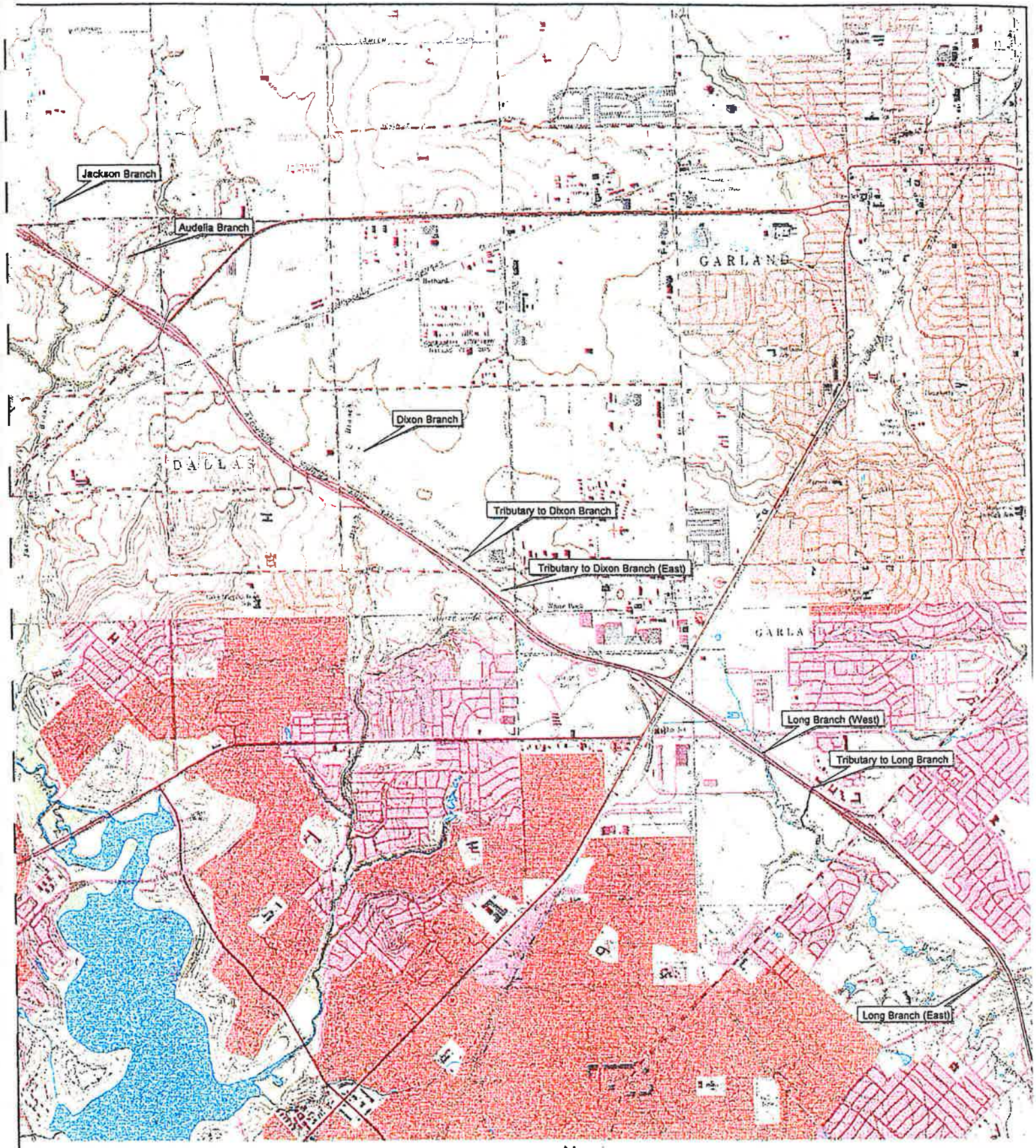
1000 0 1000 2000 Feet

N

IH 635 – East Section
Wetlands and Woodlands Investigation

NATIONAL WETLANDS INVENTORY

FIGURE 20	CSJ: 2374-01-127, and 2374-02-053	DATE: 5/01



Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Maps, WHITE ROCK LAKE, TX, 1973, GARLAND, TX, ADDISON, TX,

NOT TO SCALE

N

IH 635 – East Section
Wetlands and Woodlands Investigation

WATERS OF THE U.S. LOCATIONS

FIGURE 21	CSJ: 2374-01-127, and 2374-02-053	DATE: 5/01

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

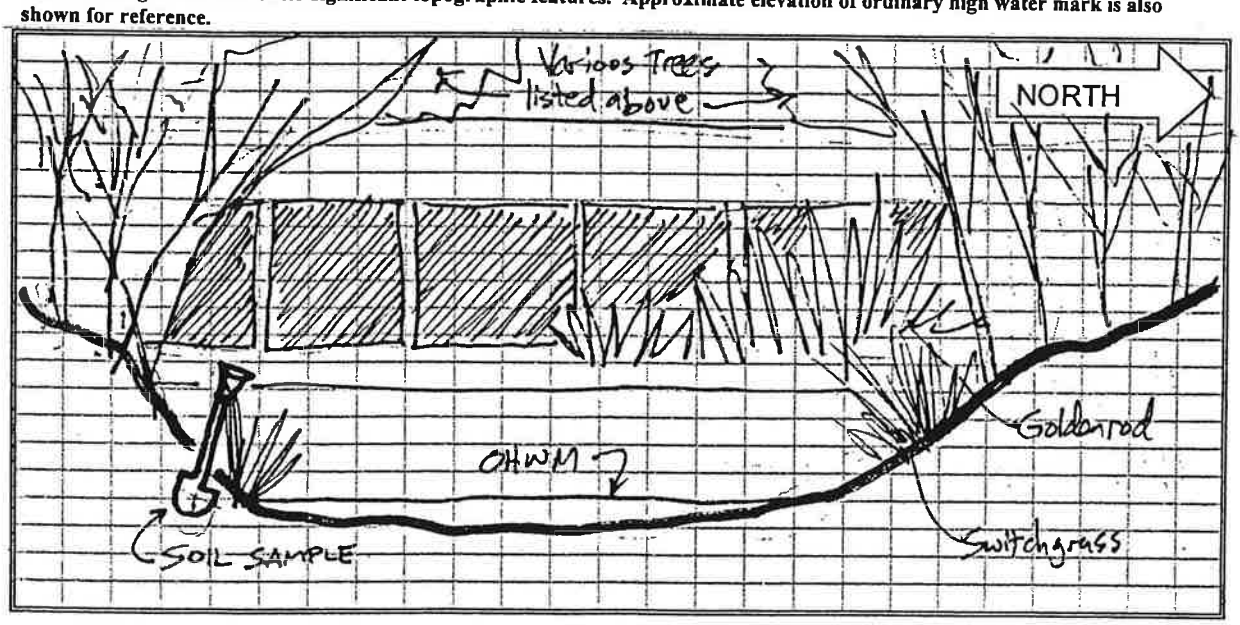
Project #	IH 635 – From IH 30 to US 75		Site #	OP #1	Date 5/8/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Moderately sloping south bank of Long Branch (East) at IH 635 – **Station 46+050**					
Is this site significantly disturbed? How so?		Yes, located in a heavily urbanized location			
Is this site a problem area? Why or Why not?		No, normal circumstances exist			
NWI map name	White Rock Lake, TX	File name/path	Wetdata1.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Little walnut (20%)	*Juglans microcarpa*	Native tree	FAC-
Chinese tallow (20%)	*Sapium sebiferum*	Introduced tree	FACU+
Black Willow (20%)	*Salix nigra*	Native tree	FACW+
Canada goldenrod (10%)	*Solidago canadensis*	Perennial native forb	FACU+
Mulberry (10%)	*Morus alba*	Native tree	FACU
Mimosa (10%)	*Albizia julibrissin*	Introduced tree	NI
Switchgrass (10%)	*Panicum virgatum*	Perennial native grass	FACW
Percent Dominant Species That Are OBL, FACW, FAC			30 %
Remarks	Vegetation criterion is not met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at Long Branch (East), taken perpendicular to the roadway facing west. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #1 Date 5/8/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Trinity-Urban land complex	10 YR 3/1	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
0-12"	A	10 YR 6/2	10 YR 5/6	Large, Few, Distinct	Loamy Clay

No	Oxidized Root Channels	Yes	Low Chroma Colors
No	Mineral Concretions	No	High Organic Content
No	Sulfidic Odor	Yes	Bright Mottling
No	Gleying	No	Other
Remarks	Hydric soil indicators were observed.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	Yes

Is this site a jurisdictional wetland? If not, explain why it is not.
No, it does not meet the vegetation and hydrology criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description.
Yes, the site is adjacent to Long Branch (East).

Ordinary High Water Mark Elevation	Elevation not surveyed

Remarks
OHWM width of the stream within the project area averages 30 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

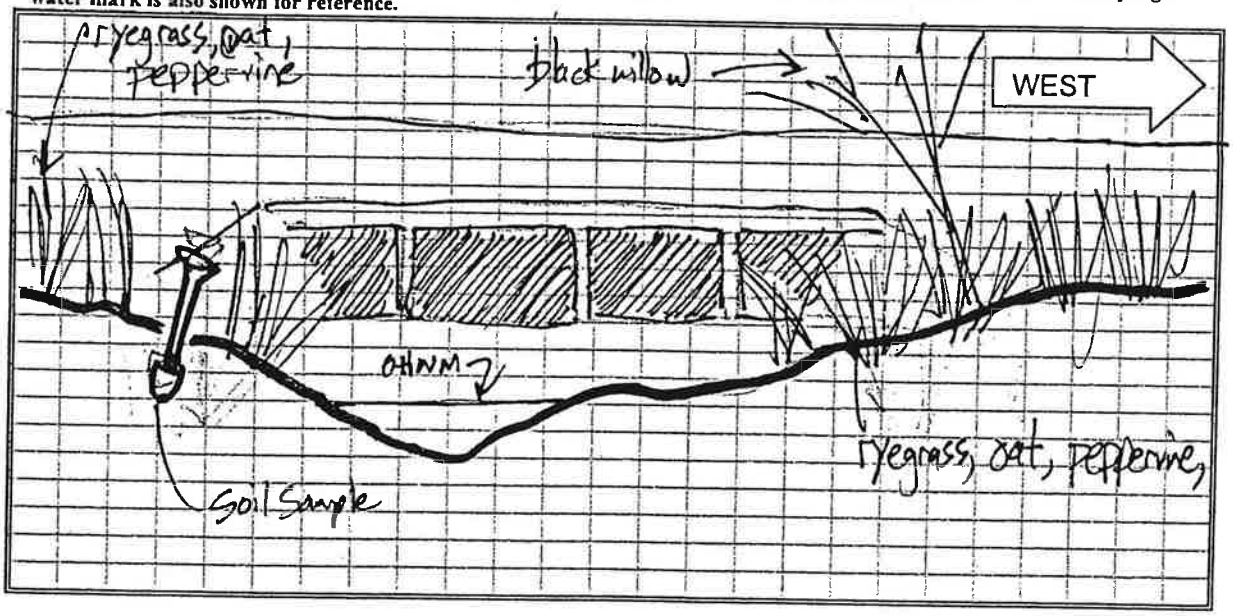
Project	IH 635 – From IH 30 to US 75		Site #	OP #2	Date 5/8/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Moderately sloping east bank of an unnamed tributary to Long Branch at IH 635 – **Station 43+370**					
Is this site significantly disturbed? How so?	Yes, located in a heavily urbanized location				
Is this site a problem area? Why or Why not?	No, normal circumstances exist				
NWI map name	White Rock Lake, TX	File name/path	Wetdata2.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Perennial ryegrass (35%)	*Lolium perenne*	Perennial introduced grass	FACU
Wild oat (35%)	*Avena fatua*	Perennial introduced grass	NI
Peppervine (20%)	*Ampelopsis arborea*	Native woody vine	FAC
Black Willow (10%)	*Salix nigra*	Native tree	FACW+
Percent Dominant Species That Are OBL, FACW, FAC			30 %
Remarks	Vegetation criterion is not met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at an unnamed tributary to Long Branch, taken perpendicular to the roadway facing north. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #2 Date 5/8/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Houston Black-Urban land complex, 0 to 4 percent slopes	10 YR 3/1	Moderately Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
0-12"	A	10 YR 3/2	N/A	N/A	Loamy Clay

No	Oxidized Root Channels	No	Low Chroma Colors
No	Mineral Concretions	No	High Organic Content
No	Sulfidic Odor	No	Bright Mottling
No	Gleying	No	Other
Remarks	No hydric soil indicators were observed.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not.
No, it does not meet the criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description.
Yes, the site is adjacent to an unnamed tributary to Long Branch.
Ordinary High Water Mark Elevation: Elevation not surveyed
Remarks
OHWM width of the stream within the project area averages 3 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

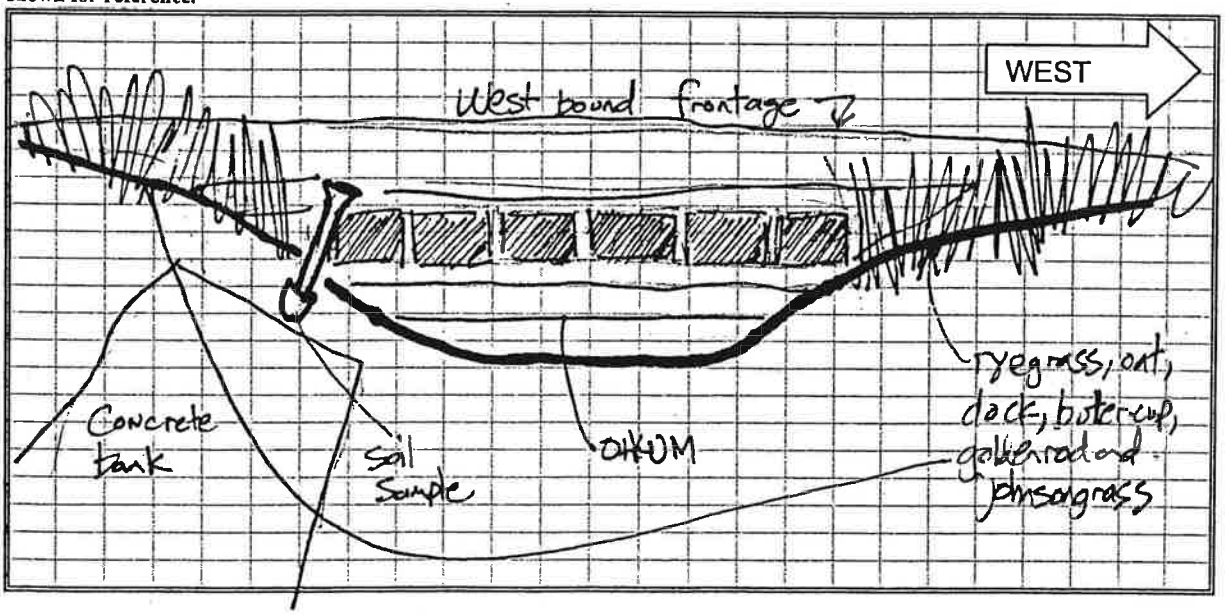
Project	IH 635 – From IH 30 to US 75		Site #	OP #3	Date 5/8/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site:					
Moderately sloping east bank of Long Branch (West) at IH 635 – **Station 42+860**					
Is this site significantly disturbed? How so?		Yes, located in a heavily urbanized location			
Is this site a problem area? Why or Why not?		No, normal circumstances exist			
NWI map name	White Rock Lake, TX	File name/path	Wetdata3.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Perennial ryegrass (60%)	*Lolium perenne*	Perennial introduced grass	FACU
Wild oat (15%)	*Avena fatua*	Perennial introduced grass	NI
Curly dock (10%)	*Rumex crispus*	Perennial introduced forb	FACW
Buttercup (5%)	*Oenothera speciosa*	Perennial native forb	NI
Canada goldenrod (5%)	*Solidago canadensis*	Perennial native forb	FACU+
Johnsongrass (5%)	*Sorghum halepense*	Perennial introduced grass	FACU
Percent Dominant Species That Are OBL, FACW, FAC			10 %
Remarks	Vegetation criterion is not met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at Long Branch (West), taken perpendicular to the roadway facing south. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #3 Date 5/8/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Houston Black-Urban land complex, 0 to 4 percent slopes	10 YR 3/1	Moderately Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
0-12"	A	10 YR 3/2	N/A	N/A	Loamy Clay

No	Oxidized Root Channels	No	Low Chroma Colors
No	Mineral Concretions	No	High Organic Content
No	Sulfidic Odor	No	Bright Mottling
No	Gleying	No	Other
Remarks	No hydric soil indicators were observed.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not:
No, it does not meet the criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description:
Yes, the site is adjacent to Long Branch (West).
Ordinary High Water Mark Elevation: Elevation not surveyed
Remarks
OHWM width of the stream within the project area averages 8 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

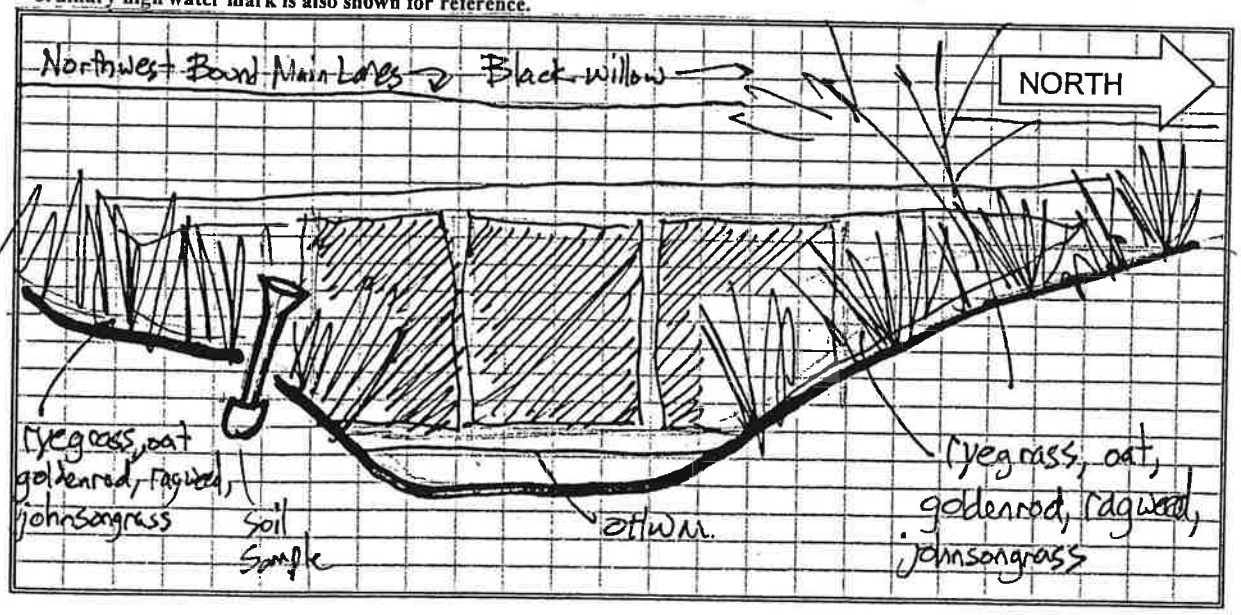
Project	IH 635 – From IH 30 to US 75		Site #	OP #4	Date 5/9/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Moderately sloping south bank of an unnamed tributary to Dixon Branch (East) at IH 635 – **Station 39+800**					
Is this site significantly disturbed? How so?			Yes, located in a heavily urbanized location		
Is this site a problem area? Why or Why not?			No, normal circumstances exist		
NWI map name	White Rock Lake, TX	File name/path	Wetdata4.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Perennial ryegrass (20%)	*Lolium perenne*	Perennial introduced grass	FACU
Wild oat (20%)	*Avena fatua*	Perennial introduced grass	NI
Canada goldenrod (20%)	*Solidago canadensis*	Perennial native forb	FACU+
Johnsongrass (20%)	*Sorghum halepense*	Perennial introduced grass	FACU
Western Ragweed (10%)	*Ambrosia psilostachya*	Perennial native forb	FAC-
Black Willow (10%)	*Salix nigra*	Native tree	FACW+
Percent Dominant Species That Are OBL, FACW, FAC			10 %
Remarks	Vegetation criterion is not met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at an unnamed tributary to Dixon Branch (East), taken perpendicular to the roadway facing west. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #4 Date 5/9/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Eddy-Urban land complex, 4 to 8 percent slopes	10 YR 4/2	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
0-12"	A	10 YR 3/2	N/A	N/A	Loamy Clay

No	Oxidized Root Channels	No	Low Chroma Colors
No	Mineral Concretions	No	High Organic Content
No	Sulfidic Odor	No	Bright Mottling
No	Gleying	No	Other
Remarks	No hydric soil indicators were observed.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not:
No, it does not meet the criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description:
Yes, the site is adjacent to an unnamed tributary to Dixon Branch.
Ordinary High Water Mark Elevation: Elevation not surveyed
Remarks
OHWM width of the stream within the project area averages 5 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

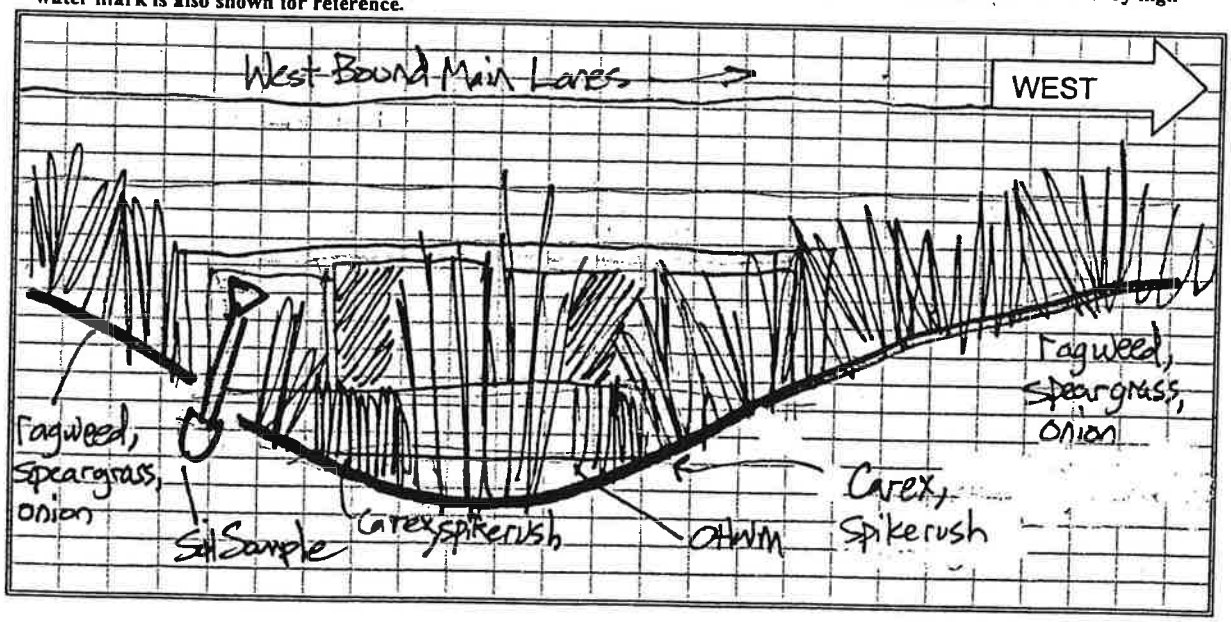
Project	IH 635 – From IH 30 to US 75		Site #	OP #5	Date 5/9/2001
GSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Moderately sloping east bank of an unnamed tributary to Dixon Branch at IH 635 – **Station 39+440**					
Is this site significantly disturbed? How so?		Yes, located in a heavily urbanized location			
Is this site a problem area? Why or Why not?		No, normal circumstances exist			
NWI map name	White Rock Lake, TX	File name/path	Wetdata5.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Caric sedge (35%)	*Carex sp.*	Perennial native forb	FAC or wetter
Western Ragweed (25%)	*Ambrosia psilostachya*	Perennial native forb	FAC-
Wild onion (20%)	*Allium canadense*	Perennial native forb	FACU-
Spikerush (10%)	*Eleocharis sp.*	Perennial native forb	FACW-OBL
Texas spear grass (5%)	*Nasella leucotricha*	Perennial native grass	NI
Percent Dominant Species That Are OBL, FACW, FAC			45%
Remarks	Vegetation criterion is not met. 95% of all Carex sp. meet the vegetative criteria of FAC or wetter. 97% of all Eleocharis sp. meet the vegetative criteria of FAC or wetter.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at an unnamed tributary to Dixon Branch, taken perpendicular to the roadway facing south. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #5 Date 5/9/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Eddy-Urban land complex, 4 to 8 percent slopes	10 YR 4/2	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
0-12"	A	10 YR 3/1	10 YR 4/6	Faint, Few	Loamy Clay

No	Oxidized Root Channels	Yes	Low Chroma Colors
No	Mineral Concretions	No	High Organic Content
No	Sulfidic Odor	Yes	Bright Mottling
No	Gleying	No	Other
Remarks	Hydric soil indicators were observed.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	Yes

Is this site a jurisdictional wetland? If not, explain why it is not:
No, it does not meet the vegetation and hydrology criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description.
Yes, the site is adjacent to an unnamed tributary of Dixon Branch.
Ordinary High Water Mark Elevation: Elevation not surveyed
Remarks
OHWM width of the stream within the project area averages 5 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

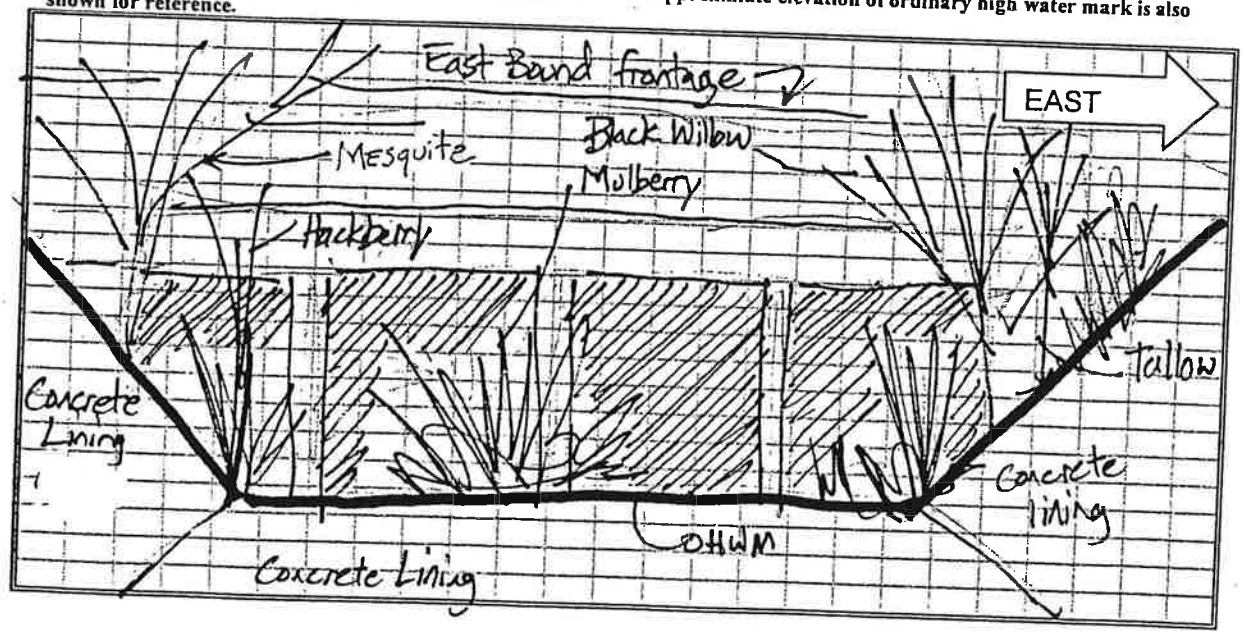
Project	IH 635 – From IH 30 to US 75			Site #	OP #6	Date	5/9/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas		
Scope	Improve freeway and add HOV/Toll (HOT) lanes						
Describe Topography of the Investigation Site							
Moderately sloping east bank of Dixon Branch at IH 635 – **Station 38+300**							
Is this site significantly disturbed? How so?			Yes, located in a heavily urbanized location				
Is this site a problem area? Why or Why not?			No, normal circumstances exist				
NWI map name	White Rock Lake, TX	File name/path		Wetdata6.doc			

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Black Willow (20%)	*Salix nigra*	Native tree	FACW+
Mulberry (20%)	*Morus alba*	Native tree	FACU
Mesquite (20%)	*Prosopis glandulosa*	Native tree	NI
Chinese tallow (20%)	*Sapium sebiferum*	Introduced tree	FACU+
Hackberry (20%)	*Celtis laevigata*	Native tree	FAC
Percent Dominant Species That Are OBL, FACW, FAC			40 %
Remarks	Vegetation criterion is not met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at Dixon Branch, taken perpendicular to the roadway facing north. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #6 Date 5/9/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Austin-Urban land complex, 2 to 5 percent slopes	10 YR 3/2	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
See remarks					

	Oxidized Root Channels		Low Chroma Colors
	Mineral Concretions		High Organic Content
	Sulfidic Odor		Bright Mottling
	Gleying		Other
Remarks	Soil sample was not taken due to the fact that the entire channel is concrete-lined.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	No	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not.

No, it does not meet the criteria for a wetland.

What is the approximate size of the wetland? (if applicable)

N/A

Are there jurisdictional waters associated with site? Identify stream name or other description.

Yes, the site is adjacent to Dixon Branch.

Ordinary High Water Mark Elevation	Elevation not surveyed

Remarks

OHWM width of the stream within the project area averages 40 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

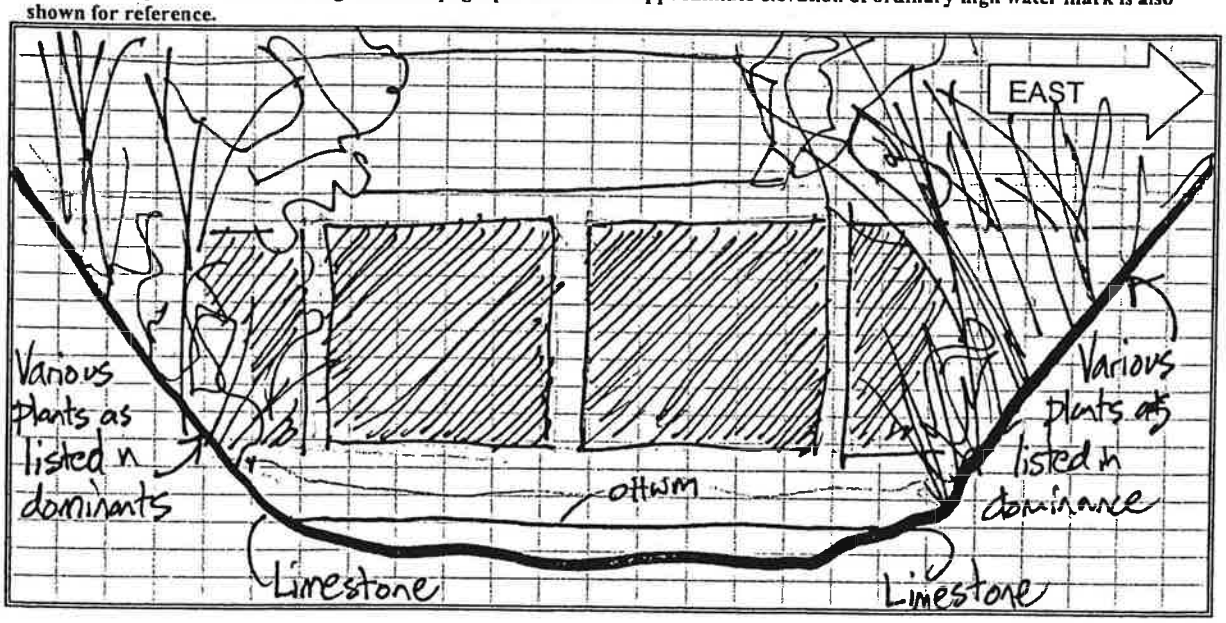
Project	IH 635 – From IH 30 to US 75		Site #	OP #7	Date 5/9/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Steeply sloping west bank of Audelia Branch at IH 635 – **Station 35+240**					
Is this site significantly disturbed? How so?			Yes, located in a heavily urbanized location		
Is this site a problem area? Why or Why not?			No, normal circumstances exist		
NWI map name	White Rock Lake, TX	File name/path	Wetdata7.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Hackberry (20%)	*Celtis laevigata*	Native tree	FAC
Mesquite (20%)	*Prosopis glandulosa*	Native tree	NI
Cedar elm (15%)	*Ulmus crassifolia*	Native tree	FAC
Cottonwood (15%)	*Populus deltoides*	Native tree	FAC
Green ash (15%)	*Fraxinus pennsylvanica*	Native tree	FACW-
Flameleaf sumac (15%)	*Rhus copallinum*	Native shrub	NI
Perennial ryegrass (5%)	*Lolium perenne*	Perennial introduced grass	FACU
Johnsongrass (5%)	*Sorghum halepense*	Perennial introduced grass	FACU
Percent Dominant Species That Are OBL, FACW, FAC			65 %
Remarks	Vegetation criterion is met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at Audelia Branch, taken perpendicular to the roadway facing north. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #7 Date 5/9/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Frio-Urban land complex	10 YR 3/2	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
See remarks					

	Oxidized Root Channels		Low Chroma Colors
	Mineral Concretions		High Organic Content
	Sulfidic Odor		Bright Mottling
	Gleying		Other
Remarks:	Soil sample was not taken due to the fact that the entire channel and lower portion of side slopes are comprised of limestone.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	Yes	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not.
No, it does not meet the hydrology and hydric soil criteria for a wetland.
What is the approximate size of the wetland? (if applicable)
N/A
Are there jurisdictional waters associated with site? Identify stream name or other description.
Yes, the site is adjacent to Audelia Branch.
Ordinary High Water Mark Elevation: Elevation not surveyed
Remarks
OHWM width of the stream within the project area averages 50 feet.

(REVISED JUNE 2000)

TxDOT WETLAND DETERMINATION DATA FORM

GENERAL

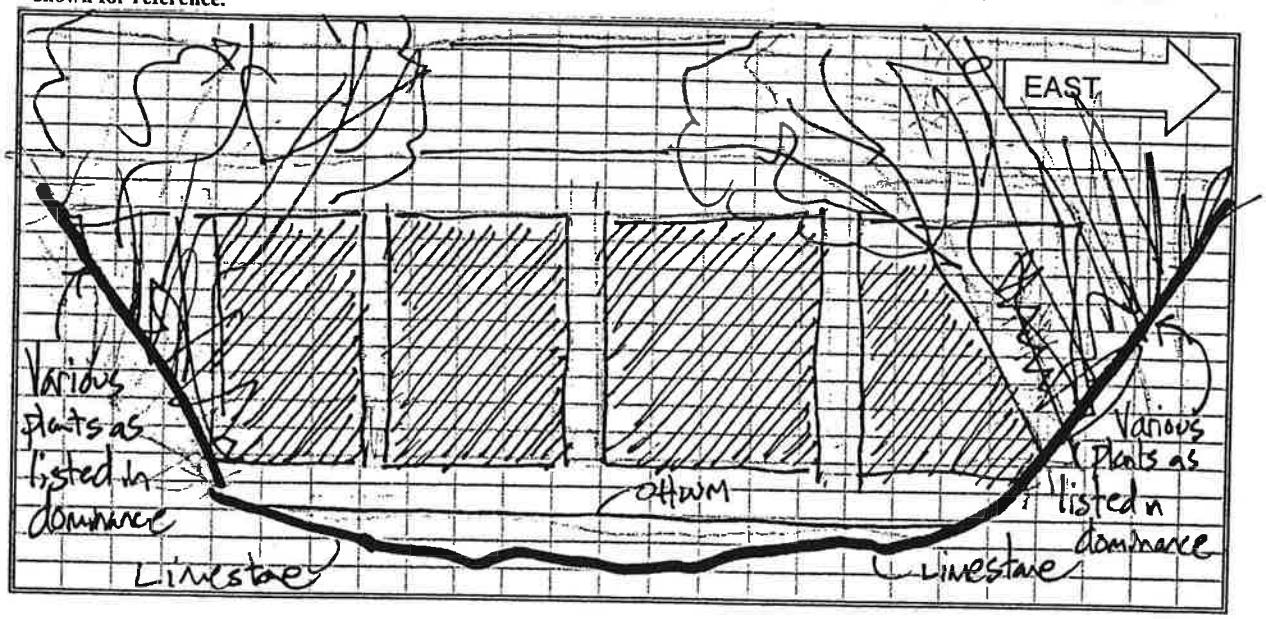
Project	IH 635 – From IH 30 to US 75		Site #	OP #8	Date 5/9/2001
CSJ	2374-01-127, 2374-01-137, 2374-01-138, 2374-01-139, 2374-02-106, 2374-02-107, 2374-02-053	Investigator	DVG & LMH	County	Dallas
Scope	Improve freeway and add HOV/Toll (HOT) lanes				
Describe Topography of the Investigation Site					
Steeply sloping west bank of Jackson Branch at IH 635 – **Station 34+725**					
Is this site significantly disturbed? How so?			Yes, located in a heavily urbanized location		
Is this site a problem area? Why or Why not?			No, normal circumstances exist		
NWI map name	White Rock Lake, TX	File name/path	Wetdata8.doc		

See attached NWI map for investigation site locations within the project limits

VEGETATION: (list plants by order of dominance)

Dominant Plant Species	Taxonomic Name	Stratum	Indicator
Hawthorne (30%)	*Crataegus viridis*	Native tree	FAC
Poison ivy (30%)	*Toxicodendron radicans*	Native woody vine	FAC
Yaupon holly (10%)	*Ilex vomitoria*	Native shrub	FAC-
Johnsongrass (10%)	*Sorghum halepense*	Perennial introduced grass	FACU
Soapberry (10%)	*Sapindus saponaria*	Native tree	FACU-
Canada goldenrod (5%)	*Solidago canadensis*	Perennial native forb	FACU+
Catalpa (5%)	*Catalpa speciosa*	Native tree	FAC-
Percent Dominant Species That Are OBL, FACW, FAC			60 %
Remarks	Vegetation criterion is met.		

Sketch below depicts an approximate (not to scale) cross-section of the investigation site on the proposed improvements of IH 635 at Jackson Branch, taken perpendicular to the roadway facing north. Location of soil sample is shown, along with dominant vegetation and other significant topographic features. Approximate elevation of ordinary high water mark is also shown for reference.



Project IH 635 – From IH 30 to US 75 Site # OP #8 Date 5/9/2001

HYDROLOGY

Is this site inundated?	No	Depth of water surface (if applicable)	N/A
No	Soil Saturated	No	Oxidized Root Channels
No	High Water Marks	No	Water Stained Leaves
No	Debris Lodged Above Ground	No	Sediment Deposits On Plants
No	Drift Lines	No	Other
Remarks	No hydrological indicators observed.		

SOIL

Mapped Soil Conditions			
Soil Name	Typical Color	Drainage Class	Hydric List?
Frio-Urban land complex	10 YR 3/2	Well Drained	No

Field Soil Conditions					
Depth	Horizon	Matrix Color	Mottle Color	Mottle Abundance	Texture
See Remarks					

	Oxidized Root Channels		Low Chroma Colors
	Mineral Concretions		High Organic Content
	Sulfidic Odor		Bright Mottling
	Gleying		Other
Remarks	Soil sample was not taken due to the fact that the entire channel and lower portion of side slopes are comprised of limestone.		

DETERMINATION

Hydrophytic Vegetation present at the investigation site?	Yes	Fluctuating Hydrology?	No	Hydric Soils Present?	No

Is this site a jurisdictional wetland? If not, explain why it is not.

No, it does not meet the hydrology and hydric soil criteria for a wetland.

What is the approximate size of the wetland? (if applicable)

N/A

Are there jurisdictional waters associated with site? Identify stream name or other description.

Yes, the site is adjacent to Jackson Branch.

Ordinary High Water Mark Elevation	Elevation not surveyed

Remarks

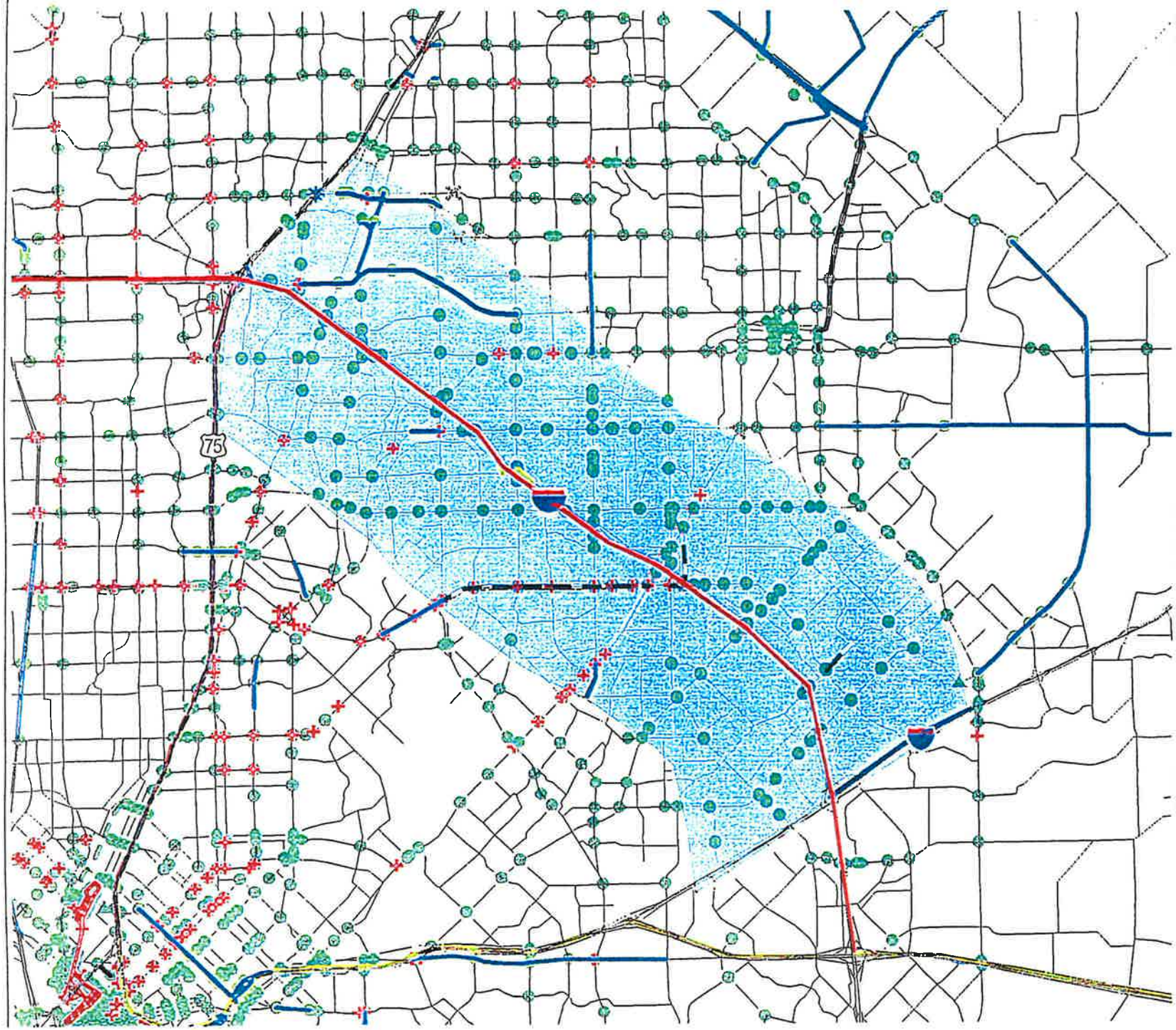
OHWM width of the stream within the project area averages 40 feet.

(REVISED JUNE 2000)

APPENDIX D

PROGRAMMED CONGESTION MANAGEMENT SYSTEM PROJECTS

Programmed CMS Projects-IH 635 from US 75 to IH 30



SOV Analysis Information

Project Number:84
Project Size:Large

Legend

- BRIDGE
- GRADE SEPERATION
- INTELLIGENT TRANSPORTATION
- INTERCHANGE
- INTERSECTION
- LANDSCAPING / MAINTENANCE
- R.O.W. AQUISTITION
- RAILROAD CROSSING
- SAFETY
- SIGNAL
- BARRIER / GUARDRAIL
- BIKEWAY / PEDESTRIAN TRAIL
- CAPACITY
- ENGINEERING
- HOV
- INTELLIGENT TRANSPORTATION
- INTERCHANGE
- LANDSCAPING / MAINTENANCE
- R.O.W. AQUISTITION
- RECONSTRUCTION / REHAB.
- SAFETY
- TRANSIT
- PROJECT LIMITS

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North Central Texas Council of Governments Transportation

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
000902040	INTERSECTION	SH 78 FROM IN GARLAND FROM IH 635 TO FOREST LANE
000902040	INTERSECTION	SH 78 FROM IN GARLAND FROM IH 635 TO FOREST LANE
000902040	INTERSECTION	SH 78 FROM IN GARLAND FROM IH 635 TO FOREST LANE
000902040	INTERSECTION	SH 78 FROM IN GARLAND FROM IH 635 TO FOREST LANE
000902040	INTERSECTION	SH 78 FROM IN GARLAND FROM IH 635 TO FOREST LANE
000902052	BARRIER / GUARDRAIL	SH 78 FROM IH 635 TO IH 30
004707183	CAPACITY	US 75 FROM EB IH 635 EXIT RAMP TO NB US 75
004707185	SAFETY	US 75 FROM 2.01 KILOMETERS NORTH OF IH 635 TO DALLAS-COLLIN COUNTY LINE
004707185	SAFETY	US 75 FROM 2.01 KILOMETERS NORTH OF IH 635 TO DALLAS-COLLIN COUNTY LINE
035305084	CAPACITY	LOOP 12 FROM LAWTHER TO AUDELIA
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305088	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305089	INTERSECTION	SPUR 244 @ PLANO RD.
035305090	INTERSECTION	SPUR 244 @ JUPITER IN DALLAS
035305095	BARRIER / GUARDRAIL	LOOP 12 FROM LOOP 348 TO S.H. 78
035305097	RECONSTRUCTION / REHAB.	SPUR 244 FROM LOOP 12 TO SH 78
035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
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035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
035305906	INTERSECTION	LOOP 12 FROM SH 114 TO IH 635
091845190	CAPACITY	JUPITER RD., FROM FOREST LN BUCKINGHAM RD
091845306	RECONSTRUCTION / REHAB.	LEON ROAD FROM IH 635 FR TO MCCREE ROAD IN THE CITY OF GARLAND
091845307	RECONSTRUCTION / REHAB.	LA PRADA DR FROM NORTHWEST HWY TO O'BANION ROAD IN THE CITY OF GARLAND
091845311	RECONSTRUCTION / REHAB.	NORTHWEST HIGHWAY FROM SHILOH ROAD TO IH 635 IN THE CITY OF DALLAS
091845353	LANDSCAPING / MAINTENANCE	N END DUCK CK. GREENBELT DART LAKE RAY HUBBARD TRANSIT
091845357	INTERSECTION	INWOOD RD. & GREENVILLE AVE. @ VARIOUS LOCATIONS

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
091845363	LANDSCAPING / MAINTENANCE	N END DUCK CK. GREENBELT DART LAKE RAY HUBBARD TRANSIT
091845374	CAPACITY	IN DALLAS ON VALLEY VIEW/WALNUT FROM IH 635/GREENVILLE TO EAST DALLAS C/L
091845380	RAILROAD CROSSING	BUCKINGHAM RD. @ KCS RAILROAD (DOT 022079M)
091845394	SIGNAL	FOREST @ GREENVILLE
091845403	SIGNAL	BUCKINGHAM ROAD IN RICHARDSON @ THE INTERSECTIONS OF GREENVILLE AND ABRAMS
091845403	SIGNAL	BUCKINGHAM ROAD IN RICHARDSON @ THE INTERSECTIONS OF GREENVILLE AND ABRAMS
1465	CAPACITY	JUPITER RD. FROM BUCKINGHAM TO FOREST
1895	SIGNAL	GUS THOMASSON @ MOON
1896	SIGNAL	GUS THOMASSON @ LIVE OAK DR.
1897	SIGNAL	MOTLEY DR. @ EASTFIELD COLLEGE
1898	SIGNAL	OATES @ SARAZEN
1899	SIGNAL	OATES @ SHANDS
2073	CAPACITY	BUCKINGHAM RD. FROM GREENVILLE AVE. TO ABRAMS RD.
2104.0049	SIGNAL	CENTENNIAL @ ABRAMS
2104.0052	SIGNAL	CENTENNIAL @ BUSINESS PKWY.
2104.0054	SIGNAL	CENTENNIAL @ GREENVILLE
2104.0077	SIGNAL	SPRING VALLEY @ ABRAMS
2104.0079	SIGNAL	SPRING VALLEY @ GREENVILLE
2104.0082	SIGNAL	SPRING VALLEY @ SHERMAN
2104.0085	SIGNAL	SPRING VALLEY @ US 75
2219A.0005	INTERSECTION	NORTHWEST HWY./SPUR 244 @ EXECUTIVE
2219A.0006	INTERSECTION	NORTHWEST HWY./SPUR 244 @ FERNDALE/EASTON
2219A.001	INTERSECTION	NORTHWEST HWY.(SPUR 244) @ IH 635
2219A.001	INTERSECTION	NORTHWEST HWY.(SPUR 244) @ IH 635
2219A.0013	INTERSECTION	NORTHWEST HWY./SPUR 244 @ MCCREE
2219A.0021	INTERSECTION	NORTHWEST HWY./SPUR 244 @ SH 78/GARLAND
2219A.0022	INTERSECTION	NORTHWEST HWY./SPUR 244 @ SHILOH
2219A.0023	INTERSECTION	NORTHWEST HWY./SPUR 244 @ SHILOH
2219A.0024	INTERSECTION	NORTHWEST HWY./SPUR 244 FROM FERNDALE TO SH 78/GARLAND
2219A.0024	INTERSECTION	NORTHWEST HWY./SPUR 244 FROM FERNDALE TO SH 78/GARLAND
2219A.0024	INTERSECTION	NORTHWEST HWY./SPUR 244 FROM FERNDALE TO SH 78/GARLAND
2219A.0024	INTERSECTION	NORTHWEST HWY./SPUR 244 FROM FERNDALE TO SH 78/GARLAND
2219A.0024	INTERSECTION	NORTHWEST HWY./SPUR 244 FROM FERNDALE TO SH 78/GARLAND
237401904	CAPACITY	
237402095	BRIDGE	IH 635 @ OATES RD.
2810.0002	INTERSECTION	SH 78/GARLAND RD. @ IH 635
2810.0002	INTERSECTION	SH 78/GARLAND RD. @ IH 635
2810.0003	INTERSECTION	SH 78/GARLAND RD. @ KINGSLEY
2814.0001	INTERSECTION	SH 78 @ BARNES BRIDGE RD.

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
2814.0002	INTERSECTION	SH 78 @ CENTERVILLE
2814.0004	INTERSECTION	SH 78 @ IH 635
2814.0004	INTERSECTION	SH 78 @ IH 635
2814.0005	INTERSECTION	SH 78 @ JUPITER
2814.0006	INTERSECTION	SH 78 @ LOCHWOOD
2814.0009	INTERSECTION	SH 78 @ SPUR 244/NORTHWEST HWY.
2844	HOV	US 75 FROM IH 635 TO PARK BLVD.
2930	CAPACITY	LOOP 12 FROM EAST OF LAWTHER RD. TO AUDELIA
3081	CAPACITY	CENTENNIAL/SPRING VALLEY FROM WEST OF SHERMAN TO EAST OF GROVE/AUDELIA RD.
3082.0001	SIGNAL	FOREST LN. @ IH 635
3082.0001	SIGNAL	FOREST LN. @ IH 635
3082.0002	SIGNAL	FOREST LN. @ AUDELIA
3083.0001	INTERSECTION	FOREST LN. @ BARNES
3083.0004	INTERSECTION	FOREST LN. @ JUPITER RD.
3083.0006	INTERSECTION	FOREST LN. @ PLANO RD.
3083.0007	INTERSECTION	FOREST LN. @ SHEPHERD
3083.001	INTERSECTION	FOREST LN. @ YALE
3086.0001	SIGNAL	SKILLMAN @ CHURCH
3086.0002	SIGNAL	SKILLMAN @ ROYAL/FAIR OAKS
3086.0003	SIGNAL	SKILLMAN @ IH 635
3086.0003	SIGNAL	SKILLMAN @ IH 635
3086.0004	SIGNAL	SKILLMAN @ KINGSLEY
3088	SIGNAL	PLANO RD. FROM SF RAILROAD TO FOREST LN.
3088	SIGNAL	PLANO RD. FROM SF RAILROAD TO FOREST LN.
3088	SIGNAL	PLANO RD. FROM SF RAILROAD TO FOREST LN.
3089.0002	SIGNAL	PLANO RD. @ FOREST LN.
3089.0003	SIGNAL	PLANO RD. @ LAWLER
3089.0004	SIGNAL	PLANO RD. @ PINERIDGE
3089.0005	SIGNAL	PLANO RD. @ WALNUT ST.
3100.002	SIGNAL	BIRCHWOOD @ NORTHWEST HWY.
3100.0042	SIGNAL	CENTERVILLE @ COLUMBIA
3100.0043	SIGNAL	CENTERVILLE @ 1ST
3100.0044	SIGNAL	CENTERVILLE @ GLENBROOK
3100.0045	SIGNAL	CENTERVILLE @ SB IH 635 ENTRANCE RAMP
3100.0046	SIGNAL	CENTERVILLE @ MEADOWCREEK
3100.0048	SIGNAL	CENTERVILLE @ NORTHWEST HWY.
3100.0049	SIGNAL	CENTERVILLE @ O'BANION
3100.005	SIGNAL	CENTERVILLE @ PLAZA
3100.0058	SIGNAL	DUCK CREEK @ OATES
3100.0059	SIGNAL	5TH ST. @ KINGSLEY
3100.0067	SIGNAL	1ST ST. @ KINGSLEY
3100.0074	SIGNAL	FOREST @ JUPITER
3100.0082	SIGNAL	GLENBROOK @ KINGSLEY
3100.009	SIGNAL	IH 635 @ JUPITER
3100.009	SIGNAL	IH 635 @ JUPITER
3100.0091	SIGNAL	IH 635 @ NORTHWEST HWY./SPUR 244
3100.0091	SIGNAL	IH 635 @ NORTHWEST HWY./SPUR 244
3100.0092	SIGNAL	IH 635 RAMP @ KINGSLEY
3100.0093	SIGNAL	JUPITER @ KINGSLEY

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
3100.0095	SIGNAL	JUPITER @ MARQUIS
3100.0096	SIGNAL	JUPITER @ MILLER
3100.0097	SIGNAL	JUPITER @ REGENCY CREST
3100.0098	SIGNAL	JUPITER @ SECURITY
3100.01	SIGNAL	JUPITER @ WOOD
3100.0101	SIGNAL	KINGS @ MILLER
3100.0102	SIGNAL	KINGSLEY @ NATIONAL
3100.0103	SIGNAL	KINGSLEY @ OLD ORCHARD
3100.0104	SIGNAL	KINGSLEY @ SH 78/SOUTH GARLAND
3100.0105	SIGNAL	KINGSLEY @ SATURN
3100.0106	SIGNAL	KINGSLEY @ SHILOH
3100.0107	SIGNAL	LA PRADA @ NORTHWEST DR.
3100.0108	SIGNAL	LAWLER @ PLANO
3100.0109	SIGNAL	LEON @ SH 78/GARLAND
3100.0113	SIGNAL	MERRITT @ MILLER
3100.0115	SIGNAL	MILLER @ SHILOH
3100.012	SIGNAL	NORTHWEST HWY. @ PLAZA
3100.0121	SIGNAL	NORTHWEST HWY. @ SATURN
3100.0122	SIGNAL	NORTHWEST HWY. @ TOWNGATE
3100.0123	SIGNAL	OAKLAND @ SHILOH
3100.0124	SIGNAL	OATES @ O'BANION
3100.0125	SIGNAL	PLANO @ WALNUT
3100.0126	SIGNAL	PLAZA @ SATURN
3100.013	SIGNAL	SHILOH @ SH 78/SOUTH GARLAND
3104.0003	SIGNAL	GALLOWAY @ OATES
3104.0004	SIGNAL	GUS THOMASSON @ OATES
3104.0006	SIGNAL	IH 635 @ OATES
3104.0006	SIGNAL	IH 635 @ OATES
3104.0009	SIGNAL	MOTLEY @ OATES
3104.001	SIGNAL	NORTHWEST DR. @ OATES
4151	INTERSECTION	SB IH 635 ENTRANCE RAMP @ CENTERVILLE
4191.0001	INTERSECTION	CENTENNIAL @ ABRAMS
4191.0002	INTERSECTION	CENTENNIAL @ GREENVILLE
4193.0001	SIGNAL	ABRAMS @ CENTENNIAL
4193.0002	SIGNAL	ABRAMS @ SPRING VALLEY
4193.0023	SIGNAL	AUDELIA @ BUCKINGHAM
4193.0041	SIGNAL	BUSINESS PKWY. @ CENTENNIAL
4193.0058	SIGNAL	CENTENNIAL @ GREENVILLE
4193.0072	SIGNAL	GREENVILLE @ SPRING VALLEY
4193.0091	SIGNAL	SHERMAN @ SPRING VALLEY
4193.0094	SIGNAL	SPRING VALLEY @ US 75
535	INTERSECTION	JUPITER RD. @ SPUR 244 (NORTHWEST HWY.
537	INTERSECTION	PLANO RD. @ SPUR 244 (NORTHWEST HWY.)
641	CAPACITY	JUPITER RD. FROM GARLAND RD. TO CENTERVILLE RD.
684	CAPACITY	VALLEY VIEW/WALNUT ST. FROM IH 635/GREENVILLE TO DALLAS EAST CITY LIMITS
775.0004	SIGNAL	ABRAMS @ CHIMNEYHILL
775.0005	SIGNAL	ABRAMS @ CHURCH
775.0007	SIGNAL	ABRAMS @ FLICKERING SHADOW

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
775.0008	SIGNAL	ABRAMS @ FOREST
775.0012	SIGNAL	ABRAMS @ KINGSLEY
775.0015	SIGNAL	ABRAMS @ IH 635
775.0015	SIGNAL	ABRAMS @ IH 635
775.0017	SIGNAL	ABRAMS @ MEADOW KNOLL
775.0023	SIGNAL	ABRAMS @ ROYAL
775.0025	SIGNAL	ABRAMS @ WALNUT
775.0026	SIGNAL	ABRAMS @ WHITEHURST
775.0029	SIGNAL	ADLETA @ SKILLMAN
775.0066	SIGNAL	AMBERTON @ GREENVILLE
775.0082	SIGNAL	ARBORSIDE @ ROYAL
775.0084	SIGNAL	AUDELIA @ CHIMNEY HILL
775.0085	SIGNAL	AUDELIA @ CHURCH
775.0086	SIGNAL	AUDELIA @ FOREST
775.0087	SIGNAL	AUDELIA @ KINGSLEY
775.0088	SIGNAL	AUDELIA @ MILLER
775.0089	SIGNAL	AUDELIA @ LOOP 244/NORTHWEST HWY.
775.009	SIGNAL	AUDELIA @ SKILLMAN
775.0091	SIGNAL	AUDELIA @ SKILLMAN
775.0092	SIGNAL	AUDELIA @ WALNUT
775.0104	SIGNAL	BARNES BRIDGE @ FERGUSON
775.0105	SIGNAL	BARNES BRIDGE @ SH 78/GARLAND
775.0106	SIGNAL	BARNES BRIDGE @ SHILOH
775.0311	SIGNAL	CENTERVILLE @ SH 78/GARLAND
775.0352	SIGNAL	CHARTWELL @ PLANO
775.0354	SIGNAL	CHURCH @ SKILLMAN
775.0504	SIGNAL	EASTON @ FERNDALE
775.0506	SIGNAL	EASTON @ LAKE HIGHLANDS
775.0561	SIGNAL	EXECUTIVE & YEAGER @ SPUR 244/NORTHWEST HWY.
775.0566	SIGNAL	FAIR OAKS @ SKILLMAN
775.0567	SIGNAL	FAIR OAKS @ WALNUT HILL
775.0574	SIGNAL	FERGUSON @ JOAQUIN
775.0576	SIGNAL	FERGUSON @ MAYLEE
775.0584	SIGNAL	FERGUSON @ WOODMEADOW
775.0585	SIGNAL	FERNDALE @ KINGSLEY
775.0596	SIGNAL	FIELDCREST @ KINGSLEY
775.0609	SIGNAL	FLOYD @ FLOYD CIR.
775.061	SIGNAL	FLOYD @ FOREST
775.0611	SIGNAL	FLOYD @ EB IH 635 FRONTAGE ROAD
775.0612	SIGNAL	FLOYD @ RESTLAND
775.0613	SIGNAL	FLOYD @ SHERMAN
775.0614	SIGNAL	FLOYD @ TI EXIT Z
775.0615	SIGNAL	FOREST @ GREENVILLE
775.062	SIGNAL	FOREST @ IH 635/LBJ
775.062	SIGNAL	FOREST @ IH 635/LBJ
775.0625	SIGNAL	FOREST @ PLANO
775.0628	SIGNAL	FOREST @ SCHROEDER
775.0629	SIGNAL	FOREST @ SHEPHARD
775.063	SIGNAL	FOREST @ SKILLMAN

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
775.0651	SIGNAL	SH 78/GARLAND RD. @ JUPITER
775.0653	SIGNAL	SH 78/GARLAND RD. @ LOCHWOOD
775.0654	SIGNAL	SH 78/GARLAND RD. @ SPUR 244/NORTHWEST HWY.
775.0682	SIGNAL	GREENVILLE @ IH 635/LBJ
775.0682	SIGNAL	GREENVILLE @ IH 635/LBJ
775.0684	SIGNAL	GREENVILLE @ MARKVILLE
775.0692	SIGNAL	GREENVILLE @ RESTLAND
775.0695	SIGNAL	GREENVILLE @ ROYAL
775.0701	SIGNAL	GREENVILLE @ WHITEHURST
775.0714	SIGNAL	GUS THOMASSON @ MAYLEE
775.0897	SIGNAL	JUPITER @ MCCREE
775.0898	SIGNAL	JUPITER @ SPUR 244/NORTHWEST HWY.
775.0917	SIGNAL	KINGSLEY @ PLANO
775.0918	SIGNAL	KINGSLEY @ SKILLMAN
775.0919	SIGNAL	KINGSLEY @ WHITE ROCK TR.
775.092	SIGNAL	KINGSLEY @ WINEDALE
775.0927	SIGNAL	LAKE HIGHLANDS & PLANO @ SPUR 244/NORTHWEST HWY.
775.0957	SIGNAL	IH 635 @ MILLER
775.0957	SIGNAL	IH 635 @ MILLER
775.0959	SIGNAL	IH 635 @ PLANO
775.0959	SIGNAL	IH 635 @ PLANO
775.0961	SIGNAL	IH 635 @ SKILLMAN
775.0961	SIGNAL	IH 635 @ SKILLMAN
775.0962	SIGNAL	IH 635 @ EAST TI BRIDGE
775.0962	SIGNAL	IH 635 @ EAST TI BRIDGE
775.0963	SIGNAL	IH 635 @ WEST TI BRIDGE
775.0963	SIGNAL	IH 635 @ WEST TI BRIDGE
775.1072	SIGNAL	MILLER @ PLANO
775.1073	SIGNAL	MILLER @ SANDEN
775.1088	SIGNAL	MCCREE RD. @ SPUR 244/NORTHWEST HWY.
775.1108	SIGNAL	SPUR 244/NORTHWEST HWY. @ SHILOH
775.1135	SIGNAL	PAGEMILL @ SKILLMAN
775.1172	SIGNAL	RICHLAND COLLEGE @ WALNUT HILL
776	INTELLIGENT TRANSPORTATION	VARIOUS ON-SYSTEM LOCATIONS
783.0007	INTERSECTION	AUDELIA @ ROYAL LN.
783.0035	INTERSECTION	FLOYD @ RESTLAND
783.0038	INTERSECTION	FOREST LN. @ PLANO
783.0042	INTERSECTION	GASTON @ SH 78/GARLAND
783.0106	INTERSECTION	ROYAL LN. @ SKILLMAN
807518006	CAPACITY	SPRING VALLEY/CENTENNIAL FROM W OF SHERMAN TO E OF GROVE/AUDELIA
807818010	INTERSECTION	IN GARLAND ON FOREST LANE FROM PLANO ROAD TO GARLAND ROAD
807818010	INTERSECTION	IN GARLAND ON FOREST LANE FROM PLANO ROAD TO GARLAND ROAD
807818010	INTERSECTION	IN GARLAND ON FOREST LANE FROM PLANO ROAD TO GARLAND ROAD

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
807818010	INTERSECTION	IN GARLAND ON FOREST LANE FROM PLANO ROAD TO GARLAND ROAD
807918005	CAPACITY	IN DALLAS ON ROYAL LANE FROM SKILLMAN STREET TO WEST OF AUDELIA ROAD
809318007	INTERSECTION	IN GARLAND ON PLANO ROAD FROM BUCKINGHAM FOREST LANE
809318007	INTERSECTION	IN GARLAND ON PLANO ROAD FROM BUCKINGHAM FOREST LANE
809318007	INTERSECTION	IN GARLAND ON PLANO ROAD FROM BUCKINGHAM FOREST LANE
809418005	CAPACITY	JUPITER, GARLAND ROAD CENTERVILLE ROAD
860	INTERSECTION	FOREST LN. @ SKILLMAN
871	INTERSECTION	GARLAND @ IH 635
871	INTERSECTION	GARLAND @ IH 635
882	INTERSECTION	GREENVILLE AVE. @ ROYAL LN.
91845302	SIGNAL	SHILOH & SH 78 (S. GARLAND)
91845302	SIGNAL	LAWLER & PIANO
91845302	SIGNAL	PLANO & WALNUT
91845302	SIGNAL	JUPITER & IH 635
91845302	SIGNAL	IH 635 & KINGSLEY
91845302	SIGNAL	FOREST & JUPITER
91845302	SIGNAL	CENTERVILLE & IH 635
91845302	SIGNAL	IH 635 & NORTHWEST HWY. (SPUR 244)
91845302	SIGNAL	LEON & SH 78 (GARLAND)
91845302	SIGNAL	KINGSLEY & SH 78 (S. GARLAND)
91845302	SIGNAL	CENTERVILLE & IH 635
91845302	SIGNAL	IH 635 & NORTHWEST HWY. (SPUR 244)
91845302	SIGNAL	JUPITER & IH 635
91845303	SIGNAL	CINEMARK (DART DR) & SHILOH
91845303	SIGNAL	JUPITER & KINGSLEY
91845303	SIGNAL	JUPITER & MARQUIS
91845303	SIGNAL	MERRITT & MILLER
91845303	SIGNAL	JUPITER & MILLER
91845303	SIGNAL	KINGS & MILLER
91845303	SIGNAL	KINGSLEY & NATIONAL
91845303	SIGNAL	JUPITER & SECURITY
91845303	SIGNAL	KINGSLEY & SHILOH
91845303	SIGNAL	MILLER & SHILOH
91845303	SIGNAL	OAKLAND & SHILOH
91845303	SIGNAL	PRESTIGE & SHILOH
91845303	SIGNAL	CENTERVILLE & 1ST
91845303	SIGNAL	CENTERVILLE & GLENBROOK
91845303	SIGNAL	CENTERVILLE & MEADOW CREEK
91845303	SIGNAL	LA PRADA & NORTHWEST DR.
91845303	SIGNAL	CENTERVILLE & NORTHWEST HWY. W.
91845303	SIGNAL	BIRCHWOOD & NW HWY
91845303	SIGNAL	DUCK CREEK & OATES
91845303	SIGNAL	CENTERVILLE & OBANION
91845303	SIGNAL	OATES & OBANION
91845303	SIGNAL	CENTERVILLE & PLAZA

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
91845303	SIGNAL	NORTHWEST HWY. W. & PLAZA
91845303	SIGNAL	NORTHWEST HWY. W. & SATURN
91845303	SIGNAL	PLAZA & SATURN
91845303	SIGNAL	NORTHWEST HWY. W. & TOWNGATE
91845303	SIGNAL	CENTERVILLE & COLUMBIA
91845303	SIGNAL	5TH ST. & KINGSLEY
91845303	SIGNAL	1ST ST. & KINGSLEY
91845303	SIGNAL	GLENBROOK & KINGSLEY
91845303	SIGNAL	KINGSLEY & OLD ORCHARD
91845303	SIGNAL	KINGSLEY & SATURN
91845303	SIGNAL	JUPITER & REGENCY CREST
91845303	SIGNAL	JUPITER & WOOD
961	INTERSECTION	MCCREE RD. @ SPUR 244/NORTHWEST HWY.
978	INTERSECTION	SPUR 244/NORTHWEST HWY. @ EXECUTIVE DR.
991845983	INTERSECTION	
991845983	INTERSECTION	
9983	INTERCHANGE	IH 30 FROM IH 635 TO BELT LINE RD.
DAC 140	CAPACITY	ABRAMS RD. FROM SPRING VALLEY RD. TO SOUTH CITY LIMITS
GAR 231	SIGNAL	S .GARLAND & IH 635
GAR 231	SIGNAL	SHILOH & DART PARK & RIDE
GAR 231	SIGNAL	WALNUT & PLANO
GAR 231	SIGNAL	FOREST & PLANO RET. DAL.
GAR 231	SIGNAL	FOREST & SHEPHERD/PURDUE
GAR 231	SIGNAL	PLANO & LAWLER
GAR 231	SIGNAL	MILLER & JUPITER
GAR 231	SIGNAL	MILLER & LONNECKER/KINGS
GAR 231	SIGNAL	MILLER & MERRITT
GAR 231	SIGNAL	JUPITER & IH 635
GAR 231	SIGNAL	KINGSLEY & IH 635
GAR 231	SIGNAL	JUPITER & KINGSLEY
GAR 231	SIGNAL	JUPITER & MARQUIS
GAR 231	SIGNAL	JUPITER & MILLER PARK
GAR 231	SIGNAL	KINGSLEY & NATIONAL
GAR 231	SIGNAL	JUPITER & SECURITY
GAR 231	SIGNAL	KINGSLEY & SHILOH
GAR 231	SIGNAL	FIRE STATION #2 & KINGSLEY
GAR 231	SIGNAL	JUPITER & CAVALIER
GAR 231	SIGNAL	MILLER & SHUCH
GAR 231	SIGNAL	SHILOH & PRESTIGE
GAR 231	SIGNAL	SHILOH & WOOD
GAR 231	SIGNAL	FOREST & BARNES
GAR 231	SIGNAL	FOREST & JUPITER
GAR 231	SIGNAL	FOREST & LTV DRIVEWAY
GAR 231	SIGNAL	N.W. HIGHWAY & BIRCHWOOD
GAR 231	SIGNAL	N.W. HIGHWAY & IH 635
GAR 231	SIGNAL	N.W. HIGHWAY & LAPRADA
GAR 231	SIGNAL	N.W. HIGHWAY & PLAZA/JACKSON
GAR 231	SIGNAL	N.W. HIGHWAY & SATURN
GAR 231	SIGNAL	N.W. HIGHWAY & TOWNGATE

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
GAR 231	SIGNAL	LA PRADA & IH 635
GAR 231	SIGNAL	CENTERVILLE & BROADMOOR/PIAZA
GAR 231	SIGNAL	CENTERVILLE & 1ST
GAR 231	SIGNAL	CENTERVILLIE & GLENBROOK
GAR 231	SIGNAL	CENTERVILLIE & IH 635
GAR 231	SIGNAL	CENTERVILLIE & MEADOW CREEK
GAR 231	SIGNAL	CENTERVILLE & N.W. HIGHWAY
GAR 231	SIGNAL	CENTERVILLE & O'BANION
GAR 231	SIGNAL	OATES & DUCK CREEK
GAR 231	SIGNAL	OATES & O'BANION
GAR 231	SIGNAL	SATURN & PLAZA
GAR 231	SIGNAL	KINGSLEY & 1ST
GAR 231	SIGNAL	KINGSLEY & 5TH
GAR 231	SIGNAL	KINGSLEY & GLENBROOK
GAR 231	SIGNAL	KINGSLEY & OLD ORCHARD
GAR 231	SIGNAL	KINGSLEY & S. GARLAND
GAR 231	SIGNAL	KINGSLEY & SATURN
GAR 231	SIGNAL	CENTERVILLE & COLUMBIA
GAR 231	SIGNAL	S .GARLAND & LEON
GAR 231	SIGNAL	LA PRADA & IH 635
GAR 231	SIGNAL	CENTERVILLIE & IH 635
GAR 231	SIGNAL	N.W. HIGHWAY & IH 635
GAR 231	SIGNAL	S .GARLAND & IH 635
GAR 231	SIGNAL	JUPITER & IH 635
GAR 231	SIGNAL	JUPITER & REGENCY CREST
GAR 261	SIGNAL	DUCK CREEK & LAPRADA/WYNN JOYCE
GAR 261	SIGNAL	JUPITER & WOOD
GAR 301	SIGNAL	LAPRADA & IH 635
GAR 301	SIGNAL	S. GARLAND & IH 635
GAR 301	SIGNAL	SHILOH & DART PARK & RIDE
GAR 301	SIGNAL	FOREST & PLANO RET. DAL.
GAR 301	SIGNAL	FOREST & SHEPHERD/PURDUE
GAR 301	SIGNAL	PLANO & LAWLER
GAR 301	SIGNAL	WALNUT & PLANO
GAR 301	SIGNAL	KINGSLEY & SHILOH
GAR 301	SIGNAL	JUPITER & IH 635
GAR 301	SIGNAL	KINGSLEY & IH 635
GAR 301	SIGNAL	JUPITER & KINGSLEY
GAR 301	SIGNAL	JUPITER & MARQUIS
GAR 301	SIGNAL	JUPITER & MILLER PARK
GAR 301	SIGNAL	KINGSLEY & NATIONAL
GAR 301	SIGNAL	JUPITER & SECURITY
GAR 301	SIGNAL	FIRE STATION #2 & KINGSLEY
GAR 301	SIGNAL	JUPITER & CAVALIER
GAR 301	SIGNAL	MILLER & JUPITER
GAR 301	SIGNAL	MILLER & LONNECKER/KINGS
GAR 301	SIGNAL	MILLER & MERRITT
GAR 301	SIGNAL	MILLER & SHILOH
GAR 301	SIGNAL	SHILOH & PRESTIGE
GAR 301	SIGNAL	SHILOH & WOOD

US 75 to IH30-Programmed Congestion Management System Projects

Project Code	Improvement Type	Location
GAR 301	SIGNAL	FOREST & BARNES
GAR 301	SIGNAL	FOREST & JUPITER
GAR 301	SIGNAL	FOREST & LTV DRIVEWAY
GAR 301	SIGNAL	CENTERVILLE & N.W. HIGHWAY
GAR 301	SIGNAL	CENTERVILLE & O'BANION
GAR 301	SIGNAL	CENTERVILLE & 1ST
GAR 301	SIGNAL	CENTERVILLE & BROADMOOR/PLAZA
GAR 301	SIGNAL	CENTERVILLE & GI ENBROOK
GAR 301	SIGNAL	CENTERVILLE & IH 635
GAR 301	SIGNAL	CENTERVILLE & MEADOW CREEK
GAR 301	SIGNAL	N.W. HIGHWAY & BIRCHWOOD
GAR 301	SIGNAL	N.W. HIGHWAY & IH 635
GAR 301	SIGNAL	N.W. HIGHWAY & LAPRADA
GAR 301	SIGNAL	N.W. HIGHWAY & PLAZA/JACKSON
GAR 301	SIGNAL	N.W HIGHWAY & SATURN
GAR 301	SIGNAL	N.W. HIGHWAY & TOWNGATE
GAR 301	SIGNAL	OATES & DUCK CREEK
GAR 301	SIGNAL	OATES & O'BANION
GAR 301	SIGNAL	SATURN & PLAZA
GAR 301	SIGNAL	KINGSLEY & SATURN
GAR 301	SIGNAL	KINGSLEY & 1ST
GAR 301	SIGNAL	KINGSLEY & 5TH
GAR 301	SIGNAL	CENTERVILLE & COLUMBIA
GAR 301	SIGNAL	KINGSLEY & GLENBROOK
GAR 301	SIGNAL	KINGSLEY & OLD ORCHARD
GAR 301	SIGNAL	KINGSLEY & S. GARLAND
GAR 301	SIGNAL	S. GARLAND & LEON
GAR 301	SIGNAL	CENTERVILLE & IH 635
GAR 301	SIGNAL	N.W. HIGHWAY & IH 635
GAR 301	SIGNAL	LAPRADA & IH 635
GAR 301	SIGNAL	S. GARLAND & IH 635
GAR 301	SIGNAL	JUPITER & IH 635
GAR 301	SIGNAL	JUPITER & REGENCY CREST

APPENDIX E

AGENCY COORDINATION LETTERS

cc CRM

Texas Department of Transportation

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

January 24, 2001

SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES
Dallas County
CSJ# 2374-01-127; 2374-02-053
IH 635 Corridor, East Section, from West of Greenville Ave. to North of Town East Blvd., Dallas, Garland and Mesquite, Texas

RECEIVED 2001 PROJECT MANAGEMENT

Mr. Greg Smith
History Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

RECEIVED JAN 29 2001 TEXAS HISTORICAL COMMISSION

Dear Mr. Smith:

The proposed project will be undertaken with federal assistance. In accordance with the Programmatic Agreement (PA) among TxDOT, FHWA, the Advisory Council on Historic Preservation, and the THC, this letter initiates Section 106 consultation for the proposed undertaking. We hereby begin coordination on the National Register eligibility of properties documented during a historic structure survey of the project area.

The referenced undertaking will improve a 10.8-mile long section of IH 635 in an urbanized area in the cities of Dallas, Garland and Mesquite, Texas. The improved roadway will be constructed with the addition of 27.8 acres of new right-of-way (ROW). Proposed improvements to the current eight-lane highway include:

- Adding one 11.8 foot main lane in both directions on IH 635
- Adding 2 HOV lanes in both directions from US 75 to Skillman St.
- Adding 2 reversible HOV lanes in both directions from US 75 to Skillman St.
- Constructing 2 and 3-lane frontage roads to link existing non-continuous frontage roads in each direction
- Changing current ramping configuration along the length of the project, including that of the IH 635/IH 30 interchange.

CC: MATT LOPEZ

In accordance with the provisions of 36 CFR 800, Texas Department of Transportation personnel conducted a cultural resources survey to identify properties potentially eligible for listing in the National Register of Historic Places. The project area is defined as an urban corridor with commercial and residential properties dating to the 1960s and the 1970s, which was the time of construction for the existing highway facility. *No properties 50 years of age or older are present within the area of potential effects*, which for this project was determined to be 500 feet from either side of the proposed ROW.

Texas Department of Transportation EBJ Project Office MAR 28 2001 Dallas, Texas RECEIVED

Please sign in the space provided below acknowledging your receipt of this correspondence and return a signed copy of this letter for our files within fifteen days. If you need further information, feel free to call me at 416-2770.

Sincerely,

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

RECEIPT ACKNOWLEDGED
NO HISTORIC PROPERTIES AFFECTED

NAME: _____ DATE: _____
State Historic Preservation Officer

NOT ELIGIBLE
for listing in the
National Register of Historic Places
PROJECT MAY PROCEED
by _____
for F. Lawerence Oaks
State Historic Preservation Officer
Date 1-31-01

APPENDIX F

ACRONYMS

Acronym List

ADT	Average Daily Traffic
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulation
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
DART	Dallas Area Rapid Transit
dB	decibels
DOT	Department of Transportation
EA	Environmental Assessment
EB	Eastbound
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
ETR	Employee Trip Reduction
FAR	Federal Aviation Regulation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
ft	Feet
GIS	Geographic Information System
HOV	High Occupancy Vehicle
HWS	Texas Registry of Superfund Sites
IH	Interstate Highway
ITS	Intelligent Transportation System
km	Kilometer
kph	Kilometers per hour
LBJ	Lyndon B. Johnson
LOS	Level of Service
LPA	Locally Preferred Alternative
LRST	Texas Leaking Petroleum Storage Tanks
m	Meter
Mi	Mile
MIS	Major Investment Study
MOU	Memorandum of Understanding
mph	Miles per hour
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality Standards
NCTCOG	North Central Texas Council of Governments
NDS	National Decisions Systems
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NOx	Nitrogen Oxides
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NTTA	North Texas Tollway Authority
O3	Ozone

Acronym List

PPM	Parts per Million
RCRA	Resource Conservation and Recovery Act
RCRIS (CA)	Resource Conservation and Recovery Information System - TSDs Subject to Corrective Action
RCRIS (LG)	Resource Conservation and Recovery Information System - Large Quantity Generators
RCRIS (SG)	Resource Conservation and Recovery Information System - Small Quantity Generators
RCRIS (TSD)	Resource Conservation and Recovery Information System - Non-Corrective Action Treatment, Storage, and Disposal (TSD) Facilities
ROW	Right-of-Way
RST	Texas Petroleum Storage Tanks
SHPO	State Historic Preservation Office
SOV	Single Occupancy Vehicle
SPILLS	Texas Spills Report
SWF	Texas Municipal Solid Waste Landfill Report
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNRCC	Texas Natural Resource Conservation Commission
TTA	Texas Tollway Authority
TxDOT	Texas Department of Transportation
TXU	Texas Electric Utility Company
US	United States
VOC	Volatile Organic Compounds
WB	Westbound

CERTIFICATIONS

CERTIFICATION OF PUBLIC INVOLVEMENT

I.H. 635 (LBJ Freeway)
From: U.S. 75
To: I.H. 30

CSJ: 2374-01-127, 2374-02-053 (2374-01-133, 137, 138 & 139, 2374-02-106 & 107)
Dallas County

This is to certify that:

- A Public Hearing was held on Thursday, October 10, 2002, at the Holiday Inn Select, 11350 LBJ Freeway, Dallas, Texas 75238.
- The economic and social effects of the project's location and design and its impact on the environment have been considered; and
- In determining the economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered; and
- The project's consistency with the goals and objectives of such urban planning as promulgated by the community has been considered.

1/2/03
Date

Jay R. Nelson, P.E.
Dallas District Engineer

PUBLIC HEARING SUMMARY AND ANALYSIS/RECOMMENDATIONS

PUBLIC HEARING SUMMARY and ANALYSIS/ RECOMMENDATION

District/ County: Dallas District/ Dallas County

Highway/ Limits: I.H. 635: From U.S. 75 to I.H. 30

CSJ: 2374-01-127, 2374-02-053 (2374-01-133, 137, 138 & 139, 2374-02-106 & 107)

SUMMARY

Proposed Improvements: These consist of complete reconstruction of the existing 8 lane facility and includes: addition of one 12-ft lane in each direction, addition of two Managed High Occupancy Vehicle (HOV) lanes in each direction from east of US 75 to Skillman Street, addition of two reversible Managed HOV lanes from Skillman Street to north of IH 30, addition of Managed HOV access ramps and structures near Skillman Street, Shiloh Road, and LaPrada Drive. It also consists of the following: addition of two-lane and three-lane frontage roads to link the existing non-continuous frontage roads, adjacent noise walls, reconstruction of the existing frontage roads to accommodate other corridor improvements, reconstruction of all arterial street crossings, and complete reconstruction of the IH 30/IH 635 interchange to include new direct connectors, frontage roads, ramps, IH 30 mainlanes, and Gus Thomasson Road intersection.

Purpose and Need: The purpose of, and need for, the proposed improvements to IH 635, from east of US 75 to south of IH 30, are to:

- Provide traffic congestion relief on the IH 635 facility and on the surrounding arterial street system;
- Provide for a continuous frontage road system by linking existing segments;
- Provide balanced and better access to the surrounding facilities and thoroughfares by modifying ramps to meet future growth conditions;
- Provide improved cross street/frontage road intersections;
- Provide access to HOV and rail mode choices;
- Incorporate Value Pricing into the corridor to permit improved traffic management;
- Improve safety concerns (i.e., by implementing current roadway design, lighting, signing, and roadside standards, etc.);
- Accommodate additional traffic and traffic movements to the major interchanges at US 75 and IH 30; and
- Replace the existing facility, which is more than 30 years old and has exceeded its design capacity.

Environmental Document Approval: FHWA determined the environmental document to be satisfactory to proceed to public involvement on July 30, 2002.

Notices and Articles: Notices were published in the legal sections of the Dallas Morning News, Mesquite Morning News, Garland Morning News, and El Sol de Texas, and also in the Dallas Morning News Metropolitan Section on Thursday, September 5, 2002.

Notices were again published in the legal sections of the Dallas Morning News, Mesquite Morning News, and Garland Morning News, and also the Dallas Morning News Metropolitan Section on Thursday, September 26, 2002.

Public Hearing Date and Place: The hearing was held at the Holiday Inn Select located at 11350 LBJ Freeway, Dallas, Texas 75238 from 7:00 p.m. to 8:45 p.m. An Open House was held from 5:00 p.m. to 7:00 p.m. prior to the Public Hearing to allow questions to be answered concerning the proposed roadway improvements. The project underwent an extensive public involvement process for both the major investment study and planning phases. This process began in April of 1993. The planning phase began in January of 1996. From that point forward to this date over two hundred (200) meetings have been held for this project, including twenty-six (26) large forum community meetings and five and a half years of monthly meetings with the staffs of the cities involved.

Attendance: Approximately 152 private citizens attended the Public Hearing. This does not include attendees from TxDOT, the Consultant Team, City Staffs of Mesquite, Garland and Dallas, and other local entities.

Conducted By: Charles R. Tucker, P.E., Dallas District, Director of Transportation Planning and Development

Exhibits: I.H. 635 East Section Schematics, Proposed Noise Wall Location Schematics, Environmental Assessment, and Right-of-way Relocation Assistance booklets, Sign-In Sheet form handout, Public Hearing Notice handout, Public Hearing Agenda and Room Layout Map handout, Design Schematic Sketch and Typical Sections handout, Public Hearing PowerPoint slide show handout, the Building Barriers to Traffic Noise brochure, and the LBJ Circular (Summer 2001)

COMMENTS FROM ELECTED/ LOCAL OFFICIALS:

Written in advance of Public Hearing: Three elected officials provided written support for the I.H. 635 East Section project; Mike Cantrell – Dallas County Commissioner - District 2, John J. Carona – State Senator – District 16, and Elvira Reyna – State Representative – District 101.
Verbal/ Oral Comment(s): Mayor Mike Anderson expressed support for the project.

COMMENTS FROM PUBLIC

Written in advance of the Public Hearing: Susan I. Martinez, Rick Slaven and Jim Foster expressed support for the project. J. Kirk Williams, Dr. Gary E. Bennett, D. D. S. and Chris Hopkins expressed concerns over impacts to their properties from the proposed right of way acquisitions for the project.

Verbal/ Oral Comment(s): Jim Foster expressed support for the project. Bettina Wilkerson and David Roffino expressed concerns of increased traffic and impacts due to proposed right of way acquisition, respectively.
Written and received at/ after the Public Hearing: Michael Lindsey expressed support for the project. Dr. Gary E. Bennett, D. D. S. expressed concerns regarding impacts due to proposed right of way acquisition. John B. Haller suggested incorporating electronic smart car control systems. John D. Holt requested an alley for the neighborhood to be constructed with the project. Michael Kemp suggested use of landscape and aesthetics for the project. Gail Williamson, R. L. West and Rita Bass expressed concerns regarding highway noise.

GENERAL ANALYSIS OF COMMENTS

Over half the nineteen (19) individuals who commented on the proposed improvements, including all the elected officials, were specifically supportive of the proposed project. The primary concerns of the remaining individuals were in regard to right of way impacts and the need for constructing noise walls adjacent to certain residential areas as soon as possible. It was expressed to those concerned about right of way impacts that TxDOT would make every effort to minimize these impacts as the project proceeds into the design phase, but where these are unavoidable TxDOT would follow its right of way acquisition procedures to help resolve these issues. With regard to noise walls it was made clear TxDOT would make every effort to construct them early as part of frontage road construction ahead of main lane construction as funding becomes available. The process of ongoing involvement for first line receivers in the decision to have the wall and determine its aesthetic appearance was also explained. There were no written or oral comments against the project.

RECOMMENDATIONS

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

PUBLIC HEARING VERBAL & WRITTEN COMMENTS/RESPONSES

October 15, 2002

John D. Holt/Property owner
5325 La Jolla Dr.
Garland, Texas 75043-5038
Ph. (972) 524-8299

John E. Baker, P. E.
City of Garland
Engineering Department
P.O. Box 469002
Garland, Texas 75046-9002

Texas Department of Transportation
LBJ Project Manager,
Attn.: Mr. Matthew E. MacGregor P.E.
4777 E. Highway 80,
Mesquite, Texas 75150

Attn.:Mr. Paul Luedtke
Transportation Department
City of Garland,
P.O. Box 469002
Garland, Texas 75046-9002
Ph. (972) 205-2430

Re: New Alley Improvement

Dear Sir,

The Property Owners located adjacent to LBJ Freeway, along La Jolla drive, between Intervale Drive and Birchwood; hereby, request the above listed State, County and City Departments to jointly conduct a feasibility study and to construct a concrete alley where paving does not currently exist. This request is made per the City of Garland, Code of Ordinances, Article V, Sec. 31.75 (B).

It is the intention of the LBJ Corridor Improvement Project to construct a 12' minimum noise barrier wall between Centerville Rd. and La Prada, section 5, N34-N35, IH635 Noise Receptor Sites, May 2002, Sheet 4. This request is made pursuant to the Texas Department of Transportation, LBJ Corridor Improvement Project, last call for written comments, deadline date October 20, 2002, to be made part of the Final Environmental Document for the project

Said Property Owners do not feel it is their responsibility to bare the financial burden of constructing a paved alley where one does not now exist. Said Property Owners feel that an alley in said location would be as much benefit to the City of Garland and the TDOT as it would benefit the residents of La Jolla Drive. Should an accident or fire happen on LBJ, or in the neighborhood, alley access could be very convenient. I have personally seen two police officers and three civilians die on that section of LBJ in the past 16 years!

Texas Department of Transportation
LBJ Project Office
OCT 22 2002
Dallas, Texas
RECEIVED

Said Property Owners specifically request the City of Garland to:

Develop a Proposed Project Cost and submit the Proposed Project Cost to the City of Garland, City Council for their consideration and approval.

Inspect Drainage/Sewer lines that may be buried in the alley to determine if they need to be replaced now. They are over 35 years old. The cast iron drain lines in this residence were replaced last year.

Inspect any Power lines that may be buried in the alley. Notify any other utility companies to inspect their lines Phone, Cable, etc.

Submit said Proposed Project Cost to the TDOT, LBJ Project Office, listed above for their consideration and approval to bare their share of the associated improvement costs.

The City Engineering Department has been in the neighborhood to survey the storm drainage. As you know, La Jolla Drive has had a SERIOUS problem trying to drain ALL the water from BLOCKS around. La Jolla Drive still has a standing water drainage problem from 5401 to 5413 La Jolla Drive. I would consider allowing an additional drain pipe to be located between 5325 and 5401 La Jolla Dr., If you give us an ALLY with it!

I and the Property Owners of La Jolla Drive, requested the City of Garland construct an alley 30 years ago. Should the City of Garland continue to refuse the request of the Property Owners, the Property Owners will be forced to consult legal counsel regarding this matter.

Said Property Owners specifically request the Texas Department of Transportation, LBJ Project Office to:

Coordinate with the City of Garland, Engineering and Transportation Department to consider incorporating said ally improvements into the LBJ Corridor Project Improvements.

Respectfully Submitted,

John D. Holt

John D. Holt

Written Comment Form

I.H. 635 (LBJ Freeway) - East Section
From US 75 to IH 30
Dallas County

The Texas Department of Transportation is seeking your comments on the proposed project. Your verbal and written comments are welcomed. All written comments must be postmarked by **October 20, 2002**. Your comments will be given full consideration during the remainder of the planning and design phases. Please note you will not receive a direct written response to your comments or questions. All verbal and written comments will be addressed in and made part of the *Final Environmental Document* for the project. Thank you for your comments. *Please Print.*

The LBJ project should make full use of landscaping and other aesthetic items to make the highway look better. No more ugly highways from TxDOT. Also, consideration must be given to prevent or discourage graffiti on highway appurtenances. Suggest textured walls over smooth-faced walls. Also use climbing vines on walls when possible.

This project is badly needed. Let's build it!

Texas Department of Transportation
LBJ Project Office
OCT 22 2002
Dallas, Texas
RECEIVED

Name Michael Kemp

Address 10428 Crittenden
Dallas, TX 75229

To mail, please fold with this page on the inside and affix a postage stamp.
Please tape (**do not staple**) closed.

October 18, 2002

Texas Department of Transportation

I have been a home owner at 10249 Vistadale Drive in Lake Highlands for 26 long years.

Since moving here the noise from LBJ Freeway has been increasingly disruptive to my life. Each year the traffic and noise it produces gets louder and louder inside and outside my home. The noise has grown to the point that the pleasure of my backyard is absolutely useless. Anytime I have guests they complain they cannot sleep here because of the noise on the freeway. This includes my own grown children who come to visit me.
I have been expecting that something would be done in away of a noise barrier to lessen the noise.

It is practically impossible to sell my home because of the noise problem. I know because I have tried. So this leaves me in a bad position. I am a 70 year old widow unable to sell my home and if I could sell it at all I would have to take a financial loss.
I would appreciate any suggestion you might have to ease the situation I am in.

I would like to know when I can expect a barrier to get rid of this noise!!!! This is long overdue.

Respectfully yours,

Rita Bass
10249 Vistadale Drive
Dallas, Texas 75238
Phone: 214-342-1020

Texas Department of Transportation
LBJ Project Office
OCT 24 2002
Dallas, Texas
RECEIVED

postmarked 10/19/2002 by MEM.

To: The Management of Texas Department of Transportation.

You are to be complemented for the well run meeting on October 10th regarding the LBJ Freeway East Section. It was very informative. The applause for the project engineer on the High Five attending the meeting was well deserved. The High Five project from the public convenience has been especially well run.

I have a question and comments on the planned infrastructure to be included in the construction. I would like to know what is being planned for the inclusion of electronics i.e. communication fiber lines, computers for control, etc.

You have designed and are building an outstanding road system, and I am sure it will provide for the traffic that you have projected. However when it is finished just as the current LBJ system it to will soon be over run by the then cars and trucks what ever they are like.

Several years ago I was in a highway planning meeting for the State of Maryland. During this meeting they made the statement that Maryland has run out of land to be able to add new highways. They indicated that the solution will have to be making the current highway system more efficient. Their plans were to consider computer controlled traffic express ways.

Cars would have on board computers that would communicate with the highway computers. When entering an HOV lane, or a designated portion of the highway, the car computer would contain the intended designation. Once entering the traffic the highway computer control would take over the control of the vehicle until it reached the correct exit. Only cars and trucks with on board computers would use this type of HOV system.

Computers today have the capability, and cars can be controlled by computers. The public will except it because of the over all cost savings. It will take time and more congested traffic to make this happen, but I am suggesting that infrastructure considerations, if they haven't already been made, be included in the current project for the future addition of the computers and associated electronics.

Thank you, John Haller – 40 year computer veteran.
4816 Ellensburg Dr.
Dallas, TX 75244 - 7623

J. B. Haller
10-15-02

INLAND SOUTHWEST INVESTMENTS

October 17, 2002

Mr. Matt Macgregor, P.E.
LBJ Project Manager
Texas Department of Transportation
930 LBJ Freeway
Suite 1080
Dallas, Tx 75243

Re: LH. 635 (LBJ Freeway)-Mesquite Section

Dear Matt:

You did a fine job with the Public Hearing on October 10, 2002. You may recall that our firm owns the Town East Crossing Shopping Center in the vicinity of LBJ at Town East Blvd. (Burlington Coat Factory, Wherehouse Music, and others). I just wanted to express our sincere thanks to you, Messrs. Jay Nelson, and Charles Tucker and staff for adopting many of the suggestions that came out of the Design Charette.

We would just like to reiterate as I mentioned in my letter to you of May 14, 2002 that with respect to the latest hearing regarding the East Section, that throughout the construction period and after completion of the Towne Centre Drive project, as well as your Phase II East Section project, that Town East Blvd. remain open to both north and southbound LBJ traffic. as well as vehicles leaving Town East Blvd. and wanting to return west bound to LBJ and I-30 east and west.

With regards to the acquisition of right of way along the LBJ side of Restaurant Row on Town East Crossing Blvd. (i.e. TGI Fridays, Razzoo's, Steak and Ale and so forth), we have been orally assured that with the loss of parking spaces that these properties would be "Grandfathered" by the City of Mesquite as to parking ratios not only for present tenants and owners but for any future Tenants and owners.

Once again, thank you for your hard work and dedication to a successful project completion. If you have any questions for me, please do not hesitate to give me a call.

Texas Department of Transportation
LBJ Project Office
OCT 29 2002
Dallas, Texas
RECEIVED

postmarked
10/18/02
MEM

Sincerely,

MORBEN REALTY CO., INC.

Michael Lindsey

5330 Alpha Road • Suite 200 • Dallas, Texas 75240 • (972) 387-0108

FIRST BANK

10/9/02

Matthew E. MacGregor
LBJ Project Manager
Texas Dept. of Transportation
LBJ Project Office
4777 E. Hwy 80
Mesquite, Texas 75150

Dear Mr. MacGregor:

Pursuant to your letter dated 10/01/02 and our conversation of 10/08/02, First Bank & Trust is formally responding to the proposed improvements to IH 635 (LBJ). The 10/01/01 letter states that TxDot has developed a schematic design that indicates that the proposed improvements will encroach into our property and result in the displacement of our existing business. The displacement of our business to another site will adversely impact our business including, but not limited to the following:

1. Lack of signage exposure on LBJ
2. There are no or very limited sites on LBJ that could replace subject location
3. A different location may adversely effect our deposits and loans if our customer base finds that the new site is not as convenient
4. The improvements on subject site are less than two years old and the Bank has recently expended considerable monetary and non-monetary resources to establish this location

Additionally, the purchase of any right of way, which would necessitate the sale of a portion of the property, may adversely impact our business including, but not limited to the following:

1. Potential lack of visibility
2. Adversely effect the ingress/egress of customers into parking lot or drive-through
3. Adversely effect the building's aesthetics with unsatisfactory setbacks from street

Please note these concerns in your records and continue to notice us with any response or future developments. If you have any questions or require additional information or clarification, please do not hesitate to contact me at 972-714-3007. Thank you for your time and consideration.

Sincerely,

Chris Hopkins
Senior Vice President

Texas Department of Transportation
LBJ Project Office
OCT 16 2002
Dallas, Texas
RECEIVED

First Bank & Trust / 2101 Gateway Drive / Irving, Texas 75038 / 972-550-1234 / Fax 972-550-0893

Written Comment Form

I.H. 635 (LBJ Freeway) - East Section

From US 75 to IH 30
Dallas County

The Texas Department of Transportation is seeking your comments on the proposed project. Your verbal and written comments are welcomed. All written comments must be postmarked by **October 20, 2002**. Your comments will be given full consideration during the remainder of the planning and design phases. Please note you will not receive a direct written response to your comments or questions. All verbal and written comments will be addressed in and made part of the *Final Environmental Document* for the project. Thank you for your comments. *Please Print.*

The Noise Level is very high here. You Cannot even speak in a Normal Voice when you are Talking with a Neighbor. We now have to sleep in a back bedroom now. With the expansion of the hwy It will even be nosier.
We need a 14ft wall built to cut down on the noise Level.
I have Talk to some Neighbors, They all want the wall built.

Texas Department of Transportation
LBJ Project Office
OCT 16 2002
Dallas, Texas
RECEIVED

Name Chris Williamson
Address 10254 Vistadale
Dallas, Tx 75238

To mail, please fold with this page on the inside and affix a postage stamp.
Please tape (**do not staple**) closed.

Written Comment Form

I.H. 635 (LBJ Freeway) - East Section

From US 75 to IH 30
Dallas County

The Texas Department of Transportation is seeking your comments on the proposed project. Your verbal and written comments are welcomed. All written comments must be postmarked by October 20, 2002. Your comments will be given full consideration during the remainder of the planning and design phases. Please note you will not receive a direct written response to your comments or questions. All verbal and written comments will be addressed in and made part of the *Final Environmental Document* for the project. Thank you for your comments. *Please Print.*

After attending the October 10th Garland meeting, we better understand the planning process and appreciate all the hours already expended.

As businesses residing at 5115 North Galloway Avenue, Mesquite, we wish to officially voice our concerns as to the proposed La Prada access area of I.H. 635 and the possible elimination of part of our present parking area. A parking shortage already exists and elimination of any parking would place the "master plan" for the site in non-compliance with the City of Mesquite restrictions as well as increase the existent problem.

Only a slight alteration of the corridor plan would allow the actual parking area to remain intact.

Please consider this modification to the corridor plan for I.H. 635 – East Section.

Name: LBJ/OATES OFFICE CENTER OWNER' ASSOCIATION, L.L.C.

Address: 5115 North Galloway Ave, Ste. #203, Mesquite, TX 75150

To mail, please fold with this page on the inside and affix a postage stamp.
Please tape **(do not staple)** closed.

Written Comment Form

I.H. 635 (LBJ Freeway) - East Section

From US 75 to IH 30
Dallas County

The Texas Department of Transportation is seeking your comments on the proposed project. Your verbal and written comments are welcomed. All written comments must be postmarked by **October 20, 2002**. Your comments will be given full consideration during the remainder of the planning and design phases. Please note you will not receive a direct written response to your comments or questions. All verbal and written comments will be addressed in and made part of the *Final Environmental Document* for the project. Thank you for your comments. *Please Print.*

The Access Rd to LBJ off of Royal (East Bound) has been Completed for Some Three Months. The Noise Barrier which was slow before this work was done has not be completed or started. The Project office now tells us it will be about Three years before this Barrier is installed. THIS is NOT Acceptable There is No reason this Project should not be completed Now!!! iT is Had to believe The EPA Approved this project with Having Semi trucks running Right down our Alleys with The dense Smoke dust and Noise.

Name: R. L. Hunt

Address: 10922 Ferndale Rd
Dallas, TX 75238

To mail, please fold with this page on the inside and affix a postage stamp.
Please tape **(do not staple)** closed.

October 15, 2002

John D. Holt/Property owner
5325 La Jolla Dr.
Garland, Texas 75043-5038
Ph. (972) 524-8299

John E. Baker, P. E.
City of Garland
Engineering Department
P.O. Box 469002
Garland, Texas 75046-9002

Texas Department of Transportation
LBJ Project Manager,
Attn.: Mr. Matthew E. MacGregor P.E.
4777 E. Highway 80,
Mesquite, Texas 75150

Attn.:Mr. Paul Luedtke
Transportation Department
City of Garland,
P.O. Box 469002
Garland, Texas 75046-9002
Ph. (972) 205-2430

Re: New Alley Improvement

Dear Sir,

The Property Owners located adjacent to LBJ Freeway, along La Jolla drive, between Intervale Drive and Birchwood; hereby, request the above listed State, County and City Departments to jointly conduct a feasibility study and to construct a concrete alley where paving does not currently exist. This request is made per the City of Garland, Code of Ordinances, Article V, Sec. 31.75 (B).

It is the intention of the LBJ Corridor Improvement Project to construct a 12' minimum noise barrier wall between Centerville Rd. and La Prada, section 5, N34-N35, IH635 Noise Receptor Sites, May 2002, Sheet 4. This request is made pursuant to the Texas Department of Transportation, LBJ Corridor Improvement Project, last call for written comments, deadline date October 20, 2002, to be made part of the Final Environmental Document for the project

Said Property Owners do not feel it is their responsibility to bare the financial burden of constructing a paved alley where one does not now exist. Said Property Owners feel that an alley in said location would be as much benefit to the City of Garland and the TDOT as it would benefit the residents of La Jolla Drive. Should an accident or fire happen on LBJ, or in the neighborhood, alley access could be very convenient. I have personally seen two police officers and three civilians die on that section of LBJ in the past 16 years!

Texas Department of Transportation
LBJ Project Office
OCT 22 2002
Dallas, Texas
RECEIVED

Said Property Owners specifically request the City of Garland to:

Develop a Proposed Project Cost and submit the Proposed Project Cost to the City of Garland, City Council for their consideration and approval.

Inspect Drainage/Sewer lines that may be buried in the alley to determine if they need to be replaced now. They are over 35 years old. The cast iron drain lines in this residence were replaced last year.

Inspect any Power lines that may be buried in the alley. Notify any other utility companies to inspect their lines Phone, Cable, etc.

Submit said Proposed Project Cost to the TDOT, LBJ Project Office, listed above for their consideration and approval to bare their share of the associated improvement costs.

The City Engineering Department has been in the neighborhood to survey the storm drainage. As you know, La Jolla Drive has had a SERIOUS problem trying to drain ALL the water from BLOCKS around. La Jolla Drive still has a standing water drainage problem from 5401 to 5413 La Jolla Drive. I would consider allowing an additional drain pipe to be located between 5325 and 5401 La Jolla Dr., If you give us an ALLY with it!

I and the Property Owners of La Jolla Drive, requested the City of Garland construct an alley 30 years ago. Should the City of Garland continue to refuse the request of the Property Owners, the Property Owners will be forced to consult legal counsel regarding this matter.

Said Property Owners specifically request the Texas Department of Transportation, LBJ Project Office to:

Coordinate with the City of Garland, Engineering and Transportation Department to consider incorporating said ally improvements into the LBJ Corridor Project Improvements.

Respectfully Submitted,

John D. Holt

John D. Holt

Written Comment Form

I.H. 635 (LBJ Freeway) - East Section
From US 75 to IH 30
Dallas County

The Texas Department of Transportation is seeking your comments on the proposed project. Your verbal and written comments are welcomed. All written comments must be postmarked by **October 20, 2002**. Your comments will be given full consideration during the remainder of the planning and design phases. Please note you will not receive a direct written response to your comments or questions. All verbal and written comments will be addressed in and made part of the *Final Environmental Document* for the project. Thank you for your comments. *Please Print.*

The LBJ project should make full use of landscaping and other aesthetic items to make the highway look better. No more ugly highways from TxDOT. Also, consideration must be given to prevent or discourage graffiti on highway appurtenances. Suggest textured walls over smooth-faced walls. Also use climbing vines on walls when possible.

This project is badly needed. Let's build it!

Texas Department of Transportation
LBJ Project Office
OCT 22 2002
Dallas, Texas
RECEIVED

Name Michael Kemp
Address 10428 Crittenden
Dallas, TX 75229

To mail, please fold with this page on the inside and affix a postage stamp.
Please tape (**do not staple**) closed.

October 18, 2002

Texas Department of Transportation

I have been a home owner at 10249 Vistadale Drive in Lake Highlands for 26 long years.

Since moving here the noise from LBJ Freeway has been increasingly disruptive to my life. Each year the traffic and noise it produces gets louder and louder inside and outside my home. The noise has grown to the point that the pleasure of my backyard is absolutely useless. Anytime I have guests they complain they cannot sleep here because of the noise on the freeway. This includes my own grown children who come to visit me.
I have been expecting that something would be done in away of a noise barrier to lessen the noise.

It is practically impossible to sell my home because of the noise problem. I know because I have tried. So this leaves me in a bad position. I am a 70 year old widow unable to sell my home and if I could sell it at all I would have to take a financial loss.
I would appreciate any suggestion you might have to ease the situation I am in.

I would like to know when I can expect a barrier to get rid of this noise!!!! This is long overdue.

Respectfully yours,

Rita Bass
10249 Vistadale Drive
Dallas, Texas 75238
Phone: 214-342-1020

Texas Department of Transportation
LBJ Project Office
OCT 24 2002
Dallas, Texas
RECEIVED

postmarked 10/19/2002 by MEM.

To: The Management of Texas Department of Transportation.

You are to be complemented for the well run meeting on October 10th regarding the LBJ Freeway East Section. It was very informative. The applause for the project engineer on the High Five attending the meeting was well deserved. The High Five project from the public convenience has been especially well run.

I have a question and comments on the planned infrastructure to be included in the construction. I would like to know what is being planned for the inclusion of electronics i.e. communication fiber lines, computers for control, etc.

You have designed and are building an outstanding road system, and I am sure it will provide for the traffic that you have projected. However when it is finished just as the current LBJ system it to will soon be over run by the then cars and trucks what ever they are like.

Several years ago I was in a highway planning meeting for the State of Maryland. During this meeting they made the statement that Maryland has run out of land to be able to add new highways. They indicated that the solution will have to be making the current highway system more efficient. Their plans were to consider computer controlled traffic express ways.

Cars would have on board computers that would communicate with the highway computers. When entering an HOV lane, or a designated portion of the highway, the car computer would contain the intended designation. Once entering the traffic the highway computer control would take over the control of the vehicle until it reached the correct exit. Only cars and trucks with on board computers would use this type of HOV system.

Computers today have the capability, and cars can be controlled by computers. The public will except it because of the over all cost savings. It will take time and more congested traffic to make this happen, but I am suggesting that infrastructure considerations, if they haven't already been made, be included in the current project for the future addition of the computers and associated electronics.

Thank you, John Haller – 40 year computer veteran.
4816 Ellensburg Dr.
Dallas, TX 75244 - 7623

John B Haller
10-15-02

INLAND SOUTHWEST INVESTMENTS

October 17, 2002

Mr. Matt Macgregor, P.E.
LBJ Project Manager
Texas Department of Transportation
930 LBJ Freeway
Suite 1080
Dallas, Tx 75243

Re: I.H. 635 (LBJ Freeway)-Mesquite Section

Dear Matt:

You did a fine job with the Public Hearing on October 10, 2002. You may recall that our firm owns the Town East Crossing Shopping Center in the vicinity of LBJ at Town East Blvd. (Burlington Coat Factory, Wherehouse Music, and others). I just wanted to express our sincere thanks to you, Messrs. Jay Nelson, and Charles Tucker and staff for adopting many of the suggestions that came out of the Design Charette.

We would just like to reiterate as I mentioned in my letter to you of May 14, 2002 that with respect to the latest hearing regarding the East Section, that throughout the construction period and after completion of the Towne Centre Drive project, as well as your Phase II East Section project, that Town East Blvd. remain open to both north and southbound LBJ traffic. as well as vehicles leaving Town East Blvd. and wanting to return west bound to LBJ and I-30 east and west.

With regards to the acquisition of right of way along the LBJ side of Restaurant Row on Town East Crossing Blvd. (i.e. TGI Fridays, Razzoo's, Steak and Ale and so forth), we have been orally assured that with the loss of parking spaces that these properties would be "Grandfathered" by the City of Mesquite as to parking ratios not only for present tenants and owners but for any future Tenants and owners.

Once again, thank you for your hard work and dedication to a successful project completion. If you have any questions for me, please do not hesitate to give me a call.

Texas Department of Transportation
LBJ Project Office
OCT 29 2002
Dallas, Texas
RECEIVED

postmarked
10/18/02
MEM

Sincerely,

MORBEN REALTY CO., INC.

Michael Lindsey

5330 Alpha Road • Suite 200 • Dallas, Texas 75240 • (972) 387-0108

COMMENT AND RESPONSE REPORT

SPECIFIC ANALYSIS OF ORAL COMMENTS:

Comment #1 **Mayor Mike Anderson**

Mr. Anderson, the mayor of Mesquite, stated his support for the proposed improvements. He stated three reasons for importance of the improvements. First, that the addition of Town Centre ramps and the reconfiguration of the ramps of the Interstate 30 interchange would improve safety by relieving pressure on the Town East exits. Second, that these improvements would improve the mobility and air quality within the immediate area. Third, that the improvements would provide a positive economic impact by helping insure that Mesquite's retail areas continue to be accessible and attractive to potential consumers. Mr. Anderson believes that the safety, mobility and economic impact of the improvements will benefit all and he is very excited about the east section of the LBJ Project.

Response to Comment #1

Support for the project is noted.

Comment #2 **Ms. Bettina Wilkerson**

Ms. Wilkerson lives on Devonshire Lane in Mesquite. She stated support for the improvements, but expressed concern that the proposed frontage road and its access to Brazoria would dramatically increase traffic to her neighborhood.

Response to Comment #2

Support for the project is noted. Brazoria is a proposed city street to be constructed by others, which will provide access to the commercial area fronting I.H. 635. TxDOT has agreed to provide this street connection according to yet to be finalized access guidelines as requested by the City of Mesquite. TxDOT will work with the city in the design phase toward a frontage road access location that will minimize traffic impacts to the nearby residential area.

Comment #3 **Mr. David Roffino**

He stated he was a representative and part owner of the LBJ Oates Office Center between Oates and the I-30 westbound frontage road. He said they noticed the southbound Galloway widening could potentially impede issues they have with their master plan office complex. He wants TxDOT to reconsider the extent of street widening for Galloway, thereby reducing the amount of right of way needed in front of their property

on southbound Galloway between Oates and the bridge. He said they and their tenants were under a special use permit, because of the parking problem that currently exists.

Response to Comment #3

The widening of Galloway at its intersection with the I.H. 635 southbound frontage road is required to provide for dedicated left turn movements to improve the traffic flow across I.H. 635. TxDOT will look into minimizing this proposed right of way need as much as possible during the design phase.

Comment #4 **Mr. Jim Foster**

Mr. Foster said that he represented the owners of Town East Mall and he expressed his gratitude for those who had worked so hard to prepare for and host the hearing. He thanked Mr. MacGregor especially and wanted everyone to know what a great job he had done.

Response to Comment #4

Support for the project is noted.

SPECIFIC ANALYSIS OF WRITTEN COMMENTS:

Comment #1 **Commissioner Mike Cantrell**

Commissioner Cantrell expressed support and thanks for the innovative redesigned interchange and stated he would encourage Dallas County to partner with TxDOT, the Regional Transportation Commission (RTC) and City of Mesquite to provide matching local funds to secure federal funds for the project.

Response to Comment #1

Support for the project is noted.

Comment #2 **Mr. J. Kirk Williams**

Mr. Williams relayed that the owners of the Skillman Crossing Retail Center, Ltd. were generally in favor of the improvements, but he continued and brought up the following concerns:

1. The encroachment of the proposed eastbound frontage road near Sta 12+780 would significantly impair merchandise deliveries, trash removal and customer pick-up at the rear of the Activity Center.

2. The same proposed frontage road near Sta 12+760 would require the 35-foot tall pylon sign to be torn down and replaced.
3. The proposed noise wall from Sta 12+640 to 12+745 would curtail visibility of the shopping center and thereby reduce its value.
4. The same proposed frontage road near Sta 12+750 would encroach upon 26 parking spaces and impair the retail use of the shopping center due to these parking restrictions.
5. They request curb cuts at approximately Sta 12+700 and 12+800 to counter losses. They offered to consider a dedicated thoroughfare to connect the eastbound frontage road to Whitehurst Drive.
6. The encroachment caused by the proposed realignment of Whitehurst Drive would significnatly impair the access of the property, as well as place it in violation of setback requirements. It would also encroach upon several parking spaces and impair retail use due to tighter parking restrictions.

Response to Comment #2

1. It may be possible to avoid this impact by retaining a 2-lane frontage road section a little further east than currently proposed before flaring out at the Skillman/Audelia intersection. We will review this possible modification during the design phase.
2. The sign referenced at I.H. 635 eastbound frontage road station 12+760 is not visible on the schematic, so the degree of encroachment is unknown; however, it may be possible that the action to be considered for item 1 may eliminate this sign encroachment.
3. Property owners directly fronting I.H. 635 that reside along each proposed noise wall will vote by majority whether or not to have the wall. Property owners declining at each end of the proposed wall may refuse the wall in front of their property, effectively shortening the wall, even if a majority of owners want the wall. It appears the Skillman Crossing Retail Center fronts the end of a proposed noise wall.
4. It may be possible that the action to be considered for item 1 may allow some of the 26 parking spaces to be retained.
5. TxDOT will work with the property owners and the City of Dallas concerning their access requests and ideas.
6. Where impacts are unavoidable, TxDOT's right-of-way acquisition procedures will help resolve these issues.

Comment #3 **Ms. Susan I. Martinez, Vice President El Fenix Restaurants**

Ms. Martinez stated they (El Fenix Restaurants and the Concerned Businesses of the Town East Retail and Restaturant area) support the redesigned I.H. 30/ I.H. 635 interchange and look for it to be a separate project from the rest of the East Section improvements.

Response to Comment #3
Support for the project is noted.

Comment #4 **The Honerable Representative Elvira Reyna**

Representative Reyna expressed support and thanks for the redesigned I.H. 30/ I.H. 635 interchange.

Response to Comment #4

Support for the project is noted.

Comment #5 **Mr. Rick Slaven, President Emporium Association**

Mr. Slaven expressed support for the redesigned I.H. 30/ I.H. 635 interchange. As a representative of the Emporium Association he stated the need for continued access for customers between Town East and both directions for I. H. 30 and I. H. 635, and appreciation that the new interchange design will provide this continued access.

Response to Comment #5

Support for the project is noted.

Comment #6 **Mr. Jim Foster, General Manager Town East Mall**

Mr. Foster expressed appreciation and support for the redesign of the I.H. 30/ I.H. 635 interchange by consensus and anticipated separation of this interchange from the rest of the East Section improvements for expedited construction.

Response to Comment #6

Support for the project is noted.

Comment #7 **The Honorable Senator John J. Carona**

Senator Carona praised TxDOT staff for the success of the consensus design for the I.H. 30/ I.H. 635 interchange developed through the design charette process. He stated this interchange was a critical node in the NAFTA trade routes and he looked forward to seeing it separated form the rest of the East Section improvements so its construction can be accelerated.

Response to Comment #7

Support for the project is noted.

Comment #8 **Mr. Chris Hopkins**

Mr. Hopkins expressed several concerns over the displacement of his business: lack of signage exposure on LBJ, no or limited replacement sites on LBJ, adverse effect of a different location on deposits and loans if new site is inconvenient, and the considerable monetary and non-monetary resources expended on this less than two-year old site.

He added that a right of way purchase of a portion of the property may impact his business by the potential lack of visibility, adversely affecting ingress and egress to parking and drive-through, and adversely affecting the building's aesthetics with unsatisfactory street setbacks.

Response to Comment #8

TxDOT will be working with the City of Mesquite throughout the design process to minimize project impacts. Where impacts are unavoidable our right-of-way acquisition procedures will help resolve these issues.

Comment #9 **Gail F. Williamson**

Ms. Williamson stated the existing highway noise level is very high, such that conversations with neighbors cannot be conducted in a normal voice and she has to sleep in a back bedroom. She expressed concern that the proposed expansion would make it even noisier. She believes a 14 foot noise wall is needed and says the neighbors all want it.

Response to Comment #9

As funding becomes available TxDOT plans to construct noise walls as part of frontage road construction ahead of main lane construction. Proposed wall heights and locations have been determined by our noise assessment and are identified in the Environmental Assessment. Proposed Noise Wall No.3 in this area will be approximately 3,740 feet long and 9 feet tall. During the design phase of the project, property owners fronting I.H.635 will vote by majority on whether they want their proposed noise wall, and will be invited to determine its aesthetic appearance.

Comment #10 **Dr. Gary E. Bennett, D.D.S., LBJ/ Oates Office Center Owner's Association, L.L.C.**

Dr. Bennett expressed concern that any changes to LBJ that further limited approaches would drastically affect accessibility and property values. He also stated that elimination of any parking would intensify the parking problem, place property in noncompliance, and seriously affect the final phase of development of their master plan.

Response to Comment #10

TxDOT will be working with the City of Mesquite throughout the design process to minimize project impacts. Where impacts are unavoidable TxDOT's right-of-way acquisition procedures will help resolve these issues.

Comment #11 **Mr. John B. Haller**

Mr. Haller complemented TxDOT staff on the well run public hearing. He wanted to know if planned improvements included high tech electronic control systems infrastructure for traffic control of future 'smart cars' and suggested we consider this.

Response to Comment #11

Compliments for the public hearing are noted. Regarding his comments on the incorporation of technology, TxDOT and the region are going to include certain high tech incident management, transportation infrastructure advancements within this project.

Comment #12 **Mr. John D. Holt**

Mr. Holt requested the State, County and City jointly conduct a feasibility study to construct an alley for the benfit of the residents of La Jolla Drive and requests that TxDOT incorporate this improvement in the LBJ Corridor project. He also mentioned the need for inspection and possible replacement of the drainage/sewer line and utilities in the vicinity of the proposed alley, and suggested the location of a drain pipe to remedy "a standing water drainage problem from 5401 to 5413 La Jolla Drive."

Response to Comment #12

We advised him TxDOT does not usually construct city infrastructure projects such as alleyways, residential utilities and drainage construction, except when done in association with selected federally funded projects on city thoroughfares. Drainage for the sound wall may permit alley construction by TxDOT if co-funded by the City of Garland. Otherwise, TxDOT is generally limited to construction within its own right-of-way. Any affected utility companies within TxDOT's proposed right-of-way for this project will be notified, so that relocation coordination may begin.

Comment #13 **Mr. Michael Kemp**

Mr. Kemp suggested TxDOT make full use of landscaping and aesthetic items to make the highway improvements look better. He also requested consideration for anti-graffitti measures, suggesting textured over smooth walls and vines where possible. Lastly he emphasized the need for the project to be built now.

Response to Comment #13

Support for the project is noted. TxDOT will give full consideration to both the structural and landscape aesthetics of this project.

Comment #14 **Mr. R. L. West**

Mr. West commented the access road to LBJ off of Royal (eastbound) has been completed for three months, yet the proposed noise wall has not been completed for this area. He now understands it will be five years before the noise wall is installed. This is unacceptable to him. He demands the project be completed now and cannot believe the EPA approved the project with diesel trucks running down their alleys.

Response to Comment #14

We advised him TxDOT could not construct elements of the I.H. 635 East Section improvements contained within the Environmental Assessment until it is approved. As funding becomes available TxDOT plans to construct noise walls as part of frontage road construction ahead of main lane construction. Proposed wall heights and locations have been determined by our noise assessment and are identified in the Environmental Assessment. During the design phase of the project, property owners fronting I.H. 635 will vote by majority on whether they want their proposed noise wall, and will be invited to determine its aesthetic appearance.

Comment #15 **Mrs. Rita Bass**

Mrs. Bass commented on the increasing traffic and highway noise pollution inside and outside her home over time. She expressed that this condition has worsened such that her back yard is useless and guests complain they cannot sleep at her house. She has been expecting a noise barrier.

She stated as a 70 year old widow she has been unable to sell her home and does not believe it will be possible without a considerable financial loss because of this noise problem. After trying unsuccesfully she commented this has left her in a bad position. She would appreciate any suggestions to ease the situation and would like to know when she can expect this long over due noise wall.

Response to Comment #15

As funding becomes available TxDOT plans to construct noise walls as part of frontage road construction ahead of main lane construction. Proposed wall heights and locations have been determined by our noise assessment and are identified in the Environmental Assessment. Proposed Noise Wall No.3 in this area will be approximately 3,740 feet

long and 9 feet tall. During the design phase of the project, property owners fronting I.H. 635 will vote by majority on whether they want their proposed noise wall, and will be invited to determine its aesthetic appearance.

Comment #16 **Mr. Michael Lindsey**

Mr. Lindsey praised TxDOT staff on the public hearing and adoption of suggestions from the design charette and expressed appreciation for their hard work.

He reiterated the need for Town East Blvd. to remain open to north and southbound LBJ traffic as well as to I.H. 30 east and westbound throughout the construction of all LBJ improvements.

He noted the property owners losing parking due to right of way acquisition along Restaurant Row on Town East Crossing Blvd. have been orally assured by the City of Mesquite their properties would be "Grandfathered" as to parking ratios for present and future Tenants and owners.

Response to Comment #16

Support for the project is noted. His concerns for maintaining access during construction are noted. Egress and ingress will be maintained to adjacent properties at all times throughout the construction of the project.

PUBLIC HEARING TEXT

1
2
3 TEXAS DEPARTMENT OF TRANSPORTATION
4 PUBLIC HEARING
5 FOR EXPANSION OF I.H. 635
6 (LBJ FREEWAY -- EAST SECTION)
7 FROM U.S. 75 TO I.H. 30
8 DALLAS COUNTY
9
10
11 HOLIDAY INN SELECT
12 LBJ NORTHEAST HOTEL
13 11350 LBJ FREEWAY
14 DALLAS, TEXAS 75238
15
16
17 OCTOBER 10, 2002 -- 7:00 P.M.
18 REPORTED BY: DEANA SCOBEE
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PROCEEDINGS

MR. TUCKER: Good evening, ladies and gentlemen. It's now 7:00, so if you will please be seated, we will begin this hearing. I am Charles Tucker, Director of Transportation Planning and Development with the Texas Department of Transportation, the Dallas district office in Mesquite. I am here tonight representing our District Engineer for the Dallas district, Mr. Jay Nelson. We want to welcome each of you in attendance. We appreciate your interest in the Interstate Highway 635, LBJ Freeway, East Section project. Later in the hearing we will invite you to participate during the opportunity-for-public-comments portion.

First, we are excited to be here tonight. We are now embarking on the final phase of planning for the LBJ Freeway improvements. The entire project is defined as a corridor study extending from Luna Road west of 35E in Farmers Branch to U.S. 80 in Mesquite. For ease of planning purposes and logical sequencing, the project was broken into four sections. The Dallas High Five was broken out early to complete work on U.S. 75. The West Section is from Luna Road to U.S. 75. The East Section is from U.S. 75 to IH-30. The Mesquite Section is from I-30 to U.S. 80.

Second, we are here tonight to discuss the East Section improvements. More specifically, the

improvements are being proposed from Greenville Avenue to just north of Town East Boulevard along LBJ Freeway. This also includes improvements along IH-30 from west of Gus Thomasson Road to Galloway Avenue.

Later in the public hearing a project presentation will be made to provide specific details on these improvements. To highlight a few of them, we are proposing continuous frontage roads throughout, improved ramp designs, an added main lane in each direction, improved intersections throughout, HOV lane and managed-lane facilities, a third-level bypass for Skillman Avenue, a reconstructed IH-30 and IH-635 interchange. It is also important to note that all of the agreed upon design charette recommendations have been included in the schematic design being presented here tonight.

Third, many of you have attended the Mesquite Section public hearing held on May 7th of this year. That project has now been cleared environmentally by the Federal Highway Administration. If all continues according to plan, construction on that project will begin January of 2003. If you are curious to review the schematic drawings, they will be available during the recess. The Mesquite Section project was designed to fit with East Section schematic being presented here tonight.

Before I proceed further, I'd like to

introduce members of the State and local elected officials who are in attendance tonight or were able to stop by earlier during the open house. First I'd like to introduce John Monaco, City Council, City of Mesquite. Would you please stand? Okay. Maybe he's already standing. We do appreciate him being here earlier for the open house. Bob Day, Mayor, City of Garland, he was another early attendee; Mike Anderson, Mayor, City of Mesquite, and I'm not – they're all talking to each other outside. I know – I do know he's here. He's my mayor. Alan Walne, City Council, City of Dallas.

MR. WALNE: I'm actually back here. I'm smart enough to know that you stay in the room until your name is called.

MR. TUCKER: Okay. We appreciate that. Shirley Roberts, City Council, City of Mesquite, so during the recess your task is to find those people. Okay. I think we just observed that John Heiman, City Council, Mesquite is here. He's in the hallway, too.

I would like now to introduce members of the Department, the consultant team, the Cities of Mesquite, Dallas and Garland and other agency representatives who are present tonight. Most of these people will be available during the recess to answer your particular questions regarding the East Section project. First, I'd like to

00

1 introduce Mr. Gary Leuba and Ms. Jane Deford. They're from
2 our Dallas district right-of-way office, TxDOT.
3 I'm not sure that I've seen our public
4 information office representative here tonight, is Montrose
5 Cunningham. He has not arrived yet.
6 Mr. Stan Hall, Dan Perge, Craig Hancock,
7 Bruce Nolley, they are representatives from our Dallas
8 district advance project development section, TxDOT.
9 Mr. Matt MacGregor, Mr. Vijay Deolapure, standing in the
10 back; Ron Wang, also in the back; Ms. Kim Limberg, I saw
11 her earlier; Mr. Fred Asgari; Ms. Terri Williams;
12 Ms. Tamelia Spillman and Ms. Connie Hanks, I believe those
13 three are out at the desk signing in. All of these are
14 from our LBJ project office, TxDOT. Thank you.
15 Is Mr. Paul Williams -- there he is. I see
16 him. Mr. Paul Williams is our Northeast Area Engineer for
17 TxDOT. He represents this particular area of Dallas
18 County. Mr. Larry Tegtmeyer, Northwest Area Engineer,
19 TxDOT, he has the responsibility of oversight for the
20 construction of the High Five Interchange, and we're ahead
21 of schedule. He's doing a great job.
22 Mr. Ben Biller and Tom O'Grady and Kelly
23 Johnson, they're from HNTB Corporation. Mr. Gary Shippy,
24 Chris Bergeron, Mr. David Boss, Mr. Dan Murphy and Scott
25 Huffman, these are from Turner, Collie & Braden, consultant

1 firm. Mr. Victor Zepeda and Mr. Charles Sharkus, they're
2 from Arredondo, Zepeda & Brunz. Mr. Tim Starr from the
3 City of Dallas standing in the back. Mr. Paul Luedtke from
4 the City of Garland; then Mr. Tim Tumulty, Tom Palmer,
5 Jerry Dittman and Rick Berry from the City of Mesquite;
6 Mr. Abed Abukar from DART; and I believe the North Central
7 Texas Council of Governments, is Greg Royster here. I
8 don't see him at this time. I'd like to also introduce
9 Kathy Ingle. She's our designated LBJ Citizen Champion.
10 She's standing in the far back; appreciate you being here
11 tonight.
12 That was quite a list of people, but it's
13 important to note these folks have contributed many hours
14 over the last nine years to bring this project to this
15 point. We want to thank them for their efforts. More
16 importantly, we want to thank those of you in attendance
17 who have contributed countless hours helping us incorporate
18 your ideas as well.
19 Additionally, we want to thank those of you
20 who were able to attend the open house. As you arrived you
21 were given an opportunity to register your attendance for
22 this hearing. Our registration forms are the white
23 8-and-a-half-by-11 sheets at the front table. On this form
24 you will be provided the opportunity to express your
25 interest in the project and also indicate whether you would

1 like to make a statement during tonight's opportunity for
2 public comments. In the event you did not register, please
3 do so during the recess.
4 Additionally, all information developed in
5 regard to the proposed design is available for public
6 inspection and reduction -- reproduction, excuse me. The
7 final date for the acceptance of statements and exhibits
8 must be postmarked no later than October 20th, 2002, ten
9 days after this public hearing.
10 Many of you have attended previous public
11 hearings conducted by the Texas Department of
12 Transportation. However, for the benefit of those of you
13 who have never attended one, I would like to explain how
14 the Department conducts a public hearing. Following the
15 comments which I am in the process of making, Mr. Matt
16 MacGregor, project manager of LBJ corridor study, and
17 Mr. Tom, O'Grady, project manager for our design
18 consultant, will give detailed presentation relating to the
19 history, location, design features and environmental
20 effects of the proposed design for the East Section.
21 Following the remarks by Mr. MacGregor and
22 Mr. O'Grady, Mr. Gary Leuba of our district right-of-way
23 department will explain right-of-way-acquisition procedures
24 and the relocation assistance program for displaced persons
25 and businesses. Following Mr. Leuba's comments, we will

1 recess the hearing for 25 minutes and at that time you will
2 have an opportunity to view the project design schematic
3 currently on display in the back of the room. During the
4 recess you are encouraged to ask questions to the
5 introduced departmental, consultant team, city and agency
6 representatives. They will attempt to answer those
7 questions.
8 Following the recess we will reconvene the
9 hearing at that time -- and at that time we will ask those
10 persons who indicated on the registration form that they
11 would like to make a statement to come forward to the floor
12 mike, state their name and address for the record and make
13 comments concerning the project. Following the registered
14 speakers, anyone else who did not register will be given an
15 opportunity to make a statement.
16 You may be asking yourself, "What's the
17 purpose of a public hearing?" Well, the four essential
18 purposes of a public hearing are to inform the citizens of
19 the status of planning of the project and present the
20 recommendations based on studies performed to date; number
21 2, describe the recommended location and design so that
22 those attending can determine the project's potential to
23 affect their lives and property; third, provide citizens an
24 opportunity to present information and their views at a
25 stage in the planning process where flexibility -- excuse

me, when flexibility to respond to these comments still exists before location and design decisions are finalized; and finally, to develop a record of public views and participation to accompany -- to accompany recommendations for subsequent decisions.

This hearing is being held in compliance with both Federal and State laws. The State is required to certify to the Secretary of Transportation that a public hearing was held concerning Interstate Highway 635 LBJ Freeway East Section project, hereinafter referred to as the East Section. For the official record a transcript of this hearing will be made. For this reason we ask that all comments be made from the floor microphone following this hearing. The Department will proceed with the preparation of final environmental documentation. Your statements and comments will be addressed in this -- in this document and will be given full consideration in the preparation of the final recommendations and designs.

This public hearing has been convened to discuss the design features and environmental effects of the proposed east sections between the limits of U.S. 75 and I-30 in the cities of Dallas, Garland and Mesquite in Dallas County. The total project length for the East Section is 10.8 miles. The design schematic has been developed showing typical cross-sections, roadway profiles

and proposed right-of-way boundaries. An environmental document has also been prepared which analyzed the social, economic and environmental effects of the project.

The design schematic and environmental document for the East Section are available for inspection and reproduction at several places. Let me name those for you. The Texas Department of Transportation LBJ project office at the Dallas district office located at 4777 East Highway 80 in Mesquite, Texas 75150-6643; also at the City of Mesquite located at 1515 North Galloway Avenue, Mesquite Texas 75149; the City of Dallas located at 1500 Marilla Street, Dallas, Texas 75201. I never do look up there to see what I'm supposed to be saying. Hopefully I'm reading this right; the City of Dallas -- excuse me, City of Garland located at 800 West Main Street, Garland, Texas 75040; Dallas Area Rapid Transit Authority located at 1401 Pacific Avenue, Dallas, Texas 75266-7212; and finally the Dallas County office located at 41- -- excuse me, 411 Elm Street, Dallas, Texas 75202-3301.

Highway planning and construction requires close cooperation among all levels of government. The Department has worked closely with local governments and has previously received input regarding the project design. Many of the requests presented by local government officials have been addressed and are reflected in the

design displayed tonight.

In summary, the East Section is being developed cooperatively by City; County; State; the Metropolitan Planning Organization, which is NTC- -- excuse me, NCTCOG, the North Central Texas Council of Governments, otherwise known as the MPO, Metropolitan Planning Organization; and the Federal Highway Administration.

At this time I present to you Mr. Matt MacGregor and Mr. Tom O'Grady to further discuss the history, geometric design features, cost estimates, environmental effects and other specific -- specifics regarding the proposed East Section.

MR. MACGREGOR: Thank you, Charles. I'll look at my cue cards over here hopefully I don't mess them up. First I want to give you a quick update on the status of the four projects that Charles mentioned. We have the Dallas High Five, which is under construction. We have the Mesquite Section, which as we mentioned, the public hearing was held last May. Environmental clearance has been achieved and in January we'll start the construction of that project. It will focus on the Towne Centre Drive area initially. The East Section, we're here tonight holding our public hearing, will go into more detail a little bit later about when we complete this process, and the West Section, which is over from 75 to 35, we're doing our

resource coordination at this time, and we hope to have a public hearing for that project in February.

I'm not going to go over each one of these bullets on the next subsequent slides. There's a lot of information here tonight. A lot of it is being provided. If you participated throughout the entire study, you will remember parts of these, and I hope it jogs your brain to maybe ask a question or remember that we've covered something, but if not, it's for your benefit to take home with you the handout. This is just more detail on both the east, west and Mesquite sections.

We're challenged with LBJ and we have been for many years. As Charlie said, it's been nine years getting to this point. We have balanced trip patterns throughout the corridor. 20 percent are local trips hanging out in the area. 22 percent start on LBJ and go some place else. 31 percent, their destination is the LBJ corridor and 27 percent are coming somewhere way outside of LBJ traveling through LBJ and continuing on someplace else, and those people come home in the evening, as well.

We have peak traffic for 12 hours a day. That encompasses both the peak periods and many other hours of the day. There's continued traffic growth in those nonpeak hours, which helps make LBJ more congested and the arterial streets also have increased traffic. There's an

increased frequency of incidents. We don't like to call them "accidents," and there's a lot less trip predictability on LBJ. Back 10, 15 years ago you could probably predict a 20-minute trip on LBJ, and you might be about right. I'd say now you have to predict maybe a 40-minute trip and that's if you caught it just correctly.

So we've been challenged the entire time. As we worked through this challenge, I was trying to get ready for a menu of a kind of pot luck dinner, and I thought I'd make a brisket. I'm from Indiana, and I had no idea what a brisket was, so I had to look up the recipe. Add seasoning, cook it on low temperature, cook it for a long time and serve many people with thin slices, so I thought to myself and others that helped develop a program for how to plan for LBJ Freeway, "Why don't we make this same type of a recipe for planning?"

Okay. Some of the steps are the same. It's only four steps. Include everybody, and I think we did. Keep the anxiety level low at our meetings, have a lot of meetings. We've had a lot of meetings, and when we're ready, we'll hold a public hearing, so we're here tonight to do that for you. As mentioned, the public involvement, we couldn't have done it without the public, having them involved in the feasibility phase and the planning phase.

We've had over 200 meetings because I can't

count past 200. We've had 26 meetings somewhat like this where you have the whole community together and a bigger forum, and we've met monthly for five and a half years in the planning phase pretty regularly with the staffs of the cities and those involved.

Now, the key points in time, I'm not going to go over each one of these, either, but we did start – if you look at the very top, back in 1987 we started the initial efforts to plan improvements to LBJ corridor. The success of that first effort was the Dallas High Five Interchange, which is now under construction. We weren't quite as successful with the rest of the corridor that first go-round, so we decided to do it again and we kicked it off in 1993. We completed feasibility in 1996 with the adoption into the mobility plan and now we're at the end of the planning process. We're getting ready to move into the design phase of the project.

This is just a summary of all the meetings that we've had on a regular basis on the east side. You can reference those. The last one here, many of you have participated over the last year working through some issues at I-30 and 635, the design charette process. If you want additional information, there is a website for the LBJ corridor study, but it's a rather long name, so it's easier for me to click you through the Dallas High Five web site,

DallasHighFive.org. There's keychains in the back if you don't want to try to remember what that is. Over on the left-hand side, there's an LBJ corridor project link, so you can link there to find our site.

And as I mentioned earlier, we're trying to complete the planning process. It's kind of a bridge. Those first two steps, feasibility and planning, we've completed those. We're here tonight to begin the process of approval to jump to that next phase, which is design, and Tom is going to go over the details of how we got through those first two steps.

MR. O'GRADY: Thank you, Matt. Good evening, everybody. Matt has asked me to go over tonight descriptions of 11 miles of freeway improvements that have been conducted over the last nine years, so there's going to be a lot of information I'm going to try and convey. I'm going to try and go over it fairly rapidly. The information is in the handout. We will have a 25-minute recess between the presentations this evening and public comments, so if there are any additional questions that we want to address during that recess, we'll be happy to address those.

As Matt said, I am going to talk about tonight the feasibility stage, as well as the planning stage, go briefly over the feasibility and then spend some

more time on the planning and the outcome of the project. The major investment study was really the feasibility stage, and that was conducted between 1993 and 1996. The goal was really to develop the solutions in terms of the number of lanes, the general location of those roadways and access points, but not to get down to a lot of detail.

As we approached the end of '96 we basically developed a locally preferred alternative, and we divided that into four different sections, IH-35E over to U.S. 75 which we're referring to again as the West Section; the focus of tonight's meeting is from U.S. 75 to Skillman; and then Skillman to IH-30; and then the Mesquite Section, which we have environmentally -- has been environmentally cleared, was from 30 to U.S. 80.

It was a two-stage process of narrowing alternatives. When we started with the MIS, we were looking at rail improvements, dedicated bus lanes, freeway improvements, frontage roads, ramps, all the different elements we could think of. We looked at bicycle routes and how they would interact with the facility, and we narrowed our alternatives through a two-stage process to develop an east locally preferred alternative. The locally preferred alternative consists of ten main lanes, plus four reversible managed – or four managed HOV lanes, two in each direction from U.S. 75 to Skillman Road, Skillman

1 Avenue. Then we have 10 main lanes, plus two reversible
2 HOV lanes from Skillman to I-30, and then in the Mesquite
3 Section we have ten main lanes from I-30 down to U.S. 80.
4 Again, these are typical sections which
5 demonstrate what I'm talking about. This is basically half
6 the roadway. You'll notice on the top, ten main lanes,
7 plus four HOV toll or managed HOV lanes. That will be five
8 lanes in the eastbound direction, five in the westbound
9 direction, with two HOV lanes or managed lanes in each
10 direction. From the Skillman section we have two
11 reversible HOV lanes and in the Mesquite Section, we just
12 have ten main lanes which will be five in each direction.
13 As we completed that major investment study,
14 that feasibility study, we then looked at schematic designs
15 and environmental documentation. The goal there is to
16 develop what you see in the back of the room, our schematic
17 design plans that indicate exactly where ramps will be
18 located, exactly what type of right-of-way impacts we're
19 looking at, how the ramps themselves fit in with the
20 system, what the cross-street intersections looked like,
21 things of that sort. I'll go over some of that information
22 in more detail during the presentation.
23 We also worked closely with the participating
24 agencies, DART, the cities, the county, as we developed
25 those plans, and we had, as Matt said, many, many meetings

1 with the public where we unveiled various drafts of that
2 plan in order to get that public feedback.
3 The sections were broken out. We initially
4 started with a full East Section all the way down to U.S.
5 80 that included Mesquite. They had requested, through
6 some design funding they were able to generate, that that
7 project be separated out. That Mesquite Section did move
8 forward independently and, as Matt indicated, that has been
9 environmentally cleared. We are now focusing on the
10 section from 75 down to I-30.
11 Some of the elements that are in the design
12 plans in the back -- and, again, I won't be able to
13 necessarily step through each of the 11 miles in detail,
14 but I will point out several key characteristics. One, the
15 project does now have continuous frontage roads. There's
16 one small exception between Shiloh and Northwest Highway in
17 the eastbound direction. There's some ramps there that
18 there's actually not a frontage road link, but that
19 intersection is within an eighth of a mile of the freeway,
20 so that is not expected to be a major problem, but you'll
21 notice from the slide that there are a lot of areas where
22 there are new frontage roads in place. This will help
23 mobility during accidents or incidents on the freeway. It
24 will also provide some opportunities for where we are able
25 to locate ramps that will provide better access to the

1 surrounding properties because we did have continuous
2 frontage roads.
3 The managed HOV -- I'll get into a little --
4 little more description of managed HOV lanes, but I will
5 point out that they are limited access facilities. There
6 are not ramps every mile or half mile as there are on the
7 freeway. We do have access basically at the DART stations
8 along the corridor. There's one at TI Boulevard. There's
9 one at the new DART station at Skillman/Miller area, and
10 then there's additional access located and planned near
11 Shiloh Road. There are also access points to the main
12 lanes up near the Miller area and then down near the I-30
13 area. In addition, in the High Five Interchange there is a
14 connection between a future U.S. 75 HOV and the LBJ managed
15 HOV lanes.
16 Let me briefly describe -- there's four or
17 five slides that talk about managed HOV lanes. I'm going
18 to go through these fairly quickly. Again, if there are
19 any questions, we can discuss them at the recess. The idea
20 of managed HOV lanes came about by needing to provide a lot
21 more capacity than we could generally fit within this
22 corridor, so we looked at express lanes. We looked at HOV
23 lanes. Should there be a toll applied that would help
24 regulate the traffic that's on them? It sort of generated
25 this idea of a hot lane, also referred to as special use.

1 Put all that together, and we came up with basically what
2 is a managed HOV lane.
3 Value pricing allows us, allows the State to
4 move forward with something like a managed HOV lane, and
5 essentially it allows tolls or fees to be applied that
6 would vary possibly by level of congestion or time of day,
7 occupancy. The idea with these HOV lanes, these managed
8 HOV lanes, is that HOV vehicles would travel free or at
9 some reduced price--and the operations are still to be
10 worked out--while single-occupant vehicles would be able to
11 get on, pay a toll using a Toll Tag and travel at 60 miles
12 an hour through the length of the corridor. The toll would
13 vary so that you would always have that predictable trip.
14 As the toll went up, certain people would choose to use the
15 main lanes instead.
16 Again, the key characteristics, I won't go
17 through all these, but even the first two bullets, they're
18 managed HOV lanes because we're basically managing the flow
19 on those lanes. People can still choose to use the freeway
20 main lanes, not pay a toll. If there's congestion, that's
21 basically the price that they're paying. If they'd rather
22 pay a toll and use the lanes that are operating at full
23 speed, that would be their choice. That is the very nature
24 of these lanes, and as you can see, the second bullet, it's
25 basically providing a more predictable trip. If you don't

1 necessarily need to be somewhere in 15 minutes and there's
2 an accident or incident or congestion and it might take you
3 20, that's fine. You can take the free lanes. If you need
4 to get somewhere in 15 minutes and it's worth that price,
5 you can choose to take those managed lanes.
6 The idea of value price, again, the main
7 lanes are free, and then the toll on these HOV lanes, these
8 managed HOV lanes, would vary by the congestion level or
9 the time of day. During a peak period on an afternoon
10 drive home in the -- on a weekday, that toll would be
11 higher than it would be on a Sunday morning when there's
12 really not going to be much demand on any of the lanes out
13 there, and there would be a very low price then.
14 Again, the benefits by mode, all the modes
15 would benefit, whether it's HOVs being able to use those
16 facilities, single-occupant vehicles. Buses would be able
17 to use those facilities, the DART buses, and provide a
18 predictable trip. Freight delivery vehicles could choose
19 to speed up their delivery process by using those lanes and
20 paying the toll.
21 Now, moving on to ramp modifications, while
22 we built or are planning to build continuous frontage roads
23 along the corridor, that allowed us to make some changes in
24 the ramping scenarios that are out in the corridor, and as
25 you can see, really what we've looked at is basically for

1 each cross street, are there new ramps that can serve that
2 cross street, or do they stay the same, or are there
3 changes that have removed a ramp and you'll have to use
4 another cross street's ramp in order to access that.
5 We basically have eight streets that have
6 modified access, six of which contain new ramps that serve
7 that street, two of which contain ramps that have been
8 modified and you actually have to use a separate exit ramp.
9 The new ramps are listed there. You'll see the Kingsley,
10 Jupiter, Garland Road, Shiloh, La Prada and Galloway along
11 I-30 have at least one new ramp that serves some direction
12 to that roadway. Cross streets with modified access
13 include Skillman and Oates. In both cases the proximity of
14 a parallel street--in the case of Skillman it was Miller,
15 and in the case of Oates it was Galloway--made it
16 impossible to put a ramp back in in current design
17 standards directly to that street, so we basically provided
18 an access point to the street prior to that. You would
19 just go through that intersection to access both Skillman
20 and Oates.
21 Matt mentioned earlier the -- excuse me.
22 Charlie mentioned earlier the Skillman fly-over as one of
23 the elements of the design, Skillman/Audelia being a major
24 intersection with those two arterial streets basically
25 crossing right at LBJ. We were looking for solutions to

1 the congestion that builds up there during the course of
2 the day. The resulting solution that we developed with the
3 City and with DART with their new transit station nearby is
4 a Skillman fly-over where Skillman, if you want to continue
5 from -- on Skillman Road from south of LBJ heading
6 northbound, if you just want to keep going up Skillman, you
7 basically will take this fly-over, and it's highlighted
8 there. Go up and over the intersections, over LBJ and come
9 back down onto Skillman Road. It will pull out that
10 through traffic off the Skillman-Audelia intersections, and
11 relieve and make those movements a lot easier that are
12 remaining as they turn between Skillman and Audelia and the
13 LBJ frontage roads.
14 The other major element of the design was the
15 I-30/635 interchange. Design is available for viewing
16 during the break. I'm going to have a graphic that will
17 demonstrate generally what it looks like, but it's really
18 best to look at the schematics in the back of the room
19 during the recess. We are looking at a complete
20 reconstruction of the interchange. That interchange is not
21 significantly old, and it is a true four-level interchange.
22 However, it does not provide enough capacity for several of
23 the movements, and it was designed with lower design
24 speeds. We'll be able to handle more capacity in a
25 redesigned interchange through our two-lane connectors in a

1 couple of the directions. It does have continuous frontage
2 roads. Currently the I-30 frontage roads continue through
3 the interchange. In the future both 30 and 635 will have
4 continuous frontage roads, and there are actually loop
5 ramps that will tie those two together as they cross
6 through the interchanges.
7 The design charette, as Matt referenced
8 earlier and I'll go into a little detail, there was design
9 charettes held late last year and early this year to talk
10 about improvements in the I-30/Town East area. Those
11 recommendations that were developed that --are all still
12 reflected in the current design. They have continued
13 through without any modification.
14 Gus Thomasson, another key point, Gus
15 Thomasson currently crosses over I-30. In the future the
16 plan will be to raise I-30 and have Gus Thomasson be a
17 normal intersection with the frontage roads and the I-30
18 main lanes will cross over Gus Thomasson. Again, that's a
19 line drawing depiction of the interchange itself. It's
20 much more visible in the back of the room during the
21 recess. That shows generally the complete reconstruction,
22 as well as the frontage road connections.
23 This is just a summary of the design
24 charette. I won't go through all these elements, but I do
25 want to reiterate that the elements that were developed as

1 part of that design charette are all included in the
2 design. There were four main items: One, shift the exit
3 ramp to Towne Centre a little bit further south. It would
4 allow us to add a Town East exit ramp from the I-30 direct
5 connector. It would basically allow access from I-30 to
6 Town East Boulevard. There was an added bypass at Galloway
7 to allow people that are in the Town East Mesquite area to
8 exit I-30 without really stopping – without stopping at
9 any traffic signals, and there was also a bypass at Gus
10 Thomasson for the same reason. So the proposed
11 improvements there, again, are what you see in the back of
12 the room.
13 In doing this study and in conducting these
14 designs, we needed to look at what the impacts are from an
15 environmental standpoint, and the environmental definition
16 is a broad one that involves socioeconomic impacts, as well
17 as true environmental impacts. Basically, the
18 environmental document is -- the environmental assessment
19 is in the back of the room. It's available for viewing.
20 We've pulled out several of the graphics and mounted those
21 on boards back there, but basically it just covers the
22 existing condition, what the proposed improvements are and
23 what the impacts of those improvements are and then what
24 mitigation is planned as part of this project. It also
25 documents the public involvement and ultimately concludes

1 that there is a no significant impact of this project that
2 can't be mitigated as part of the improvements.
3 I won't go through obviously all of these.
4 These are our full list of the environmental impacts that
5 are typically looked at and that we looked at for this
6 project, some of which apply to this corridor, some of
7 which don't. There's one on there, prime and unique
8 farmlands. It was not a critical issue for us as we
9 developed LBJ, but it was something that we documented.
10 In findings, generally speaking, in a summary
11 of what is about an inch-and-a-half-thick document at this
12 point, there are no significant environmental impacts
13 resulting from this project. There are nine noise walls
14 that are feasible and reasonable, and I'll get into a
15 little bigger description of the noise-wall study process.
16 There are right of way impacts along this almost-11-mile
17 section to 85 total properties with approximately 28.7
18 acres. Some of the pieces -- some of the impacts are as
19 small as 1/20th of an acre and those are just small slivers
20 of impacts along some of the properties. Some are a little
21 more impacting and, again, that's all documented in the
22 environmental assessment.
23 There are displacements to 11 properties, and
24 by "displacement," we mean the impact to the property is
25 sufficient to expect that that property would have to be --

1 that a building on that property would have to be taken
2 down in order to accommodate the roadway improvements. I'm
3 going to go into a little more detail on what those 11
4 properties are, the types of properties, but I will point
5 out that there are no impacts, either from the
6 right-of-way-area standpoint or displacement standpoint, to
7 any single-family homes in the corridor. All the
8 impacts – the displacements and the impacts are to
9 commercial properties, industrial properties and to a
10 couple of apartment complexes in the corridor.
11 Transportation service is improved. We are
12 able to provide much greater level of service. In the
13 facility, there are additional -- again, additional freeway
14 main lanes, managed HOV lanes, ramps and frontage roads
15 that will improve the service, and the action is consistent
16 with the mobility 2025 update, and it has been analyzed
17 from an air-quality standpoint and will improve the
18 air-quality situation in the region and addresses that in
19 the Clean Air Act amendments.
20 The noise study in particular, there's been a
21 lot of questions during the open house portion. We did
22 talk about the noise study with a lot of people. The final
23 schematics that are in the back of the room contain noise
24 wall locations that are recommended. There will be
25 independent meetings held with the various neighborhood and

1 areas that have a noise wall recommended. They will talk
2 about location of the noise wall, the height of the noise
3 wall, what the noise wall will look like. The adjacent
4 property owners, those that own the property immediately
5 adjacent to the State's right of way, will be afforded an
6 opportunity to vote on whether they want a noise wall or
7 not. At that point if the majority of the people do want a
8 noise wall, there will be a noise wall designed and
9 ultimately constructed with one of the -- with a project
10 associated with the LBJ improvements. The appearance of
11 the wall will be part of the discussions that are had with
12 the surrounding communities so that there will be some --
13 there will be public input into what the noise wall will
14 ultimately look like.
15 That implementation process is ongoing.
16 Basically we go through the environmental assessment and
17 tonight's public hearing recommending that there are nine
18 noise walls out there and that noise wall implementation
19 process will be continued by Matt's office, and then we'll
20 contact the various property owners throughout the
21 corridor.
22 Again, this -- this graphic just generally
23 indicates where those noise wall locations are. They are
24 shown in a lot more detail in the displays in the back of
25 the room. We generally have them at the either

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1 single-family residential areas or in several cases that
2 had apartment complexes or multifamily areas.
3 The right-of-way impacts. This summarizes
4 the right-of-way impacts by land use type. Generally
5 speaking, again, we're looking at industrial, commercial.
6 There's some DART properties that would be impacted,
7 easements, TXU properties, residential, again, the
8 multifamily residential, apartment complexes, office space,
9 some vacant land, and then noted at the bottom there, the
10 residential, single-family that there are no impacts, in
11 terms of parcels or area that's taken. The displacements
12 again noted nine commercial displacements throughout the
13 corridor where there will be significant impact, enough
14 to -- typically enough to impact a building in the -- on
15 the property, and then impact to two of the residential
16 multifamily apartment complexes. Total acreage is about
17 28.7.
18 I want to go through the -- briefly through
19 the construction costs and then Matt is going to get back
20 up and talk some more about the project as it moves
21 forward. The East Section and the Mesquite Section, total
22 cost is just under $500 million for construction cost. The
23 Mesquite Section is about 28.9 million of that, so the East
24 Section, the focus of tonight's public hearing is resulting
25 about $450 million for the improvements that we've talked

1 about. Again, those are the construction costs, adding in
2 the engineering, the right of way, utility relocations,
3 coming up with a total cost for the corridor of about $643
4 million.
5 Again, we will be available in the back of
6 the room to look at the schematics during the 25-minute
7 recess. I'm going to let Matt go over some more
8 information before we get to that point, though.
9 MR. MACGREGOR: Thank you, Tom. As we
10 mentioned earlier, there's four basic sections for the
11 project. Tom kind of talked about one big item, the cost.
12 It's a very expensive project. Now I get to talk about the
13 fun part. When might we do something more than planning?
14 You've got the four projects there, the interchange which
15 is under construction right now, the Dallas High Five, and
16 it will be done -- I can say because it's not really my
17 project, but it will be done before 2007 starts. In --
18 June -- January of 2007, we'll be done before then. I
19 won't say how much. That depends on Larry, the weather and
20 probably 50 other things.
21 The Mesquite Section is a two-phase project.
22 We'll start the first phase in January. Our goal on that
23 project is to complete the majority of the work on the
24 Towne Centre Drive bridge before Thanksgiving of 2003.
25 Phase 2 of that project will concentrate on the Town East

1 Boulevard intersection for some right of way, utilities and
2 scheduling purposes. It's not likely that project is going
3 to begin until, say, January of 2005, and there again,
4 we'll try and structure that project where a bulk of the
5 work occurs outside of the holiday season.
6 As far as the East Section and the West
7 Section, if you look at this slide, it's really kind of
8 ominous, to be determined and goes out from 2015 and 2020.
9 Well, unfortunately, there's a reason for that. Tonight,
10 as a reminder, we're just trying to bridge a gap between
11 feasibility and planning, and to do that, what we need to
12 do is get a FONSI. Now, many of you may not know what a
13 FONSI is. It's basically something that's pretty cool that
14 the community is willing to live with. We always have a
15 lot of acronyms, and the acronym for us is Finding of No
16 Significant Impact.
17 Now, you might wonder, how do you go from
18 those two steps to the rest of the steps? It's kind of
19 like a racetrack or a board game. We started up here in
20 the corner at step one with an idea or many ideas, worked
21 through feasibility on the top part of the graph. We're
22 now finishing planning in the lower right-hand corner, and
23 that will allow us, once we receive our FONSI, to move
24 through the preliminary design and final design phase in
25 advance of the construction aspects of the project, and if

1 you'll notice, we've got several blue boxes in there. Took
2 us two blocks to go through feasibility, two more blocks of
3 documents to go through planning. We add in plans, right
4 of way and utilities for the early design. Then we have
5 specs and estimates so we increasingly get higher level of
6 detail.
7 Coupled with that is another issue we have.
8 It's kind of like making pies. You have ingredients that
9 go into every single project, called the "money." We have
10 the flour and sugar. Federal and state funding basically
11 covers the bulk of the funding for any of these projects.
12 City, County, transit, toll and private sources play a big
13 role in helping projects move forward. The City of
14 Mesquite and their efforts in the Mesquite Section have
15 moved that project forward by easily two years by funding a
16 design effort for that project. If TxDOT would have funded
17 the design, we would not be able to start yet, because
18 environmental clearance only occurred last month, so that
19 moved that project forward by two years.
20 Also complicating this is we have to take all
21 of our money and divide it up into categories or pies.
22 Each one of those pies represents a specific category or
23 level of funding. We used to have 30-some-odd categories.
24 In some respects we still have over 30 categories. We're
25 moving to a system that allows us to select projects in 13

1 categories, which sounds nice. We also let more than one
2 person select projects. We let our commission in Austin
3 select projects. The district selects projects based on a
4 budget. The MPO helps select some projects. There are
5 various rules, rankings. Some are statewide. Some are
6 local, but we only have enough money for only 33 percent of
7 the projects we put on the board; still doesn't sound very
8 good, does it?
9 We don't try to ignore the entire corridor.
10 There's some things we're able to do in the near term that
11 are really helping out on the east side. The items that we
12 have checked here have been developed, constructed or will
13 happen. The checked items have actually been completed
14 over this nine-year time: DART light rail extension; an
15 auxiliary lane from Plano to Kingsley, which is -- this
16 past summer, we did that; the Miller ramps, adding the two
17 more ramps there, and the bridge widening has been
18 completed.
19 We have planned improvements at Abrams,
20 Forest and Skillman, some minor street improvements. We're
21 going to put in four other auxiliary lanes between
22 Northwest Highway and La Prada. How many of you drive
23 north on LBJ in the evening and get caught up in the backup
24 at Centerville or Northwest Highway? Okay. We have a plan
25 to fix that, and if we're lucky, we'll be able to do that

1 in two years when it's currently scheduled, or if even
2 luckier, we'll be able to move it into next year, if some
3 space comes available for funding. It's not a large
4 project, but the design is being completed right now.
5 Jupiter intersection, we have planned
6 improvements for that in the next year or so due to funding
7 limitation. We completed a fifth lane up on the north end.
8 When the HOV lanes were coming through, we added a fifth
9 lane up there. We put a right-turn lane at Oates. Listed
10 on here also is an East Section, early frontage road, the
11 City of Garland and the County have put in some money, kind
12 of some seed money for an early frontage road project on
13 the east side. The limits are from La Prada to Kingsley,
14 which is nice. We're in the design phase of the funding
15 program. We have to wait until after we clear this project
16 environmentally and then we'll start looking real closely
17 at what part of that frontage road section we can get taken
18 care of sooner than later, so that's going to be an area of
19 focus.
20 The City of Dallas has a project on board to
21 help with the Skillman fly-over area. Before we build a
22 fly-over, we want to do a lot of ground-level improvements
23 that are more than just minor improvements on this other
24 side of the graphic, so that's a project that can occur
25 independently, and there are various pavement projects that

1 have been done over the year, some tining, and we have
2 another resurfacing job that's going to come up, so we are
3 trying to do things to help you sooner than later.
4 If you look a little bit in the longer term,
5 we divide the project into seven main parts. You've got
6 Dallas High Five at the very top and you cascade from the
7 top to the bottom, 1 through 7, six of them being the
8 conventional-freeway-type projects. These may be
9 independent projects. We may pair a couple of them
10 together, say, 1 and 2. We may do frontage roads first,
11 come back and do the main lanes in a given section. We're
12 not quite sure yet, but about six projects on that side,
13 and then you've got the interchange at I-30 and 635. A
14 little bit more detail about each one of these projects,
15 gives you the various costs and lengths of the projects.
16 They're reasonable lengths, but they still cost a fair
17 amount of money.
18 Our focus at this time as we move forward
19 from planning into design is going to be the continuous
20 frontage road. We think that's needed first. If we had
21 all the money to construct the project right now anyway, we
22 would do the frontage roads as the first part to alleviate
23 the congestion on the edges. The Skillman-Audelia
24 interchange is a focus area. That's very crowded and it's
25 only going to grow, and the light rail traffic continues to

1 increase. That's a focus area. Obviously, when you have a
2 major interchange in any particular corridor, it takes a
3 long time to get those projects through design, buy right
4 of way, so we'll look at ways to accelerate that
5 interchange and/or phase parts of it that make sense.
6 And as Tom mentioned the value pricing and
7 the freeway components, the managed lanes, we think it's
8 important to try to get completion of that system in early.
9 There's some revenue potential there to help get some seed
10 money for that project. The component of the revenue is
11 more for a mobility benefit than pay for the whole project,
12 but we think it's a big plus and we want to do what we can
13 to make those happen as well.
14 Charlie is going to come back and give you a
15 little bit more detail on what happens with this
16 documentation process and move into some other issues.
17 MR. TUCKER: Thank you, Matt and Tom. They
18 did an excellent job on oversight of an 11-mile project.
19 It's got many details. At this time I'd like to give you
20 the next steps in our process. Following this hearing
21 documentation of this public hearing will be forwarded to
22 our Austin office for final environmental clearance and
23 design approval. Assuming there are no major issues
24 arising from this hearing that cannot be addressed in a
25 reasonable time frame, the final environmental clearance is

expected by spring of next year. We will then be in a position to begin design of the construction plans and begin the right-of-way-acquisition process. Once the right of way has been acquired and any associated utilities have been cleared and relocated, we will then expect it to be ready for construction and, like Matt said, subject to availability of funds. That's the big question.

To reiterate, the total cost of construction, engineering, testing, surveying, right-of-way-acquisition and utility relocations for this project is estimated at $642.8 million. The East Section is broken down into separate design projects, as Matt stated. The true timing of when these projects can be – can begin construction will be determined. As noted in the project presentation and subsequent project schedule and cost slides, right-of-way issues are a major component of any project. These issues affect many of our adjacent property owners in a very real way. We cannot begin that process until we have successful completion of the environmental process for the East Section that we have described here tonight.

At this time I'd like to present to you Mr. Gary Leuba from our district right of way department. He will provide you with an overview of our right-of-way-acquisition procedures and our relocation assistance program. Mr. Leuba?

MR. LEUBA: Thank you, Charlie. Good evening, everyone. I'd like to take a few minutes to present some information about the right-of-way-acquisition phase of this project. This project as previously described will be the object of my remarks and will require approximately 28.71 acres of additional land to accommodate improvements to IH-635 east from Greenville Avenue to north of Town East Boulevard. Out of 85 parcels of land needed, a total of 11 residential and commercial/retail properties will be displaced. No churches or cemeteries will be displaced.

The following will help describe our right-of-way procedures: Two booklets are available for you at the right-of-way table at the back of the room. One is titled The Purchase of Right of Way and the other is entitled Relocation Assistance. If there is a possibility that some of your property may be acquired and you didn't pick up the booklets yet, you may do so during the break at the right-of-way table. These booklets contain a significant amount of information. Rather than trying to cover all this material in detail this evening, I'd like to acquaint you with the answers to the most commonly asked questions.

Okay. Before the right-of-way-acquisition process may begin, TxDOT has to obtain environmental

clearance, local agency agreements, an approved right-of-way map and funding. With the route approved, maps will be prepared by registered professional land surveyors to show the exact amount of land to be acquired from each affected property owner. All the land is to be used for roadway purposes and will be acquired in the name of the State of Texas.

Standard procedures for this type of project is that the local governments will be responsible for land acquisition and utility relocation. However, if requested, it may be done by the State of Texas. For interstate projects like the LBJ Freeway, the acquiring agency is to be the Texas Department of Transportation. Cost associated with the purchase of real property will be the responsibility of the Texas Department of Transportation. All acquisitions must be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 as amended.

After the release is obtained from the Austin Right of Way Division, TxDOT will order property title information, five years sales data and preliminary title commitments. TxDOT then makes preappraisal contacts with each property owner. The acquiring agency, whether TxDOT or a local government, in order to establish land values may employ independent real estate appraisers to determine

their opinions of the fair market value for the part of each owner's property to be acquired. This procedure is explained on Pages 3 and 4 of the Purchase of Right of Way booklet.

The appraisers will contact each owner before proceeding with appraising the properties. Each of you as owners will be given the opportunity to accompany the real estate appraiser on an inspection of your property. Once the property is appraised and submitted to TxDOT for review and approval, a written offer will be made to you, the property owner. TxDOT's acquisition agent presents the offer to the property owner. This offer will be based upon the amount of the approved appraised value with any compensable damages to the remaining real property. TxDOT will also provide relocation assistance to those who are eligible.

The decision whether the offer is acceptable or not, of course, remains with each owner. An owner may wish to donate land to the project for various reasons. In these cases, the appraisal process will not be necessary, providing waivers to receive fair market value and have properties appraised are signed. This does not include donations at less than fair market value or partial donations, which must be appraised. The owner may accept the offer or submit a counteroffer if appropriate.

1 Also as another option the booklet further
2 describes the procedure by which right of way is acquired
3 when the property owner does not agree with the acquiring
4 agency's determination of fair market value. This
5 procedure is known as eminent domain and is described on
6 Page 7 of the right-of-way booklet. Okay. When the owner
7 accepts the approved value, a deed and a memorandum of
8 agreement is prepared for the owner's signature. TxDOT
9 will issue a warrant or a check made out to the owner and
10 title company. The owner closes at the title company and
11 then is compensated for the newly acquired right of way.
12 Okay. The owner may submit a counteroffer if
13 the owner believes the offer does not represent fair market
14 value. TxDOT reviews the counteroffer and either accepts
15 or rejects it. If rejected, the owner may still accept the
16 original offer or proceed to eminent domain. Okay. In
17 eminent domain the Court appoints three independent
18 commissioners who themselves are landowners to hear the
19 owner and TxDOT. Based on the evidence presented, the
20 commissioners will decide the award to the owner. TxDOT
21 deposits the award in the registry of the Court, and at
22 that point, will take possession of the needed right of
23 way. If desired, either the owner or TxDOT shall have the
24 right to appeal the award to a jury trial.
25 Okay. The State's relocation assistance

1 program for personal property is administered solely by the
2 State with no local government funding required and is
3 available to those of you who may qualify for certain
4 benefits as a result of the acquisition of properties.
5 Okay. Monetary payment for incidental expenses which are
6 the owner's out-of-pocket expenses to convey good title to
7 the State may be eligible for reimbursement and are
8 applicable whether or not a displacement occurs. These
9 benefits are applicable to all individuals, families,
10 businesses, farmers, ranchers and nonprofit organizations
11 without regard to race, color, religion, sex or national
12 origin. This information is contained in the Relocation
13 Assistance booklet.
14 If you believe a move is to be necessitated
15 by the proposed project, the Department would caution you
16 not to move before negotiations have begun unless you first
17 secure a written notice of intent to acquire from the
18 acquiring agency. This must be done so as to avoid the
19 possibility of your loss of personal property relocation
20 benefits to which you may otherwise be eligible for
21 reimbursement by the Department. Should a displacee be
22 dissatisfied with any of the amounts offered for relocation
23 reimbursement, appeal procedures are available. These are
24 discussed on the last page of the Relocation Assistance
25 booklet. Additional information is available from TxDOT's

1 district office in Dallas should you have need for
2 relocation assistance.
3 Lastly, regulations governing the relocation
4 of advertising signs which are not purchased by the
5 acquiring agency as real property are discussed on Pages 39
6 and 40 of the Relocation Assistance booklet. I thank you
7 for your time and attention tonight. This concludes the
8 portion of the acquisition of properties. I'd like to turn
9 it back over to Mr. Tucker.
10 MR. TUCKER: Thank you, Gary. Before we take
11 a brief recess, I'd like to mention that we will not
12 attempt to answer any of your questions while you have the
13 floor during the opportunity for public comment. This
14 procedure is necessary so that this hearing does not become
15 a platform for public debate and so that everyone will be
16 given an opportunity to speak. We will be happy to answer
17 your questions during the recess or after the hearing. All
18 verbal and written comments and questions presented tonight
19 will be addressed in and made part of the final
20 environmental document for this project. This document
21 will then be made available for your review and
22 reproduction at the Dallas district office library.
23 Once again, especially for the benefit of
24 those who might – who may have arrived late, I'd like to
25 ask all the members of the department consultant team,

1 cities and other agencies that are here tonight to stand.
2 Thank you. They are available to answer your questions, as
3 well as I am, and discuss your concerns regarding the
4 project. At this time we'll take about a 25-minute recess,
5 and I see on my watch that will be 8:30. Thank you.
6 (Recess from 8:05 to 8:30)
7 MR. TUCKER: Ladies and gentlemen, will you
8 please be seated? We are now ready to convene this
9 hearing. Please be seated, please. We have made our
10 presentation on the latest available information and now it
11 is time for us to listen to your questions and comments.
12 Again, please be aware we will not attempt to answer your
13 questions while you have the floor.
14 Some of you may not wish to make a statement
15 at the microphone. In that event, your written statements
16 will also be accepted tonight and for ten calendar days
17 following this hearing. For those of you who wish to
18 submit a written comment tonight a comment box has been
19 placed on the registration table in the foyer. Questions
20 and comments may also be mailed or delivered to the Texas
21 Department of Transportation the Dallas district office and
22 the LBJ project office located at 4777 East Highway 80,
23 Mesquite, Texas 75150-6643. The mailing address for our
24 office is Post Office Box 133067, Dallas, Texas
25 75313-3067.

You may also fax your comments to 214-319-6580 or E-mail them to MMacGregor – excuse me. Let me try that again. It's hard to read E-mail addresses. I'll just do the letters. m-m-a-c-g-r-e- – not quite all of MacGregor, but part of it, I'll read that again, mmacgre@dot.state.tx.us, one more time, mmacgre@dot.state.tx.us. All of your statements, comments and questions will be given careful consideration before final design features are determined. As a reminder, all information developed in regard to the proposed design is available for public inspection and reproduction. The final date for acceptance of statements and exhibits must be postmarked no later than October 20th, 2002. That's ten days after this public hearing.

We have a listing of five people who would like to make statements tonight. For the official transcript, please state your name and address whenever you take the floor before proceeding with your statements. I would like to first introduce the Honorable Mike Anderson. He's the Mayor of City of Mesquite.

MR. ANDERSON: Thank you, Mr. Tucker. Again, my name is Mike Anderson. I am the Mayor of Mesquite and I would like these comments to be part of the record for tonight's meeting. I'm pleased to stand here tonight to express our support for approval of the environmental

assessment schematic for the LBJ project East Section. The City is excited about this particular level of the project. That will have a major impact on businesses and citizens in the Cities of Mesquite, Garland, Dallas and the many visitors that use this corridor of the LBJ Freeway.

As I stated at the May 7th public hearing for the Mesquite Section of the LBJ improvements, these improvements are important for three reasons: First and most important is safety. Mesquite's phenomenal retail base has its epicenter in the Town East area. The traffic which is so essential to the retail trade has simply overwhelmed the capacity of the existing Town East exit. Backup from the exit ramps onto the main lanes of LBJ is a serious safety issue. The addition of the Towne Centre ramps and the reconfiguration of the ramps of the Interstate 30 interchange will relieve the pressure on Town East exits to serve the millions of vehicles that desire access to Mesquite's dining and retail areas.

Another reason we need this project is to improve mobility. Those millions of cars I just referenced may fuel the economy of our community, but they also create gridlock, pollute our air and impair regional mobility. In the last decade the City of Mesquite has spent 3.8 million on local road and traffic signal projects to benefit mobility within this immediate area. Despite these good

efforts, congestion remains. The East Section along with the Mesquite Section improvements will mean immediate relief.

The third reason Mesquite supports this project is economic impact. The vitality of the businesses on and near Town East Boulevard is directly related to the city's economic well-being. Because the aggravation of traffic congestion can deter shoppers from visiting them, the Town East area, the access and safety improvements that are proposed would help insure that our retail areas continue to be accessible and attractive to potential consumers. That benefits us all; safety, mobility and economic impact, three very good reasons to be excited about the East Section of the LBJ project. Thank you very much.

MR. TUCKER: Thank you, Mr. Anderson. Next we have listed for speaking Richard and Lisa Andrews. They appear to have left. Next we have listed Bettina and Kelly Wilkerson.

MS. WILKERSON: My name is Bettina Wilkerson. Address is 1324 Devonshire Lane in Mesquite. I am excited about the changes that are going to take place at Town East and the area in that regard, but I do have a major concern about the new access road that would run along LBJ at the Town East area, specifically, the – the access that will

go off of that road onto Brazoria, because that directly impacts the neighborhood I live in and it will dramatically increase traffic.

MR. TUCKER: Appreciate your comments. Next I have David Roffino.

MR. ROFFINO: Thank you, Mr. Tucker. My name is David Roffino. I live at 2103 Briarwood Court in Richardson, but I come to you as a representative and part owner of the LBJ Oates Office Center that we have at 5115 North Galloway between Oates and the LBJ or I-30 westbound service road. We were -- we have come down and been talking with the people. In talking with your people and Mr. MacGregor and all, we noticed that the southbound Galloway proposed five lane or four lane widening is -- is -- could potentially impede our issues that we have with our master plan office complex that we have there, and we would just appreciate it if y'all could possibly reconsider and -- reconsider reducing the right of way in front of our subject property there on southbound Galloway between Oates and the new proposed bridge. We would appreciate it if y'all could reconsider that because it could adversely affect our property with the City of Mesquite. We're under a special use permit, as well as with our tenants, because we already have a little parking problem there now. Just appreciate your consideration, thank you.

1 MR. TUCKER: Thank you, Mr. Roffino. Our
2 last speaker tonight that has indicated an interest in
3 speaking is Mr. Jim Foster.
4 MR. FOSTER: My name is Jim Foster. My
5 address at my office is 2063 Town East Mall in Mesquite. I
6 represent the owners of Town East Mall and would like to
7 thank Matt MacGregor and the Mayor of Mesquite, Mike
8 Anderson, Jay Nelson and all of the city and regional
9 officials who have worked so hard to bring about what we
10 have brought to fruition together tonight. It's been a
11 tough job for Matt, especially, because he has jockeyed
12 hundreds and thousands of people, and I wanted everyone to
13 know that he did a great job. Thank you.
14 MR. TUCKER: Thank you. We appreciate those
15 comments. Is there anyone else that would like to come
16 forward and make a statement at this time? Seems like
17 everyone is happy. We sincerely appreciate you all coming
18 out tonight. Your attendance means much to us; appreciate
19 your interest in the highway matter. Sometimes it's a
20 little laborious, dry. These type of hearings are
21 important to let people know exactly what the Texas
22 Department of Transportation is proposing, and I do want to
23 assure you that all your questions, comments and concerns
24 will receive careful consideration. Thank you very much.
25 This hearing is adjourned.

1 THE STATE OF TEXAS *
2 COUNTY OF DALLAS *
3
4 I, Deana Scobee, a Certified Shorthand
5 Reporter in and for the State of Texas, do hereby certify
6 that the above and foregoing 50 pages contain a full, true
7 and correct transcription of my shorthand notes taken upon
8 the occasion set forth in the caption hereof, as reduced to
9 written form by me and under my supervision.
10 I further certify that this transcription of
11 my notes truly and correctly reflects the exhibits offered
12 into evidence, if any.
13 Subscribed and sworn to on this the _____
14 day of _____, 2002.
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