MEMORANDUM

Texas Department of Transportation

TO: Elvia R. Gonzalez
Project Management Section
Environmental Affairs Division

DATE: August 1, 2006

FROM: H. Stan Hall, P.E.

ORIGINATING OFFICE:
Dallas District APD

SUBJECT: **Categorical Exclusion – Revised**
Control: 1068-04-126 and 1068-02-120
IH 30 Managed HOV Lanes
From: Ballpark Way
To: Dallas/Tarrant County Line
and
From: Dallas/Tarrant County Line
To: Sylvan Avenue
Tarrant and Dallas Counties

Attached are five (5) copies of the revised Categorical Exclusion (CE) for the aforementioned project addressing ENV's comments dated July 12, 2006. Also attached are ENV's comments and our response to each comment.

If additional information is needed, please contact Robert Hall, P.W.S. at (214) 320-6157.

for H. Stan Hall, P.E.
District Advance Project
Development Engineer

Attachments

T:\DALAP_D\ENV REVIEW\CAI\MEMOS\TXDOTMEM-CSJ1068-04-126;-02-120-REV.DOC
/na
copy to: M. MacGregor
Abusaad
C-5E (1068-04-126) – **EA** – 1.4 – Rev CE to ENV 8-1-06

C-5E (1068-04-126) - EA - 1.4 Rev CE to ENV 8-1-06

From: Margaret Canty [mailto:MCANTY@dot.state.tx.us]
Sent: Wednesday, July 12, 2006 1:30 PM
To: David Stauder; Robert Hall
Cc: Elvia Gonzalez
Subject: CSJ 1068-04-126

David and Robert,

ENV staff have competed a review of the subject document. Their comments are as follows:

Archeological Studies: The proposed project length is now approx. 15.89 mi. The additional 2.64 mile segment is now included in the Dallas District project because of managed lanes transition overlap between the Fort Worth and Dallas Districts. A toll gantry for the managed HOV lanes would be located between MacArthur Boulevard and Loop 12. No substantial changes in the roadway alignment are planned. No additional right-of-way is needed. No new drainage easements are required. Utility relocation would be minor. The proposed project is located within the existing footprint. No archeological survey is recommended. BJH 26 June 2006

Atlas: Dallas, Irving, and Euless, Tex. No additional sites near the project.

The total project length is approx. 13.25 mi. The proposed project improvements include three elevated wishbone access/egress ramps and auxiliary lane widening. The existing IH 30 between NW 19th Street in Grand Prairie and the Dallas Central Business District (CBD) is a six-lane facility with two additional lanes in each direction under construction, providing ten lanes by the time the proposed HOV facility would be built. Existing lanes vary from 12 ft. to 13 ft. wide, with outside shoulders 10 ft. to 19.93 ft. wide, inside shoulders 10 ft. to 12 ft. wide, and a center median between 8 ft. to 40 ft. wide. Proposed additional travel lanes would have 12-ft. widths, with outside shoulders 10 ft. wide, inside shoulders 5 ft. wide. The existing ROW varies from approx. 200 ft. wide up to 1,800 ft. wide at interchanges. The proposed facility would include a 12-ft. wide reversible HOV lane in the existing center median separated from the main lanes by a concrete traffic barrier (CTB). The clearance width between the HOV lane and the CTB would typically be 4 ft. up to 16 ft. No new ROW would be needed. The surrounding land is light industrial and commercial. Utilities may be relocated. No archeological survey is recommended. BJH 31 May 2004

Atlas: Dallas, Irving, and Euless, Tex. Two sites are plotted near the project area, 41DL51 and 41DL60. The sites were recorded by LP McElroy in 1940 and RK Harris in 1936, respectively. It looks as if the southern boundary of 41DL51 was clipped by the fill section of the original bridge.

✓ Comments noted. CFH 7/13/06

Air Quality: No comments.

✓ Comment noted. CFH 7/13/06

Biological Resources: No comment. No coordination with USFWS or TPWD.

✓ Comment noted. CFH 7/13/06

Haz Mat: An EPIC was issued for this project. No comments on the document.

✓ Comment noted. CFH 7/13/06

Historical Studies: The project is not clearly presented in the CE document dated June 2006. While the CE title includes CSJ 1068-02-120, on page 3 (Ultimate Design) it is stated that -120 is not discussed in the document. As this project has changed in length and in scope since originally coordinated in 2004, it will need to be re-coordinated with THC.

✓ The interim design for CSJ 1068-02-120 is discussed in this document; however, the ultimate design (CSJ 1068-02-072) is not. CFH 7/13/06

✓ Mario Sanchez has conducted additional THC coordination. CFH 7/28/06

On page 13, in the Historic Sites Section, reference is made to the visual survey of 2004, which will need to be revised to include the additional portions of the project as currently designed.

✓ A visual survey of the additional portions of the project has been conducted and the text in this section was updated under the direction of Mario Sanchez. CFH 7/28/06

Planner and Water Quality: No comments.

✓ Comment noted. CFH 7/13/06

Project Management: Whenever a re-scoped and re-designed document is sent for review, your cover memo needs to very briefly state what is changed so the reviewers know what to concentrate on.

✓ Comment noted. CFH 7/13/06

Thanks, MC

CATEGORICAL EXCLUSION

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
ARLINGTON AND GRAND PRAIRIE, TARRANT COUNTY, TEXAS
CSJ 1068-02-120
AND
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
GRAND PRAIRIE AND DALLAS, DALLAS COUNTY, TEXAS
CSJ 1068-04-126

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
TEXAS DEPARTMENT OF TRANSPORTATION

JULY 2006

DESCRIPTION OF PROPOSED ACTION

This Categorical Exclusion (CE) evaluates the social, economic, and environmental impacts that would result from the implementation of the Interstate Highway (IH) 30 Managed High Occupancy Vehicle (HOV) Lanes project (the proposed project). The proposed project includes the addition of reversible, barrier-separated managed HOV lanes on IH 30 from Ballpark Way to the Dallas County Line in the cities of Arlington and Grand Prairie, Tarrant County (CSJ 1068-02-120) and from the Tarrant County Line to Sylvan Avenue in the cities of Grand Prairie an Dallas, Dallas County (CSJ 1068-04-126) (see **Exhibit 1: Project Location Map**). The proposed project length is approximately 15.89 miles and the limits of this study are the same.

The proposed managed HOV lane project is a joint coordination effort between the Texas Department of Transportation (TxDOT), North Texas Tolling Authority (NTTA), and Dallas Area Rapid Transit (DART).

The design schematic of the proposed improvements was prepared by the TxDOT and is available for inspection at the TxDOT Dallas District Office, 4777 East Highway 80, Mesquite, Texas 75150-6643 and at the TxDOT Fort Worth District Office, 2501 Southwest Loop, Fort Worth, TX 76115-0868.

PURPOSE AND NEED

The purpose of the proposed project is to improve mobility in the area, reduce traffic congestion in the corridor, and improve air quality. Implementation of the proposed project would benefit surrounding communities by providing increased mobility and congestion relief in the area. It is needed because traffic generated by rapid population and employment growth has decreased mobility within this area of Tarrant and Dallas Counties. These counties have attracted many residential, retail and commercial developments, which have contributed to the increase in traffic. The rapid growth in the area is reflected in the increasing traffic volumes using the existing facility. This growth necessitates the need for improvements such as the proposed managed HOV lane facility. In return, the proposed project would also provide an opportunity to defray some of the cost for its implementation.

RIGHT-OF-WAY REQUIREMENTS AND UTILITY ADJUSTMENTS

Existing right-of-way (ROW) varies from approximately 200 feet wide to 1,800 feet wide at interchanges. The proposed project would require no additional ROW and would not restrict access to existing businesses or residences. No displacements or relocations would be required. No substantial changes in the existing roadway alignment would occur and no new drainage easements would be required.

A preliminary utility relocation study indicated that the utility impacts associated with this project would be minor and isolated. Utilities such as water lines, sewer lines, gas lines, telephone cables, electrical lines and other subterranean and aerial utilities may possibly require adjustment, although the need for adjustments would not be determined until plans, specifications, and estimates (PS&E) are complete. Aerial and/or underground utility construction would be adjusted and the required adjustments may or may not be provided for by the affected utility. The adjustment of any utilities would be handled so that no substantial disruption of service would take place while the adjustments are being made.

PROJECT COST ESTIMATE

The section of the IH 30 Managed HOV Lanes from Ballpark Way in Tarrant County to the Dallas County Line (CSJ 1068-02-120) is funded under Category 2 [Metropolitan Area (TMA) Corridor Project] for grading, structures, and paving.

The section of the IH 30 Managed HOV Lanes from the Tarrant County Line to Sylvan Avenue in Dallas County (CSJ 1068-04-126) is funded under Category 5 (Congestion Mitigation and Air Quality Improvement). It is included in the 2006-2008 Statewide Transportation Improvement Program (STIP).

The total estimated construction cost is $62,510,000 (date of TxDOT estimate, April 11, 2006) and the ROW cost is $0 (date of TxDOT estimate, April 11, 2006). Project funding is 80% federal, 10% state, and 10% local.

LOCAL GOVERNMENT SUPPORT

Local governments affected by the project, including the cities of Arlington, Grand Prairie, and Dallas, have concurred with the proposal and have committed their support to its implementation.

EXISTING FACILITY

The typical existing section for IH 30 between Ballpark Way in Arlington and Dallas County Line in Grand Prairie is a six-lane freeway with 12 to 13-foot wide main lanes, 10 to 10.93-foot wide outside shoulders, and two 20-foot wide medians encompassing 10 to 12-foot wide inside shoulders. Concrete traffic barriers (CTBs) are present along various sections of the roadway. The existing ROW ranges from approximately 200 feet in width up to 1,800 feet at interchanges (**Exhibit 2: Typical Sections**). The project length is approximately 2.64 miles.

The typical existing section for IH 30 between the Tarrant County Line in Grand Prairie and Sylvan Avenue in Dallas is an eight to 10-lane freeway with 11.81 to 12-foot wide main lanes, 9.84 to 11.81-foot wide outside shoulders, and a 30 to 53.8-foot wide median encompassing five to seven-foot wide buffers between the inside main lanes and CTBs,. CTBs are present along various sections of the roadway. The existing ROW ranges from approximately 200 feet in width up to 1,800 feet at interchanges (**Exhibit 2: Typical Sections**). The project length is approximately 13.25 miles.

The posted speed limit on IH 30 within the project limits is 60 miles per hour (mph). Major cross streets consist of Ballpark Way, Angus G. Wynne Jr. Freeway (U.S. Highway 360), Great Southwest Parkway, and Duncan Perry Road in Tarrant County; NW 19th Street, N. Carrier Parkway, NW 7th Street, Belt Line Road, MacArthur Boulevard, Walton Walker Boulevard (Loop 12), Chalk Hill Road, Cockrell Hill Road, Westmoreland Road, Postal Way, Hampton Road, Fort Worth Avenue, and Sylvan Avenue in Dallas County.

PROPOSED FACILITY

The proposed project in Tarrant County between Ballpark Way and the Dallas County Line, and in Dallas County between the Tarrant County Line and Loop 12, would consist of an interim design that is phased to meet the July 2007 deadline for the Dallas-Fort Worth area to implement its Transportation Control Measures (TCMs). The TCMs were approved by the Environmental Protection Agency (EPA) as revisions to the Texas Ozone State Implementation Plan (SIP) as stated in the Federal Register on Tuesday, September 27, 2005. The proposed

project in Dallas County from east of Loop 12 to Sylvan Avenue would consist of the ultimate design. The proposed facility improvements would include two elevated wishbone access/egress ramps, interim slip ramps, and auxiliary lane widening. The environmental effects and construction of the future direct connector provisions at Loop 12 are being documented as a separate project.

Interim Design

From Ballpark Way to the Dallas County Line, the typical interim section design would consist of three 11-foot wide eastbound main lanes, a 12-foot wide eastbound managed HOV lane, and two 11-foot wide and two 12-foot wide westbound main lanes. The eastbound main lanes would have a four-foot wide buffer between the inside main lane and the eastbound managed HOV lane, and a 10-foot wide outside shoulder. The eastbound managed HOV lane would be 12 feet wide with 10-foot wide inside shoulder. The westbound main lanes would have a 10-foot wide inside shoulder and a variable-width eight to 10-foot wide outside shoulder. Auxiliary lanes would typically be 12 feet wide (**Exhibit 2: Typical Sections**).

The interim design would transition into two managed HOV lanes at the Dallas County Line and would remain as an interim project until Loop 12. From the Dallas County Line to Loop 12, the typical interim section design would consist of two 11-foot wide and two 12-foot wide eastbound main lanes with a 10-foot wide outside shoulder and a four-foot wide offset between the inside main lane and a CTB that would separate it from the reversible managed HOV lanes. The westbound main lanes would consist of two 11-foot wide and two 12-foot wide main lanes with a 10-foot wide outside shoulder and a four-foot wide offset between the inside main lane and a CTB that would separate it from the reversible managed HOV lanes. The two reversible managed HOV lanes would be 11 feet wide with variable-width offsets or shoulders between the managed HOV lanes and the CTBs that separate them from the main lanes (**Exhibit 2: Typical Sections**). The interim design transitions into the ultimate design east of Loop 12.

Ultimate Design

The ultimate design for the IH 30 managed HOV lanes in Tarrant County between Ballpark Way and the Dallas County Line is a part of another project (CSJ 1068-02-072) not covered by this CE and will not be discussed in this document.

The ultimate design in Dallas County from the Tarrant County Line to Loop 12 would consist of three 11-foot wide managed HOV lanes with a four-foot wide buffer between the managed HOV lanes and a CTB that separates them from the eastbound main lanes, and a 10-foot wide shoulder between the managed HOV lanes and a CTB that separates them from the westbound main lanes. The main lanes would consist of two 11-foot wide and two 12-foot wide lanes in each direction with 10-foot wide outside shoulders and four-foot wide offsets between the inside main lanes and CTBs that would separate them from the reversible managed HOV lanes. East of Loop 12, the proposed project would consist of four 10.83-foot wide eastbound and westbound main lanes with 9.84-foot wide outside shoulders and 3.94-foot wide buffers between the inside main lanes and CTBs that would separate them from the reversible managed HOV lanes. Auxiliary lanes, where present, would be 11.81 feet wide. The two reversible managed HOV lanes would be 10.83 to 10.84 feet wide with 2.13 to 2.95-foot wide buffers between the managed HOV lanes and CTBs that separate them from the eastbound and westbound main lanes (**Exhibit 2: Typical Sections**). The managed HOV lanes would terminate approximately 0.4 mile east of Sylvan Avenue.

Managed HOV Lane Access

The eastbound managed HOV lanes could be accessed at their origin just east of Ballpark Way, by a slip ramp just east of Duncan Perry Road, and by a wishbone ramp east of Belt Line Road. The eastbound managed HOV lanes could be exited by a slip ramp east of MacArthur Boulevard, by a wishbone ramp east of Cockrell Hill Road, and at their terminus east of Sylvan Avenue.

The westbound managed HOV lanes could be accessed at their origin just east of Sylvan Avenue, by a wishbone ramp west of Westmoreland Drive, and by a slip ramp west of Loop 12. The westbound managed HOV lanes could be exited by a wishbone ramp west of MacArthur Boulevard, and by a slip ramp west of NW 19th Street.

The slip ramps would be 11 feet wide with a four-foot wide buffer between the outside edge of the ramp and a CTB. The wishbone ramps would be 14 feet wide with a four-foot wide buffer between the inside edge of the ramp and a CTB, and an eight-foot wide shoulder between the outer edge of the ramp and a CTB. At a future date as part of the Loop12/IH 30 interchange reconstruction project, the slip ramps to Loop 12 would be replaced by two direct connectors between the IH 30 and Loop 12 managed HOV lanes.

Managed HOV Lane Toll Gantry

A toll gantry for the managed HOV lanes would be located between MacArthur Boulevard and Loop 12. In the interim project, the "Toll Declaration Gantry" would consist of four 11-foot wide lanes separated by four-foot wide buffers with toll collection equipment located above on a structure and below in the pavement. The toll declaration gantry would toll vehicles based on single occupancy vehicle (SOV) or a HOV. Declaration would be made by drivers maneuvering through either the SOV lane or the HOV lane at the gantry. In the ultimate design, Intelligent Transportation System (ITS) technology would be utilized to determine vehicle occupancy and toll the vehicles. The technology to be used is yet to be determined. Vehicles would be required to pay tolls in accordance with the Dallas/Fort Worth Area Managed HOV Lane Policy.

SURROUNDING TERRAIN AND LAND USE

The proposed project is within an urbanized area inside the city limits of Arlington, Grand Prairie and Dallas, in Tarrant and Dallas Counties, Texas. The existing terrain is nearly level to gently rolling (see **Exhibit 3: USGS Topographic Map**).

Land use near and adjacent to the project in Arlington consists of predominantly commercial, office, and industrial uses. Land use near and adjacent to the project in Grand Prairie is predominantly residential, but includes vacant land and scattered institutional (mostly schools), office, commercial, hotel, industrial, and utility uses. Within the Dallas city limits, industrial uses and vacant land are prevalent west of Hampton Road, with some residential uses. East of Hampton Road, land use is predominantly residential, but also consists of commercial, industrial, and parks and recreational uses. Vacant land is zoned primarily for light industrial uses. Zoning in developed areas generally reflects existing uses.

No land would be acquired for ROW and access to developed properties would not be affected. It is not anticipated that this project would substantially change area land use as it now exists or as planned for future development. The project is consistent with local planning efforts. Refer to **Exhibit 4: Aerial Maps** for the most recent aerial photography of the project area.

According to the *Soil Survey of Tarrant County, Texas* and the *Soil Survey of Dallas County, Texas* the project area is underlain by the following soil associations:

- Crosstell-Gasil-Rader – nearly level to sloping, deep, loamy soils occurring on uplands.
- Houston Black-Navo-Heiden – gently sloping, deep, clayey and loamy soils occurring on uplands.
- Houston Black-Heiden – deep, nearly level to strongly sloping, clayey soils occurring on uplands.
- Trinity-Frio – deep, nearly level, clayey soils occurring on floodplains. This soil type comprises the majority of the project area.
- Ferris-Heiden – deep, gently sloping to strongly sloping, clayey soils occurring on uplands.
- Eddy-Stephen-Austin – very shallow, shallow, and moderately deep, gently sloping to moderately steep, loamy and clayey soils occurring on uplands.
- Silawa-Silstid-Bastsil – deep, nearly level to sloping, loamy and sandy soils occurring on stream terraces.

TRAFFIC PROJECTIONS

Average daily traffic (ADT) was projected for 2007 and 2025, based on forecasted traffic volumes developed by the Texas Transportation Institute (TTI). The ADT for 2007 is 154,500 vehicles per day (vpd) and the ADT for 2025 is 269,270 vpd.

ALTERNATIVES

No Build Alternative

The No Build Alternative represents a case in which the proposed project is not constructed. This alternative avoids adverse impacts associated with new construction; however, impacts resulting from decreased mobility and congestion remain. Implementation of the No Build Alternative would be inconsistent with local and regional transportation and local planning efforts. It would not meet the proposed project's purpose and need because it would not provide for improved mobility and congestion relief.

Build Alternative (Preferred Alternative)

The Build Alternative is the proposed addition of reversible, barrier-separated managed HOV lanes on Interstate Highway (IH) 30 from Ballpark Way in Tarrant County to the Dallas County Line and from the Tarrant County Line to Sylvan Avenue in Dallas County. The project length is approximately 15.89 miles and would include two elevated wishbone access/egress ramps, interim slip ramps, and auxiliary lane widening.

The Build Alternative was selected as the Preferred Alternative because it would fulfill the purpose and need of the proposed project by providing increased mobility and congestion relief in the area. The Build Alternative is referred to as the "proposed project" in the following sections of this document.

REGIONAL AND COMMUNITY GROWTH

According to the North Central Texas Council of Governments (NCTCOG), the 2000 population estimate for the City of Arlington is 334,609 and the 2030 population is estimated to be 437,862; an increase of approximately 31%. NCTCOG estimates that current employment would grow from 140,947 in 2000 to 197,390 in the year 2030; a 40% increase.

The NCTCOG 2000 population estimate for the City of Grand Prairie is 129,356 and the 2030 population is estimated to be 231,011; an increase of approximately 79%. NCTCOG estimates that current employment would grow from 82,664 in 2000 to 125,866 in the year 2030, which is a 52%; increase.

The NCTCOG 2000 population estimate for the City of Dallas is 1,202,592 and the 2030 population is estimated to be 1,404,847; an increase of approximately 17%. NCTCOG estimates that current employment would grow by 34%, increasing from 1,038,314 in 2000 to 1,390,291 in the year 2030.

The project is proposed to maintain pace with the area's transportation needs. Development in the project area would occur whether or not this project is undertaken.

SOCIO-ECONOMIC DISCUSSION

The project is within the cities of Arlington, Grand Prairie, and Dallas in areas of mixed commercial, residential, retail, and industrial development. Private recreational areas are also in the project area. The proposed project is consistent with local planning efforts and is not anticipated to have a negative effect on property values in the project area. The proposed improvements would not discourage or provide disincentives to commercial and industrial development. There is a potential that the economics in the area would improve because of increased mobility provided by the proposed project. The project would not cause any displacements because no new ROW would be required. Refer to **Table 1** for the population residing in the vicinity of the project area.

TABLE 1: 2000 POPULATION BY RACE, ETHNICITY, AND POVERTY

Location	Population	White Non-Hispanic	Black or African American	Hispanic or Latino	Other**	Poverty (1999)
Study Area (Block Groups)*	33,274	43.2	10.3	42.3	4.2	12.7
Arlington	332,969	59.6	13.5	18.3	8.6	7.3
Grand Prairie	127,427	47.2	13.3	33.0	6.5	8.7
Dallas	1,188,580	34.6	25.6	25.6	4.2	14.9
Tarrant County	1,446,219	61.9	12.6	19.7	5.7	8.0
Dallas County	2,218,899	44.3	20.1	29.9	5.7	10.6

Source: U.S. Census Bureau
*2000 Census Block Group (BG) Data include Dallas County: Census Tract (CT) 20, BG 1; CT 42.01, BG 1; CT 43, BGs 1 and 3; CT 44, BGs 1, 2 and 3; CT 69, BG 1; CT 104, BG 2; CT 105, BG 4; CT 106.02, BGs 1, 2, and 3; CT 107.1, BG 1; CT 154.01, BGs 1 and 4; CT 154.01, BGs 5 and 6; CT 154.03, BGs 1 and 2; CT 155, BGs 1 and 2; CT 156, BG 1; CT 157, BG 1; CT 158, BGs 1 and 2; and Tarrant County: CT 1130.01, BG 1; CT 1130.02, BG 1; CT 1131.09, BGs 1 and 3; CT 1217.02, BG 4.
**"Other" includes American Indian and Alaska Native; Asian; Native Hawaiian and Other Pacific Islander; Some other race; and Population of two or more races.

The managed HOV lanes would contain a tolling element and vehicles would be required to pay tolls in accordance with the Dallas/Fort Worth Area Managed HOV Lane Policy; however, the existing main lanes would not be tolled. Therefore, no adverse economic impacts to motorists are anticipated. Everything possible would be done to minimize the inconvenience to businesses and residences during the construction phase.

Implementation of the No Build Alternative would contribute to traffic congestion which may cause longer traveling times for the transport of goods and services, and may result in lost productivity. It would not displace any businesses or residences.

PUBLIC FACILITIES AND SERVICES

Public facilities and services within 0.25 mile of the proposed project include Watson Cemetery, Ben Barber Career Tech, Tarrant County College – Arlington, Adams Middle School, Lamar Elementary School, Garcia Elementary School, Quintenilla Middle School, Stevens Parks Elementary School, Lanier Elementary School, Word of Peace International Ministry, Shepherd of Love Church, Turnpike Church of Christ, First Christian Church, Seventh-Day Adventist Church, Immanuel Presbyterian Church, Dallas West Baptist Church, Liberty Assembly of God, North Texas Area – The Christian (church), Dallas Indian Revival Center, Family Worship Center, Kessler Community Church, Dallas Metro Ministries, El Calvary Assembly of God, North Oak Cliff Baptist Church, Temple Jesus Christ, Faith Temple Assembly of God, New Mount Gilead Baptist Church, Community Service Center, Dallas County Clerk, and four post offices.

The proposed project would provide an increase in accessibility to existing and future public facilities and services in the area. Emergency response services could experience improved mobility benefits as a result of the proposed project.

The adjustment and relocation of any utilities would be handled so that no substantial interruptions would take place while adjustments are being made.

Implementation of the No Build Alternative would not result in an increase in accessibility to public facilities and services because this alternative does not address existing and future traffic congestion.

COMMUNITY COHESION

The proposed project would require no additional ROW and would not restrict access to existing businesses or residences. There would be no displacements or relocations. The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. Everything possible would be done to minimize inconvenience to the vehicles using the roadway during the construction phase.

Implementation of the No Build Alternative would not affect, isolate, any distinct neighborhoods, ethnic groups, or other specific groups. The No Build Alternative would not cause any displacements.

ENVIRONMENTAL JUSTICE

Executive Order (EO) 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 community experiencing common conditions of exposure or impact that consists of persons classified by the U.S. Bureau of the Census as Hispanic or Latino, Black or African-American, American Indian and Alaska Native, Asian, and/or Native Hawaiian and other Pacific Islander. "Low-income" is defined as persons in households with income below the federal poverty level ($20,000 for a family of four in 2006). "Disproportionately high and adverse effects" are defined as adverse effects that: (1) are predominately borne by a minority population and/or a low-income population; or (2) would be suffered by the minority

population and/or low-income population and would be appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-minority population and/or non-low-income populations.

The 2000 census block group data shows that residents living adjacent to, or near the project, were predominantly White Non-Hispanic (43.2%) and Hispanic or Latino (42.3%), and that an equal or lesser proportion of other minority residents lived in the study area than in the cities of Arlington, Grand Prairie, and Dallas or Tarrant and Dallas Counties. As shown in **Table 1**, a proportionally higher percentage of the populations in the census block groups encompassing the project are Hispanic or Latino compared to the cities of Arlington, Grand Prairie, and Dallas, or Dallas and Tarrant Counties. In addition, the percent poverty level in the project area represents a higher percentage of total population than in the cities of Arlington, Grand Prairie, and Dallas or Dallas and Tarrant Counties. However, there would be no disproportionately high or adverse impacts to either minority or low-income populations in the project area because although the managed HOV lanes would contain a tolling element, the existing main lanes would not be tolled. In addition, no relocations or displacements would be required. Therefore, the requirements of EO 12898 on Environmental Justice appear to be satisfied.

EO 13166, "Improving Access to Services for Persons with Limited English Proficiency (LEP)" requires federal agencies to examine the services they provide and identify any need of services to those with LEP. The EO requires federal agencies to work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in, or benefit from, federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Restoration Act of 1987 and Title VI regulations against national origin discrimination.

Census tract data reveals that the "Ability to Speak English less than very well" for the population five years and over comprises 11.7% of the City of Arlington, 14.4% of the City of Grand Prairie, and 21.8% of the City of Dallas. None of the LEP populations would be discriminated against as a result of the proposed project. As part of the public involvement process, TxDOT would take reasonable steps to ensure that LEP persons have meaningful access to the programs, services, and information that TxDOT provides. This would be accomplished during the public participation process for this project by disseminating conceptual information regarding managed HOV lanes, this proposed managed HOV lane project, and public hearing notices to LEP and environmental justice populations through reasonable and effective means as necessary such as advertising in Spanish language newspapers. TxDOT would provide an interpreter for a specific language at the public hearing, provided the request is made at least one week prior to the hearing date. TxDOT also would make available written translations of summary documents upon reasonable request. Therefore, the requirements of EO 13166 appear to be satisfied.

Implementation of the No Build Alternative would not impact minority, low-income, or LEP populations in the study area.

4(f) AND 6(f) PROPERTIES

City parks located within ¼ mile of the IH 30 project include Turner Park and Lamar Park in Grand Prairie, and Bishop Flores Park, Frances Rizo Park, Stevens Park Golf Course, Kessler Parkway, and the Trinity River Greenbelt in Dallas. The proposed project would not require the use of publicly-owned land from a public park, recreation area, or wildlife or waterfowl refuges, or any historic site of national, state, or local significance; therefore, a Section 4(f) statement is not required. In addition, the proposed project would not affect any areas of unique beauty or other lands of national, state, or local importance.

Implementation of the No Build Alternative would not impact any 4(f) properties.

LAKES, RIVERS, AND STREAMS

The proposed project area is located in the Trinity River Basin and crosses Johnson Creek, an unnamed tributary to Johnson Creek, Mountain Creek, and eight unnamed tributaries to the West Fork Trinity River (**Exhibit 4: Aerial Maps.**). No other jurisdictional rivers, lakes, ponds, or streams are located within the project area.

None of the creeks or tributaries are navigable waterways; therefore, a navigational clearance under the General Bridge Act of 1946 and Section 9 of the Rivers and Harbors Act of 1899 (administered by the U.S. Coast Guard [USCG]), and Section 10 of the Rivers and Harbors Act of 1899 (administered by the U.S. Army Corps of Engineers [USACE]) would not be required. Coordination with the USCG (for Section 9 and the General Bridge Act) and the USACE (for Section 10) would not be required.

Implementation of the No Build Alternative would not impact any lakes, rivers, or streams.

FLOODPLAINS

The cities of Arlington, Grand Prairie, and Dallas, and Tarrant and Dallas Counties are participants in the National Flood Insurance Program (NFIP). According to Flood Insurance Rate Map (FIRM) panels 48113C0295 J, 48113C0315 J, 48113C0320 J, and 48113C0340 J (all dated August 23, 2001), the majority of the proposed improvements would occur within Zone X, which are areas determined to be outside the 500-year floodplain. Portions of IH 30 in the proposed study area occur within shaded portions of Zone X, which are areas determined to be inundated by a 500-year flood and other portions occur within Zone AE, which are special flood hazard areas inundated by a design-year flood, where base flood elevations have been determined. Areas within Zone AE occur where the proposed project crosses Mountain Creek, tributaries to the West Fork Trinity River, and Johnson Creek.

The hydraulic design of the proposed roadway improvements would be in accordance with the current TxDOT and Federal Highway Administration (FHWA) policy standards. The facility would permit the conveyance of a design-year flood, inundation of the roadway being acceptable, without causing substantial damage to the roadway or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

Implementation of the No Build Alternative would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

WATERS OF THE U.S.

IH 30 within the proposed project limits crosses Johnson Creek, an unnamed tributary to Johnson Creek, Mountain Creek, and eight unnamed tributaries to the West Fork Trinity River. None of these water crossing would be impacted by the proposed locations of pavement widening or access ramps. Furthermore, no wetlands or other special aquatic sites are located within the project area; therefore, impacts to jurisdictional waters would not occur, and further coordination with the USACE is not required.

Implementation of the No Build Alternative would not impact waters of the U.S. and wetlands.

WATER QUALITY

The proposed project does not cross any water body designated in the 2002 Clean Water Act (CWA) Section 303(d) list of threatened or impaired water segments, but the project is within five miles upstream of a threatened or impaired water - Segment 0805 (Upper Trinity River). The *Draft 2004 Water Quality Inventory* lists aquatic life, contact recreation, general, and fish consumption as designated water body uses for Segment 0805. Segment 0805 is listed as impaired due to bacteria, and polychlorinated biphenyls (PCBs) and chlordane in fish tissue.

No permanent water quality impacts are expected as a result of the proposed project. Existing surface drainage patterns would be maintained. The area's public water supply treatment facilities and water distribution systems would not be affected by this proposed project.

Because this project would disturb more than one acre, TxDOT would be required to comply with the Texas Commission on Environmental Quality (TCEQ) Texas Pollutant Discharge Elimination System (TPDES) General Permit for Construction Activity. The project would disturb more than five acres; therefore, a Notice of Intent (NOI) would be filed to comply with TCEQ stating that TxDOT would have a Storm Water Pollution Prevention Plan (SW3P) in place during construction of proposed project.

The project engineer would ensure that appropriate steps are taken to control water pollution throughout the construction and post-construction periods. Temporary water quality impacts due to erosion and sedimentation would be controlled by best management practices (BMPs) implemented by the SW3P.

Implementation of the No Build Alternative would not result in impacts to water quality.

VEGETATION

The proposed project lies within the Blackland Prairies Ecological Area of Texas as defined by the Texas Parks and Wildlife Department (TPWD). The 1984 Texas Parks and Wildlife Department map of *The Vegetation Types of Texas* indicates that the project area falls within the "Urban" and "Post Oak Woods, Forest, and Grassland Mosaic" classifications. The project area does not correspond with these classification types as found in *The Vegetation Types of Texas*. The proposed project site is within the maintained TxDOT ROW and consists of common grasses such as Johnson grass (*Sorghum halapense*) and Bermuda grass (*Cynodon dactylon*). No unusual vegetation features or special habitat features were found within the project limits. Construction of this project would not require removal of any trees. According to the field investigation, it was determined that there are no significant plant communities or native prairie remnants impacted by the proposed project.

In accordance with Provision (4)(A)(ii) of the TxDOT-TPWD Memorandum of Understanding (MOU), some habitats may be given consideration for non-regulatory mitigation during project planning (at the TxDOT District's discretion). These habitats may include:

- habitat for federal candidate species if mitigation would assist in the prevention of the listing of the species;
- rare vegetation series S1 or S2; rare vegetation series S1, S2, or S3 if it locally provides habitat for a state-listed species
- all vegetation communities listed as S1 or S2, regardless of whether or not the series in question provide habitat for state-listed species;
- bottomland hardwoods, native prairies, and riparian sites; and
- any other habitat feature considered to be locally important

The proposed project would permanently impact approximately 0.04 acre of herbaceous vegetation primarily consisting of Bermuda grass. No compensatory mitigation is proposed due to the absence of any special or unusual habitat types in the project area.

Implementation of the No Build Alternative would have no effect on existing vegetation or wildlife habitat.

THREATENED AND ENDANGERED SPECIES

The proposed project is located on the Euless, Irving, and Dallas, U.S. Geological Survey (USGS) 7.5-minute topographical quadrangle maps (**Exhibit 3**). **Tables 2** and **3** list the threatened and endangered species that may occur in Tarrant and Dallas Counties.

TABLE 2: FEDERAL AND STATE LISTED THREATENED AND ENDANGERED SPECIES THAT MAY OCCUR IN TARRANT COUNTY

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect
Birds					
Arctic Peregrine Falcon *Falco peregrinus tundrius*	—	T	Potential migrant	No	No
Bald Eagle *Haliaeetus leucocephalus*	LT-PDL	T	Found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	No	No
Interior Least Tern *Sterna antillarum athalassos*	LE	E	This subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish & crustaceans, when breeding forages within a few hundred feet of colony	No	No
Whooping Crane *Grus americana*	LE	E	Potential migrant; winters in and around Aransas National Wildlife Refuge and migrates to Canada for breeding; only remaining natural breeding population of this species	No	No
Reptiles					
Texas Horned Lizard *Phrynosoma cornutum*	—	T	open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September	No	No
Timber/ Canebrake Rattlesnake *Crotalus horridus*	—	T	open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September	No	No

Data Sources: U.S. Fish and Wildlife Service (2006), Texas Parks and Wildlife Department (2006), and survey of project area (2004, 2005, and 2006).
LE, LT - Federally Listed Endangered/Threatened
DL, PDL - Federally Delisted/Proposed Delisted
E, T - State Endangered/Threatened

TABLE 3: FEDERAL AND STATE LISTED THREATENED AND ENDANGERED SPECIES THAT MAY OCCUR IN DALLAS COUNTY

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect
Birds					
Arctic Peregrine Falcon *Falco peregrinus tundrius*	—	T	Potential migrant.	No	No
Bald Eagle *Haliaeetus leucocephalus*	LT-PDL	T	found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	No	No
Black-capped Vireo *Vireo atricapillus*	LE	E	oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground	No	No
Golden-Cheeked Warbler *Dendroica chrysoparia*	LE	E	juniper-oak woodlands; dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction; nests are placed in various trees other than Ashe juniper; only a few mature junipers or nearby cedar brakes can provide the necessary nest material; forage for insects in broad-leaved trees and shrubs; nesting late March-early summer	No	No
Interior Least Tern *Sterna antillarum athalassos*	LE	E	this subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish & crustaceans, when breeding forages within a few hundred feet of colony	No	No
Piping Plover *Charadrius melodus*	LT	T	Sandy beaches and lakeshores	No	No
Whooping Crane *Grus americana*	—	E	potential migrant; winters in and around Aransas National Wildlife Refuge and migrates to Canada for breeding; only remaining natural breeding population of this species	No	No
Wood Stork *Mycteria americana*	—	T	forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960	No	No
Reptiles					
Texas Horned Lizard *Phrynosoma cornutum*	—	T	open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September	No	No
Timber/ Canebrake Rattlesnake *Crotalus horridus*	—	T	swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland, limestone bluffs; sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto	No	No

Data Sources: U.S. Fish and Wildlife Service (2006), Texas Parks and Wildlife Department (2006), and survey of project area (2004, 2005, and 2006).
LE, LT - Federally Listed Endangered/Threatened
DL, PDL - Federally Delisted/Proposed Delisted
E, T - State Endangered/Threatened

A review of the Natural Diversity Database (NDD) revealed that the Interior Least Tern (*Sterna antillarum athalassos*), if present, could be affected by the proposed project activities. Based on site reconnaissance conducted in 2004, 2005, and 2006, this project would have no effect on any of the threatened or endangered species listed in **Tables 2** and **3**, their habitats, or designated critical habitats.

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part of in whole, without a federal permit issued in accordance with the MBTA's policies and regulations. Dallas and Tarrant Counties are within the migration route of the whooping crane and arctic peregrine falcon. Migrational patterns would not be affected by the proposed project. Prior to construction activities, bridges and overpasses would be surveyed for active nests to ensure preservation for species such as barn swallows, cliff swallows, and rough-winged swallows; therefore, the requirements for the MBTA appear to be satisfied.

Implementation of the No Build Alternative would have no effect on threatened and endangered species.

INVASIVE SPECIES AND BENEFICIAL LANDSCAPE

In accordance with EO 13112 on Invasive Species and the Executive Memorandum (EM) on Beneficial Landscaping, landscaping would be limited to seeding or replanting the ROW with TxDOT approved seeding specification.

In accordance with the EM of August 10, 1995, all agencies shall comply with the National Environmental Policy Act (NEPA) as it relates to vegetation management and landscape practices for all federally assisted projects. The EM directs that where cost-effective and to the extent practicable, agencies would (1) use regionally native plants for landscaping; (2) design, use, or promote construction practices that minimize adverse effects on the natural habitat; (3) seed to prevent pollution by, among other things, reducing fertilizer and pesticide use; (4) implement water-efficient and run-off reduction practices; and (5) create demonstration projects employing these practices. Landscaping included with this project would be in compliance with the EM and the guidelines for environmentally and economically beneficial landscape practices.

Implementation of the No Build Alternative would not require beneficial landscaping

HISTORIC SITES

A review of literature in the National Register, State Archeological Landmarks, Recorded Texas Historic Landmarks, Texas Historic Sites Atlas, and list of official state historical markers did not disclose previously inventoried or designated historic properties in the area of potential effects (APE), which for this project was determined to be the ROW, except in the area adjacent to the proposed elevated managed HOV-lane access-egress ramps, where the APE is extended to 150 feet beyond the ROW. A visual survey on May 2004 for project -126, and on July 2006 for project -120 did not disclose properties 50 years of age or older to be present in the APE. In accordance with the Programmatic Agreement between the THC, TxDOT, FHWA and the Advisory Council on Historic Preservation, this project is categorically excluded from individual coordination with THC, as it does not have the potential to affect historic properties.

Implementation of the No Build Alternative would not impact historical sites.

ARCHEOLOGICAL SITES

A review of the Texas Archeological Sites Atlas revealed that two archeological sites – 41DL51 and 41DL60 – may be within the APE. The APE for this project is the proposed construction footprint within the existing ROW and the site boundaries are currently delineated as immediately adjacent to the highway ROW. The sites are 0.8 mile apart.

- Site 41DL51 was recorded in 1940 by L.P. McElroy, who documented a prehistoric campsite located on a sandy ridge. Projectile points and flakes but no pottery was reported. Site condition was reported to be not favorable.
- Site 41DL60 was recorded in 1941 by R.K. Harris, who documented the site as a village on a sandy rise above the West Fork. Mussel shells and small animal bones were reported. The site was reported to be in poor condition due to disturbances from house construction.

A TxDOT archeologist will evaluate the potential for the proposed undertaking to affect archeological historic properties or State Archeological Landmarks in the APE. Section 106 review and consultation will proceed to date in accordance with the PA among TxDOT, the THC, FHWA, and the ACHP, as well as the MOU between THC and TxDOT. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA and MOU.

The implementation of the No Build Alternative would not impact archeological sites.

AESTHETIC CONSIDERATIONS

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

Aesthetic value would be emphasized on this project. It has always been the policy of TxDOT to build visually pleasing travel ways, coupling beauty with their functional capabilities. The aesthetic effect of this project would be equal to or better than the existing roadway.

Implementation of the No Build Alternative would not require the proposed wishbone ramps for the managed HOV lanes, which may create partially obstructed views from existing and potential commercial businesses. The implementation of the No Build Alternative also would not require regionally native plants for landscaping or cause adverse effects on existing vegetation

PRIME, UNIQUE, AND SPECIAL FARMLAND IMPACTS

No prime or unique farmland would be affected by the proposed project. The project study area is within a developed, urbanized corridor zoned for urban use. No additional ROW is required; therefore, the proposed project is exempt from the requirements of the Farmland Protection Policy Act. Coordination with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) would not be required. No division of farm operations would occur.

The implementation of the No Build Alternative would not impact prime, unique, and special farmland.

AIR QUALITY ASSESSMENT

The proposed North Central Texas project is in Tarrant and Dallas Counties, which are part of EPA's designated eight-hour, nine county non-attainment area for the pollutant ozone; therefore, the transportation conformity rule applies. The proposed project is consistent with the area's financially constrained long-range, metropolitan transportation plan (MTP) known as Mobility 2025: The Metropolitan Transportation Plan - Amended April 2005 and the 2006-2008 Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). The October 31, 2005 US DOT TIP finding was based on the conformity determination issued by US DOT for the 2025 MTP on June 16, 2005. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements of 23 CFR Highways, Parts 450 and 500.

The primary pollutants from motor vehicles are volatile organic compounds (VOCs), carbon monoxide (CO), and nitrogen oxides (NOx). Volatile organic compounds and nitrogen oxides can combine under the right conditions in a series of photochemical reactions to form ozone (O3). 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 of 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 this purpose of comparing the results of the National Ambient Air Quality Standards (NAAQS) are modeled by the regional air quality planning agency for the State Implementation Plan (SIP). However, concentrations for carbon monoxide are readily modeled for highway projects and are required by federal regulations.

Topography and meteorology of the area in which the project is located will not seriously restrict dispersion of the air pollutants. The traffic data used in the analysis was on forecasted traffic volumes developed by the Texas Transportation Institute. The estimated time completion (ETC) year 2007 ADT is estimated to be 154,500 vpd and the 2027 (ETC+20 year) ADT is estimated to be 282,051 vpd. Carbon monoxide concentrations for the proposed project were modeled using the worst case scenario (adverse meteorological conditions and sensitive receptors at the ROW line) in accordance with the TxDOT *Air Quality Guidelines*. Local concentrations of carbon monoxide are not expected to exceed national standards at any time. The results of the analysis are summarized in **Table 4.**

TABLE 4: CARBON MONOXIDE CONCENTRATIONS

Year	1 HR CO (ppm)*	1 HR % NAAQS	8 HR CO (ppm)*	8 HR % NAAQS
ETC (2007)	6.2	17.7	2.58	28.7
ETC+20 (2027)	6.1	17.4	2.54	28.2

**The NAAQS for CO is 35 ppm for one-hour and 9 ppm for eight-hours. Analysis includes a one-hour background concentration of 0.5 ppm and an eight-hour background concentration of 0.3 ppm.*

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 30 Managed HOV Lanes project was developed from the NCTCOG operational CMS, which meets all requirements of 23 CFR 500.109.

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 NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

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 would be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project specific elements.

Committed congestion reductions strategies and operational improvements within the project boundary would consist of constructing permanent reversible managed HOV lanes. Individual projects are listed in **Exhibit 5: Congestion Management Strategies.**

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG would continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality (CMAQ) program, the CMS, and the MTP.

Mobile Source Air Toxics (MSATs)

The purpose of this project is to improve mobility in the area, reduce traffic congestion in the corridor, and improve air quality by constructing managed HOV lanes. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the No-Build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act (CAA) criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in vehicle miles traveled (VMT), FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

In the short term, implementation of the No Build Alternative would maintain vehicular emission levels at the same level as they are now.

NOISE ASSESSMENT

Previous IH 30 projects (CSJs 1068-04-083, 1068-04-084, 1068-04-110, 1068-04-111, and 1068-04-112) had already evaluated noise impacts associated with expansion of the roadway. Traffic noise analyses were conducted and impacted receivers were identified. Mitigation measures have been implemented through the construction of noise walls.

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

reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

In the short term, implementation of the No Build Alternative would maintain vehicular traffic noise levels as they are now.

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 and substances.

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

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. This procedure has reduced the degree of impact that underground storage tanks could have for TxDOT construction activities. If this or any other type of encounter with hazardous substances does occur, it will be handled according to all applicable state, federal, and local regulations.

Much of the project sits on fill material above the surrounding topography; however, four sections of the roadway are depressed relative to the surrounding topography and one section is at grade. Construction of the project would require deep excavations for the installation of columns supporting elevated managed HOV lanes wishbone ramps. These ramp locations would be constructed east of Beltline Road in Grand Prairie and east of Cockrell Hill Road in Dallas.

The scope of the preliminary investigation consisted of a review of the TxDOT specified compliant federal and state environmental databases and the performance of a site visit to confirm information from the databases and note additional field observations. These databases were modified to conform to the Dallas District's screening criteria. No land use history, title searches, records/historic aerial photographs/historic maps review, interviews, or consultation with local/state/federal authorities were conducted. A hazardous materials regulatory database search was conducted in April 2004. The status of petroleum storage tanks (PSTs) and leaking petroleum storage tanks (LPSTs) was updated in May 2006 using the TCEQ online PST and LPST databases. The databases and specified search distances are presented in **Table 5.**

TABLE 5: FEDERAL AND STATE ENVIRONMENTAL DATABASE SEARCH RADIUS

Database	Search Radius
National Priorities List (NPL)	1.00 mile
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	0.50 mile
No Further Remedial Action Planned (NFRAP)	0.50 mile
Resource, Conservation and Recovery Information System (RCRIS) Corrective Action (CORRACT)	1.00 miles
RCRIS Treatment, Storage and Disposal(TSD)	1.00 miles
RCRIS Generator/Handler	0.25 mile
Emergency Response Notifications (ERNS)	0.25 mile
Texas State Superfund	1.00 miles
Leaking Petroleum Storage Tanks (LPST)	0.50 mile
Petroleum Storage Tanks (PST)	0.25 mile
Texas Spills List	0.25 mile
Municipal Solid Waste Landfill Facilities (MSWLF)	1.00 miles
Texas Voluntary Cleanup Program (VCP)	0.50 mile
Closed and Abandoned Landfill Inventory (CALF)	1.00 mile

The database identified 176 facilities and two unlocatable RCRIS Generator/Handler facilities within the specified distance parameters. **Exhibit 6: Hazardous Material Sites Map** shows the locations of these sites. **Table 6** provides a summary of the database search results. Only 12 of the 14 databases are shown in the table because no entries or listings were discovered for the CERCLIS and Texas State Superfund databases. The "high risk" facilities are discussed following the table.

TABLE 6: HAZARDOUS MATERIALS SITES IN THE PROJECT AREA

Database	Search Distance	Facilities Within Search Distance	No. of High Risk Sites	Date Database Updated
NPL	1.00 mile	1	0	April 2004
NFRAP	0.50 mile	1	0	April 2004
RCRIS CORRACT	1.00 mile	3	0	April 2004
RCRIS TSD	1.00 mile	2	0	April 2004
RCRIS Generator/Handler	0.25 mile	40	0	April 2004
ERNS	0.25 mile	1	0	April 2004
LPST	0.50 mile	51	0	May 2006
PST	0.25 mile	53	0	May 2006
Texas Spills List	0.25 mile	3	0	April 2004
MSWLF	1.00 mile	10	1	April 2004
Texas VCP	0.50 mile	7	1	April 2004
CALF	1.00 mile	4	0	April 2004

As shown in **Table 6**, one Texas VCP and one MSWLF site pose a "high risk" to construction of the proposed project. The sites are discussed as follows:

MSWLF

- Permitted Landfill ID 1767 (Map ID No. 76 - MSWLF) – This is a sanitary landfill at the northeast corner of the IH 30 and MacArthur Boulevard intersection, approximately 0.24 mile north of the project. The Gifford Hill Pipe Company is the owner. According to the database, the permit application for the landfill has been withdrawn; however, there is the potential that this landfill was or is in operation regardless of its permit status. The proposed project sits on fill material above the surrounding topography; however, construction of the project would require deep excavations for the installation of columns supporting elevated managed HOV lane wishbone ramps east of MacArthur Boulevard. There is a potential that the landfill has adversely affected the subsurface conditions of the project. Based on the distance of this landfill relative to the project and the deep excavations associated with project construction activities east of MacArthur Boulevard, this landfill poses a high risk to construction of the project.

Texas VCP

- Texas VCP ID 1386 (Map ID 15 - VCP): – This is an industrial facility at 3700 Pipestone Road, Dallas County, approximately 370 feet north of the project. According to the database, the facility soils and ground are contaminated with organic carbons and petroleum hydrocarbons. The application date was August 30, 2001 and the facility is in the investigation phase. The proposed project sits on fill material above the surrounding topography; however, construction of the project would require deep excavations for the installation of columns supporting elevated managed HOV lane wishbone ramps east of Cockrell Hill Road. There is a potential that the facility has adversely affected the subsurface conditions of the project. Based on the proximity of this facility relative to the project and the deep excavations associated with project construction activities east of Cockrell Hill Road, this VCP facility poses a high risk to construction of the project.

A visual survey of the project limits and surrounding area was performed by qualified personnel to identify possible hazardous materials within the project limits. No surface evidence of contamination was observed within the project limits and no ROW or easements are required for the proposed project. Documentation of the initial site assessment is maintained in the project files.

The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. The use of construction equipment within sensitive areas would be minimized or eliminated entirely. All construction materials used for this project would be removed as soon as work schedules permit.

Implementation of the No Build Alternative would not impact hazardous waste/substance sites.

CONSTRUCTION IMPACTS

Construction may temporarily degrade air quality through dust and exhaust gases associated with construction equipment. Measures to control fugitive dust would be considered and incorporated into the final design and construction specifications. Noise impacts associated with construction have been previously discussed in the Noise Assessment section. Construction may also require the temporary closing of lanes and restricting traffic to available lanes.

There would no construction impacts if the No Build Alternative is implemented.

ITEMS OF SPECIAL NATURE

There are no items of special nature or interest such as navigation or airway-highway clearances, special permits or agreements involved with this project. The project would not affect land or water uses within an area covered by a State Coastal Zone Management Program, nor would it impact coastal barrier resources. Coordination with the U.S. Coast Guard would not be required. The project would not impact any present, proposed, or potential unit of the National Wild and Scenic Rivers System.

CONCLUSION

The engineering, social, economic and environmental investigations conducted thus far for the proposed project indicate that no significant environmental effects would occur; therefore, the proposed project qualifies as a categorical exclusion. In addition, the proposed action has no significant environmental impacts as described in 23 CFR771.117 (a) and does not involve any unusual circumstances as described in 23 CFR771.117 (b).

EXHIBIT 1
PROJECT LOCATION MAP

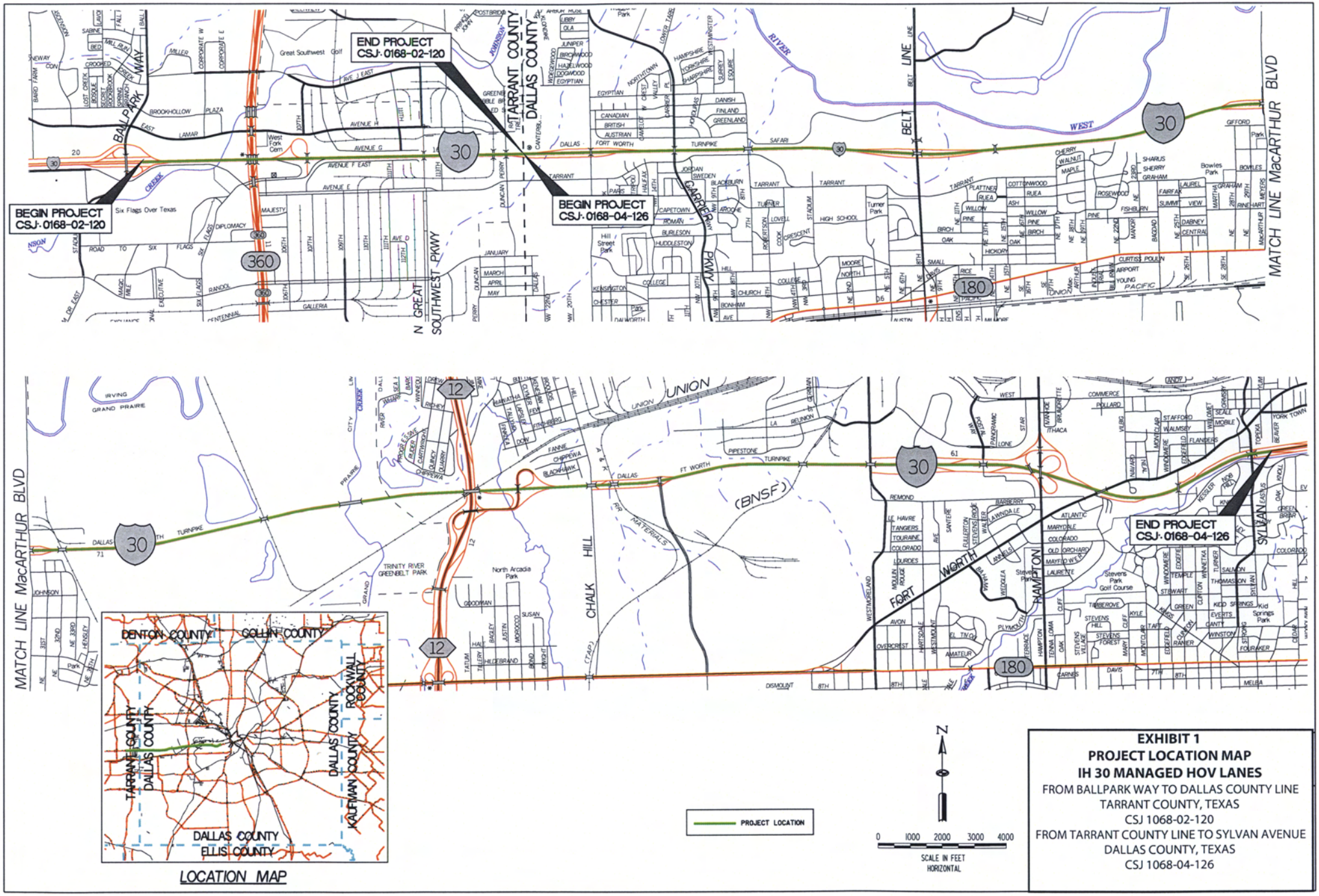
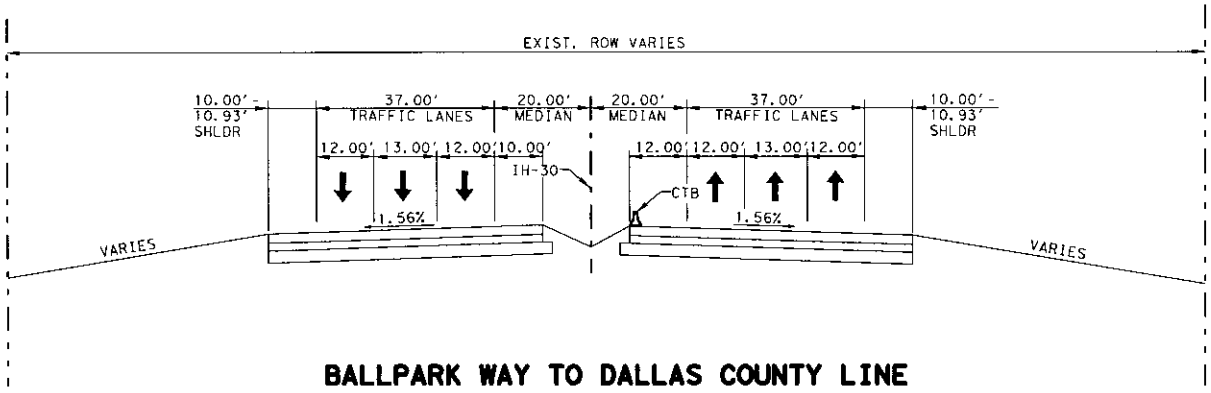


EXHIBIT 1
PROJECT LOCATION MAP
IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126

EXHIBIT 2
TYPICAL SECTIONS

CSJ 1068-02-120

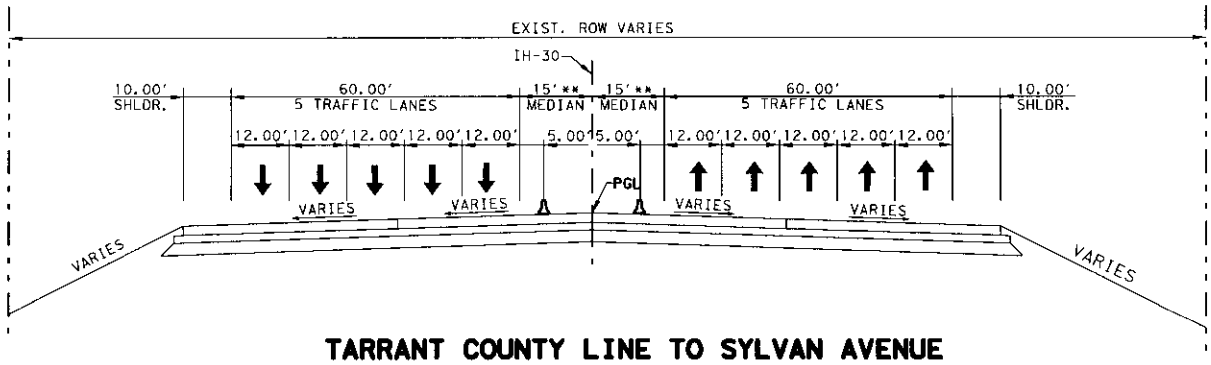
EXISTING TYPICAL SECTION



BALLPARK WAY TO DALLAS COUNTY LINE

CSJ 1068-04-126

EXISTING TYPICAL SECTION



TARRANT COUNTY LINE TO SYLVAN AVENUE

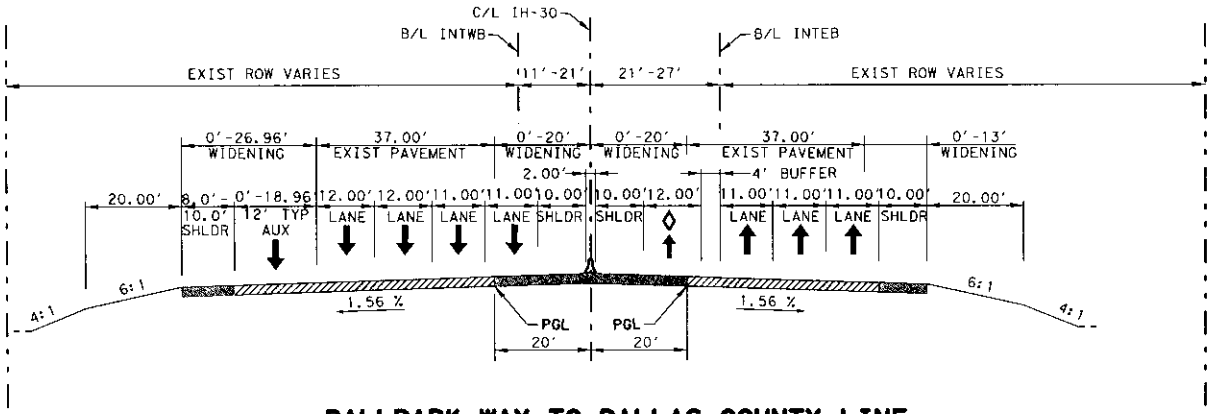
EXHIBIT 2
TYPICAL SECTIONS
IH 30 MANAGED HOV LANES

FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120

FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126

CSJ 1068-02-120

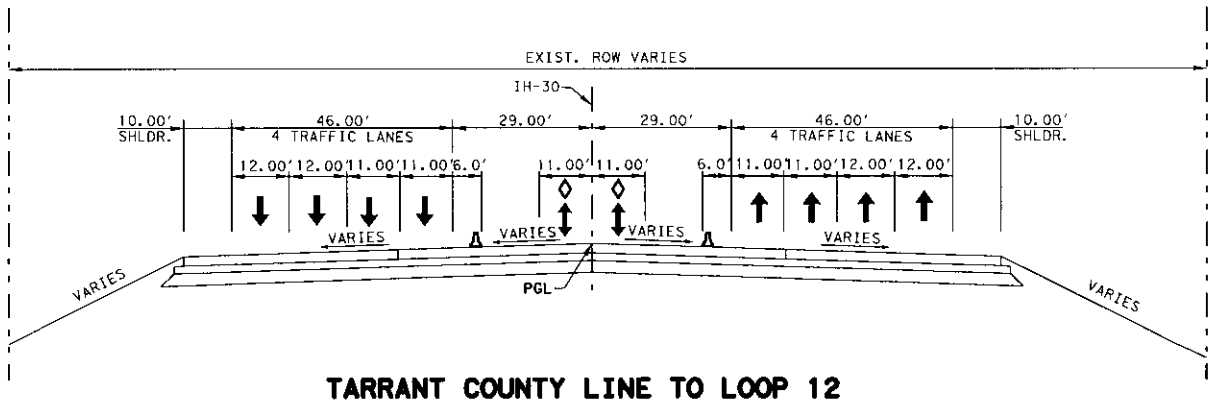
PROPOSED INTERIM TYPICAL SECTION



BALLPARK WAY TO DALLAS COUNTY LINE

CSJ 1068-04-126

PROPOSED INTERIM TYPICAL SECTION



TARRANT COUNTY LINE TO LOOP 12

◊ - MANAGED HOV LANE

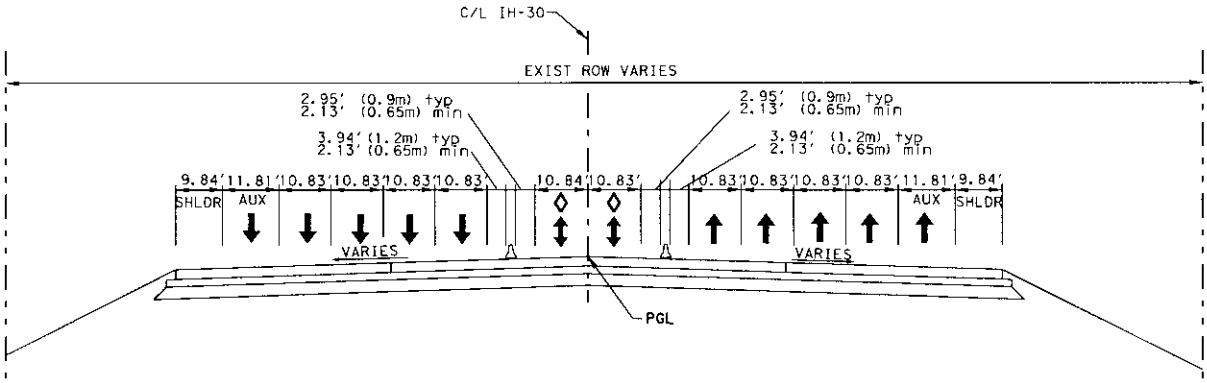
EXHIBIT 2
TYPICAL SECTIONS
IH 30 MANAGED HOV LANES

FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120

FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126

CSJ 1068-04-126

PROPOSED ULTIMATE TYPICAL SECTION



EAST OF LOOP 12

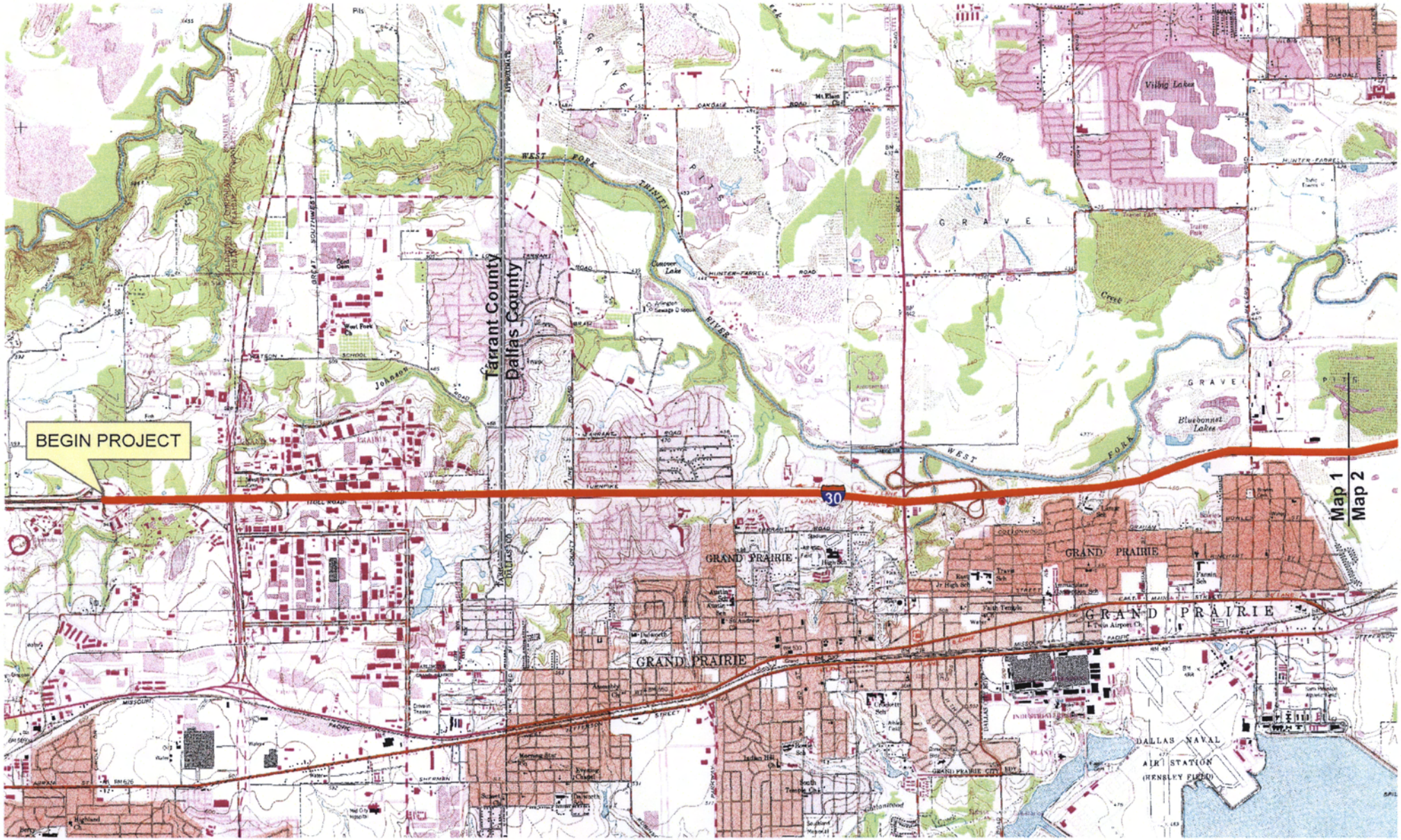
◊ - MANAGED HOV LANE

EXHIBIT 2
TYPICAL SECTIONS
IH 30 MANAGED HOV LANES

FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120

FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126

EXHIBIT 3
USGS TOPOGRAPHIC MAP



USGS 7.5 min Quadrants: Irving, Euless, Dallas
Arlington, Duncanville, and Oak Cliff

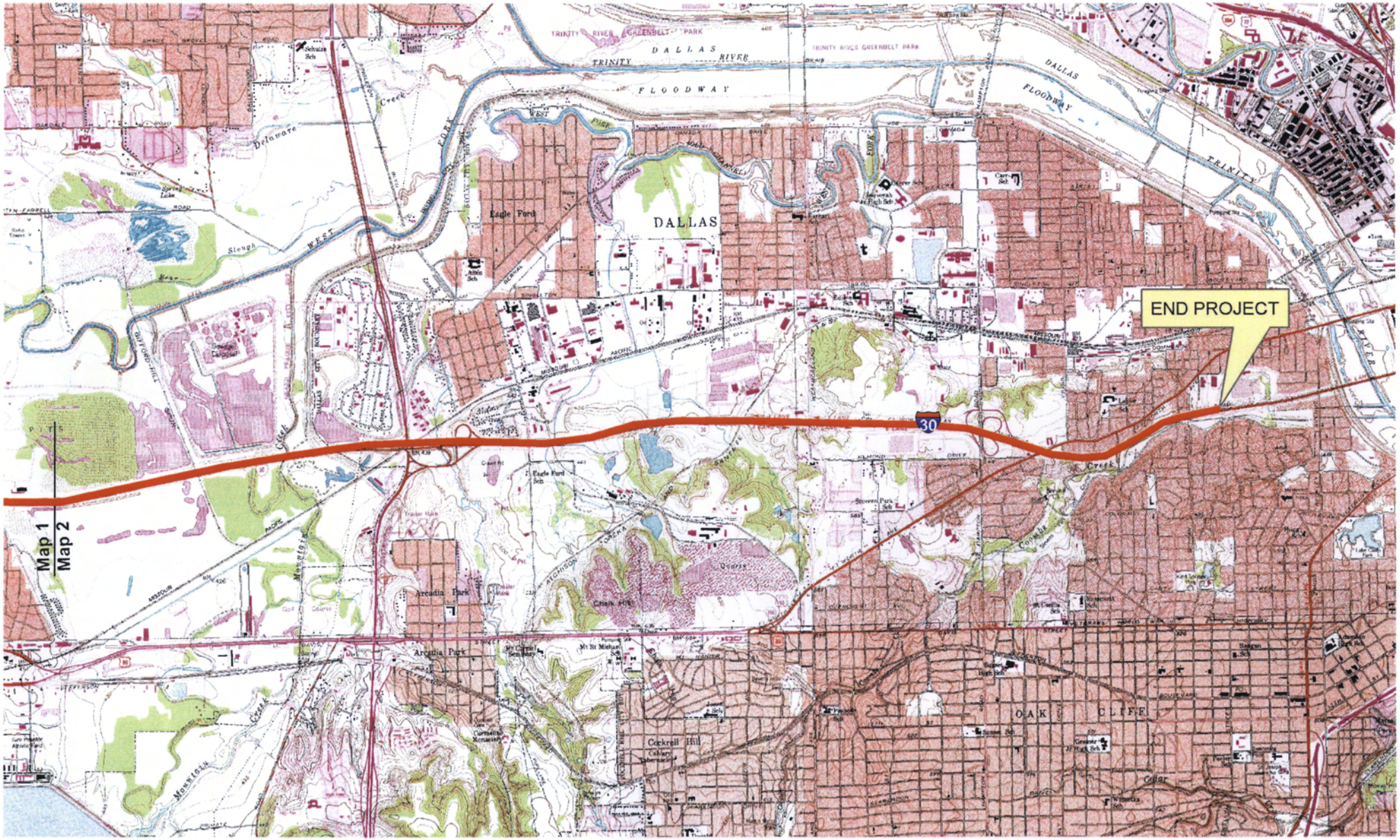
0 0.25 0.5 1 1.5 2 Miles

EXHIBIT 3
USGS TOPOGRAPHIC MAP

IH 30 MANAGED LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 1 of 2

Project Location

N



USGS 7.5 min Quadrants: Irving, Euless, Dallas
Arlington, Duncanville, and Oak Cliff

0 0.25 0.5 1 1.5 2 Miles

EXHIBIT 3
USGS TOPOGRAPHIC MAP

IH 30 MANAGED LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 2 of 2

Project Location

N

EXHIBIT 4
AERIAL MAPS

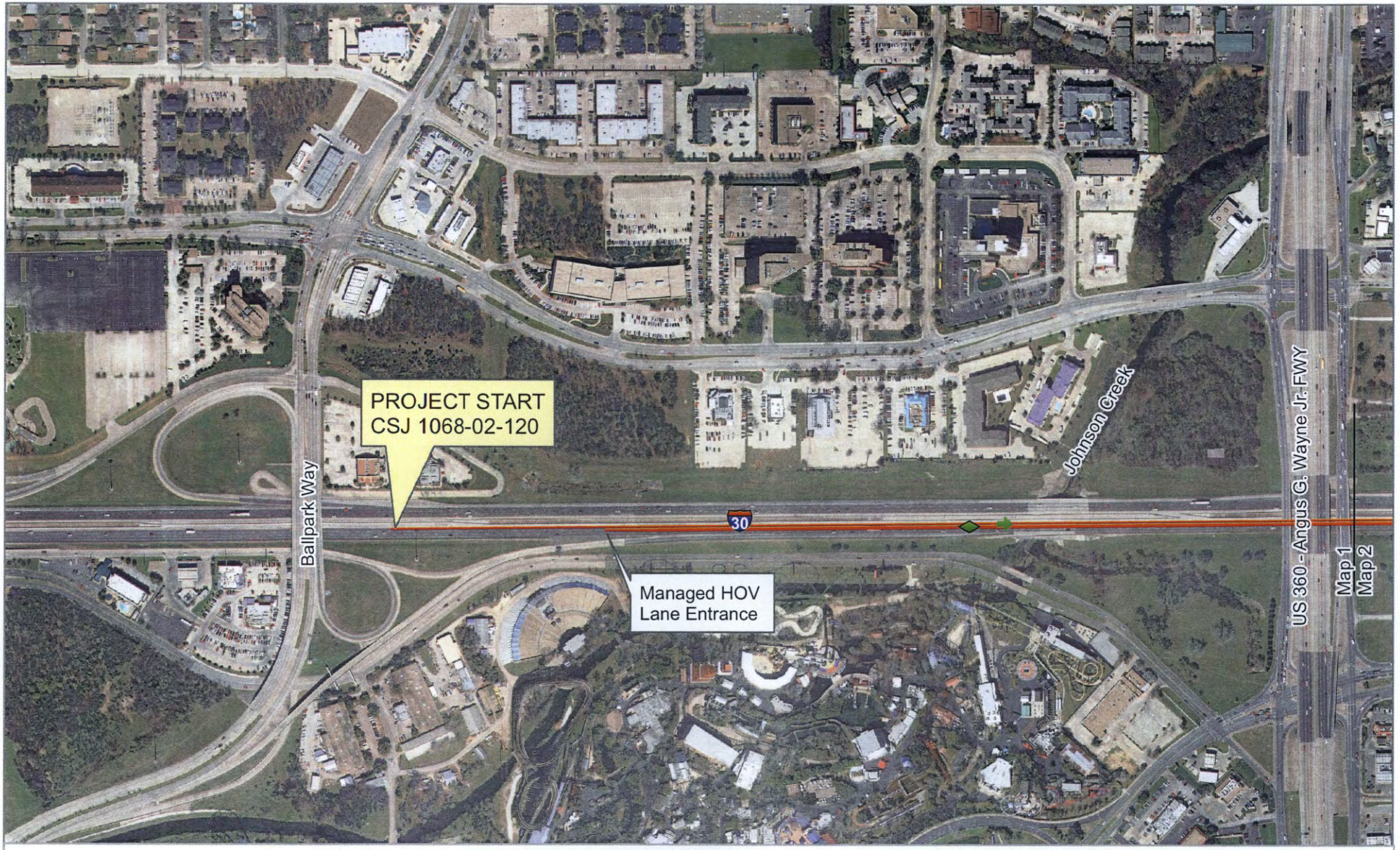


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 1 of 16

0 140 280 560 840 1,120 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 2 of 16

0 140 280 560 840 1,120 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

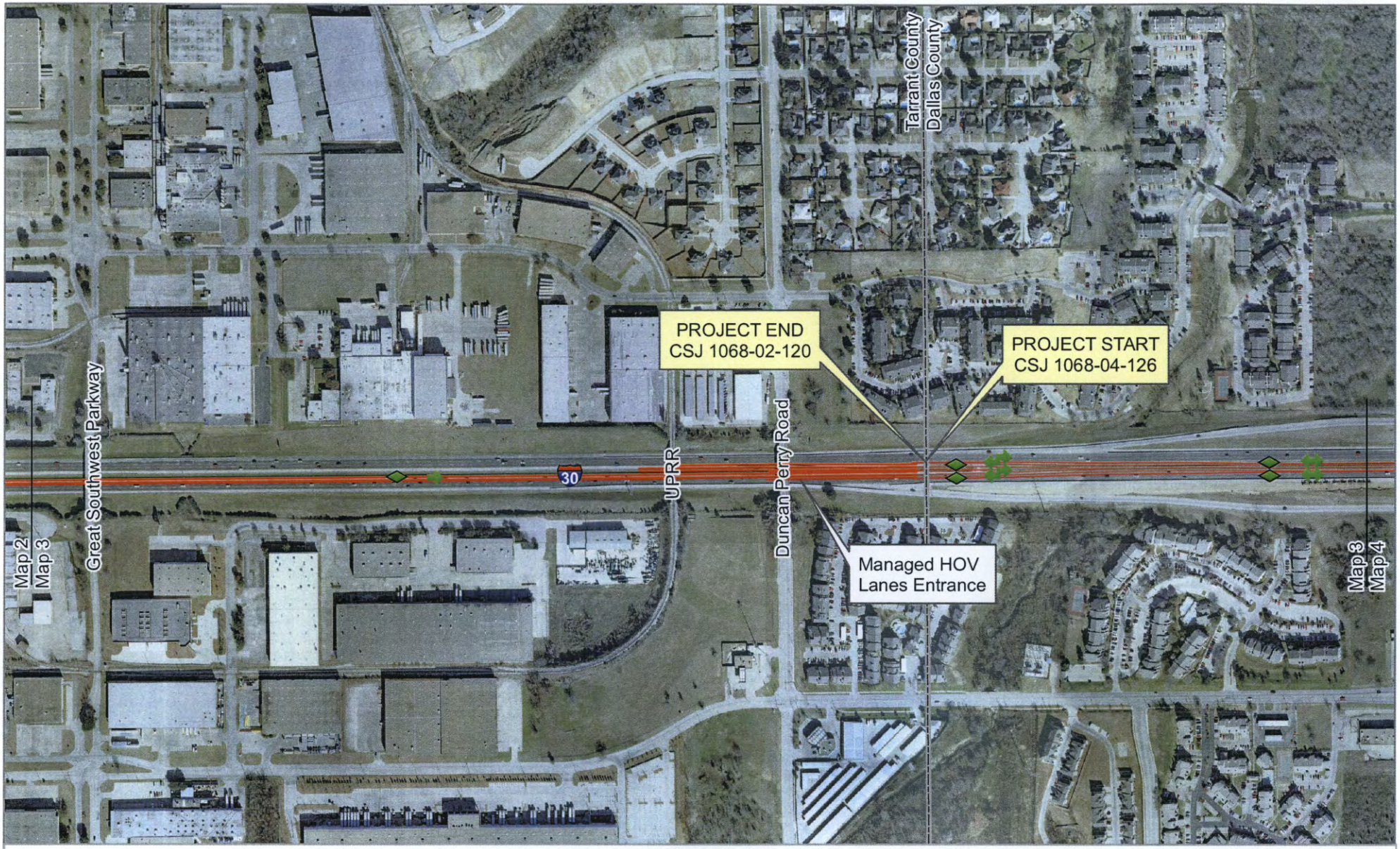


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 3 of 16

0 145 290 580 870 1,160 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

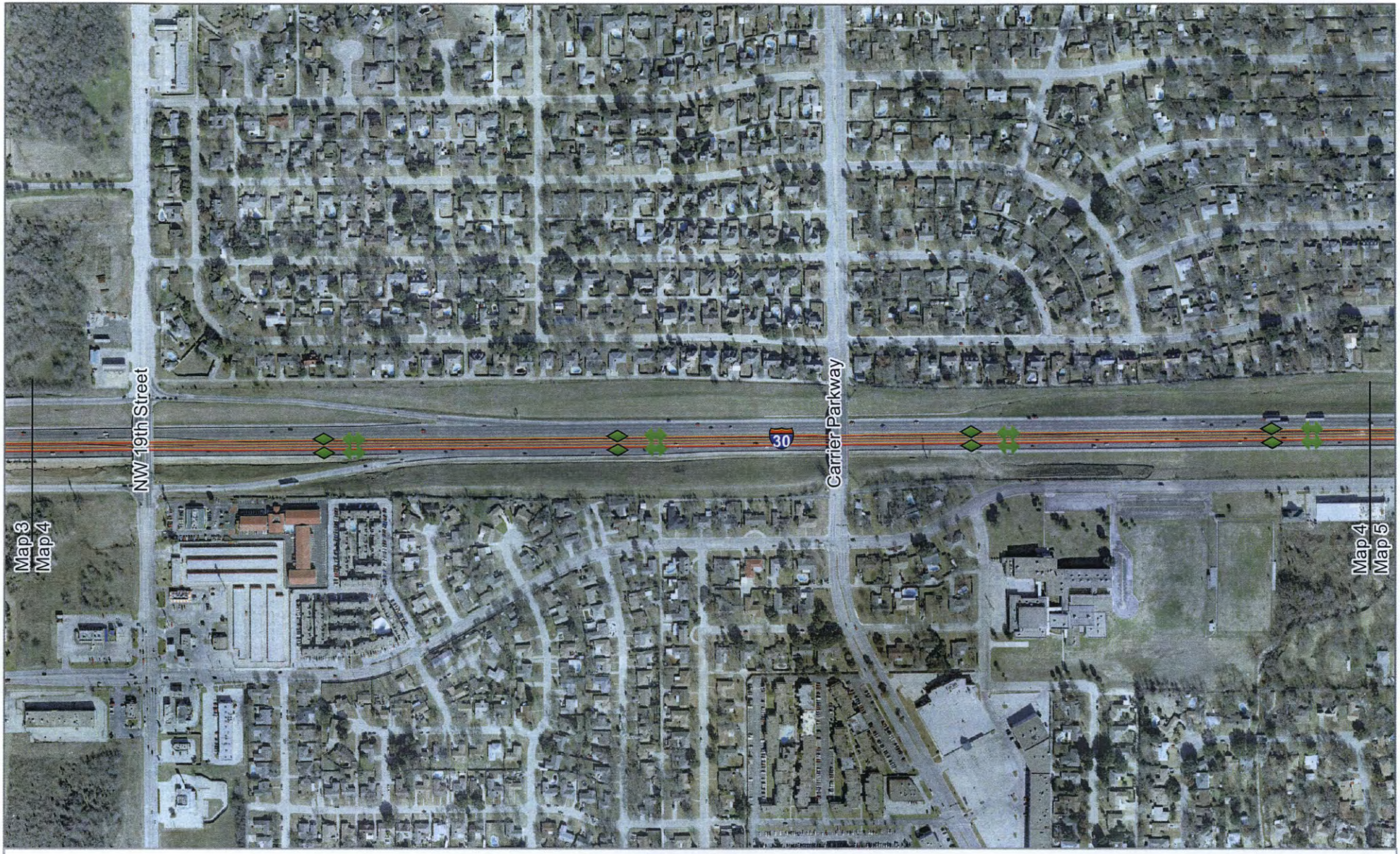


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 4 of 16

0 145 290 580 870 1,160 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

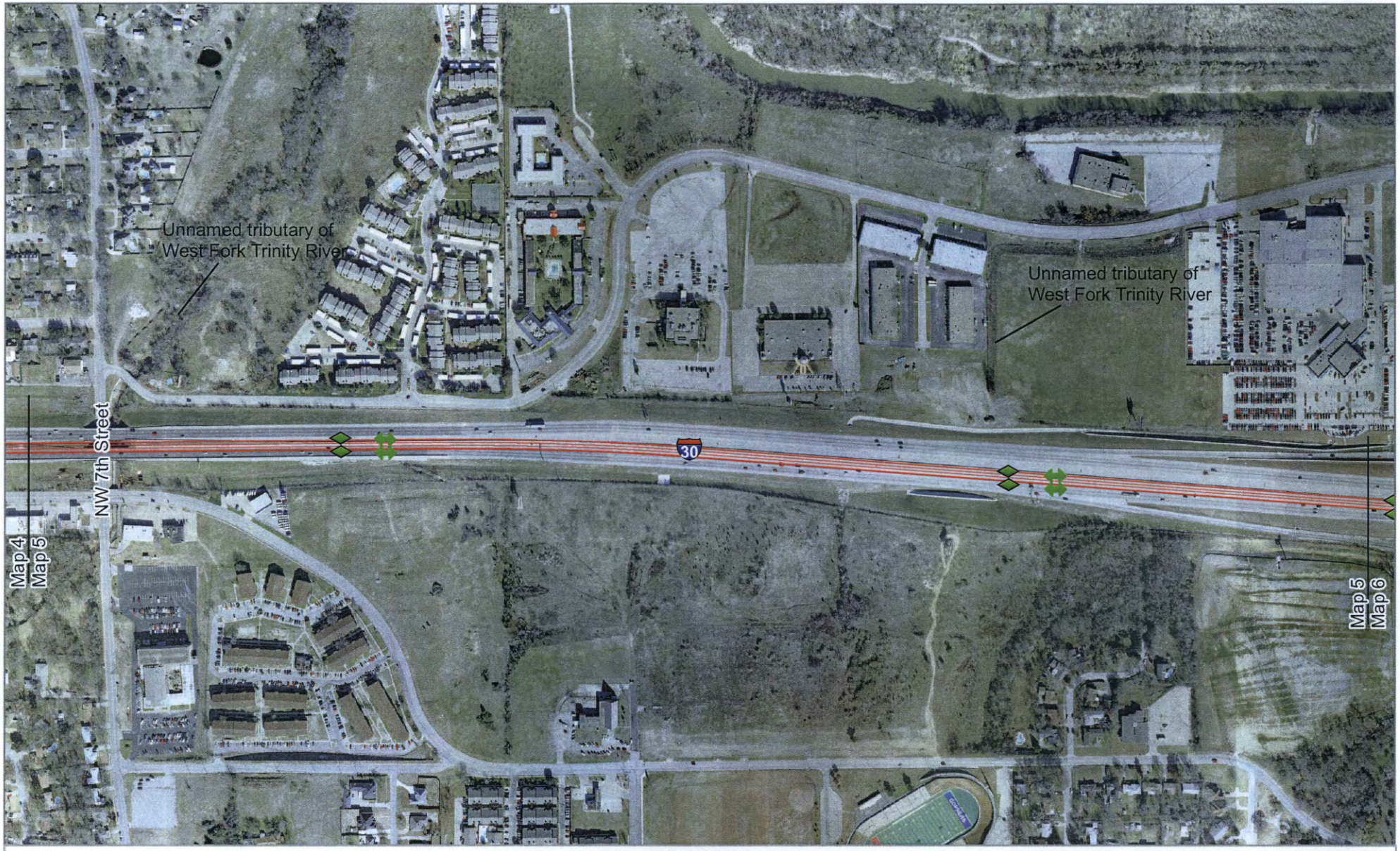


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 5 of 16

0 145 290 580 870 1,160 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 6 of 16

0 145 290 580 870 1,160 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 7 of 16

0 150 300 600 900 1,200 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 8 of 16

0 145 290 580 870 1,160 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

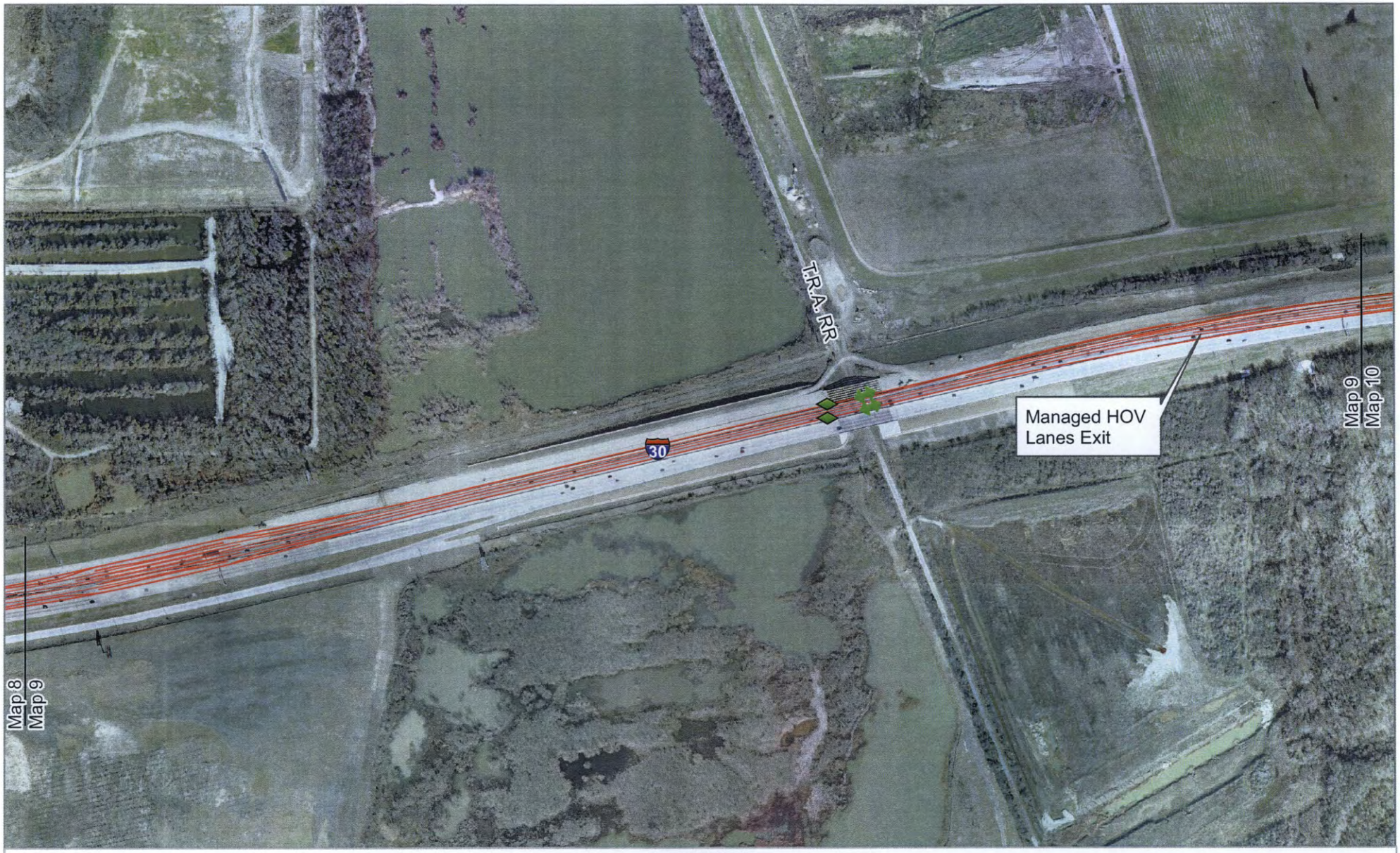


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 9 of 16

0 150 300 600 900 1,200 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 10 of 16

0 150 300 600 900 1,200 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

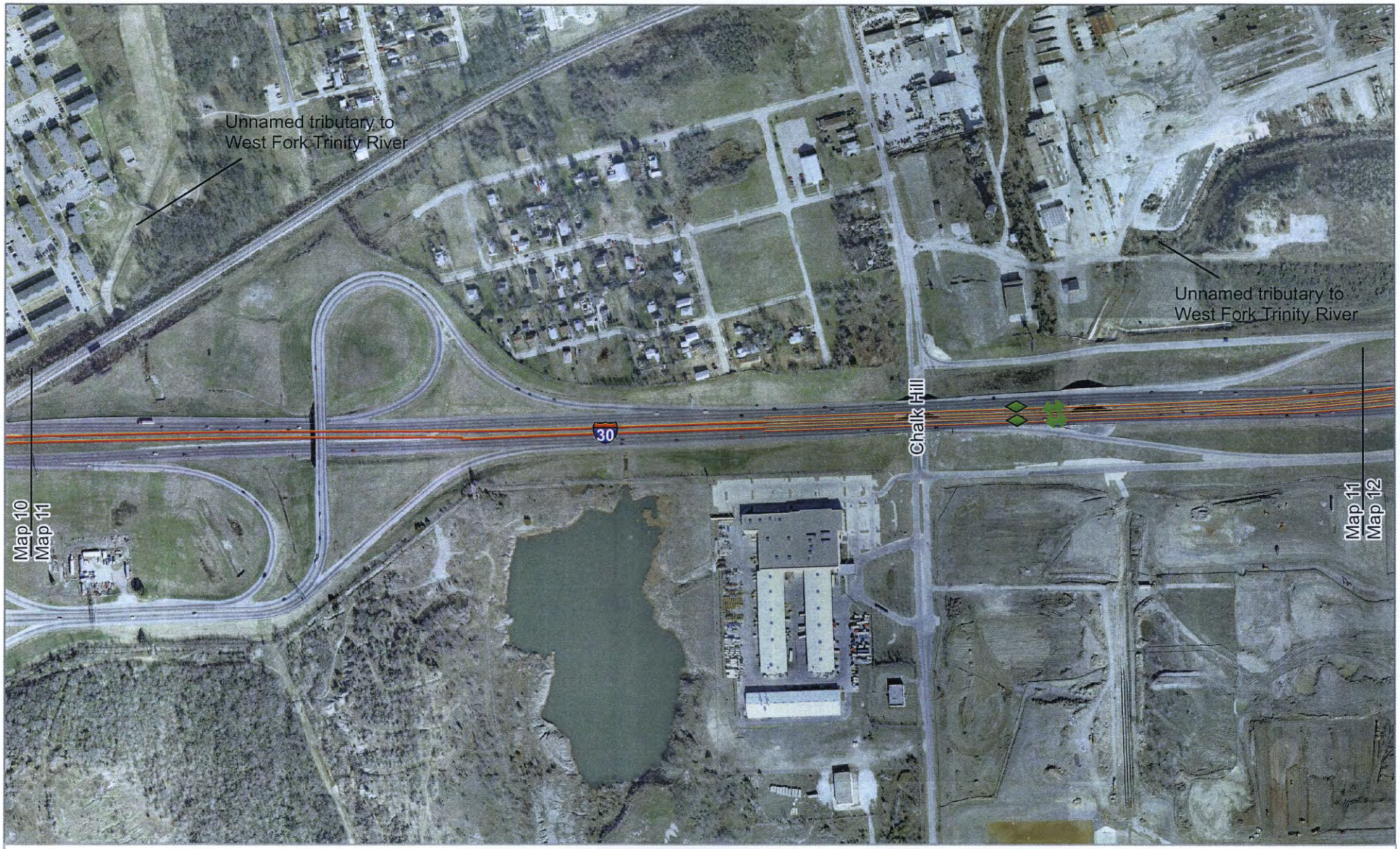


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 11 of 16

0 145 290 580 870 1,160 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 12 of 16

0 150 300 600 900 1,200 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 13 of 16

Feet
0 145 290 580 870 1,160

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 14 of 16

0 145 290 580 870 1,160 Feet

Legend:

Managed HOV Lane

Managed HOV Lane Direction

N

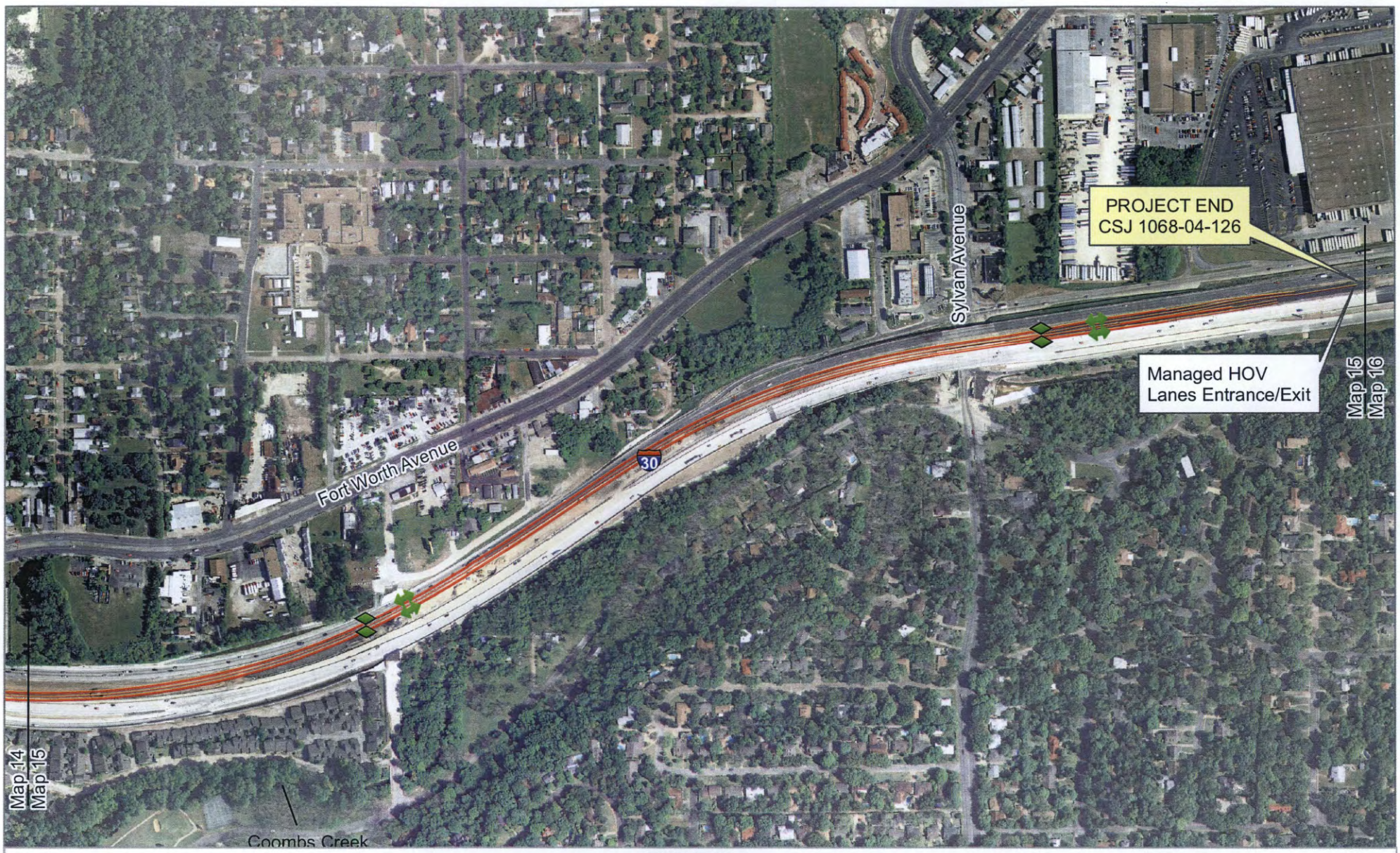


EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 15 of 16

0 150 300 600 900 1,200 Feet

Legend:
- Managed HOV Lane
- Managed HOV Lane Direction

N

EXHIBIT 4
AERIAL MAP

IH 30 MANAGED HOV LANES
FROM BALLPARK WAY TO DALLAS COUNTY LINE
TARRANT COUNTY, TEXAS
CSJ 1068-02-120
FROM TARRANT COUNTY LINE TO SYLVAN AVENUE
DALLAS COUNTY, TEXAS
CSJ 1068-04-126
Map 16 of 16

0 145 290 580 870 1,160 Feet

Legend:
Managed HOV Lane
Managed HOV Lane Direction

N

EXHIBIT 5
CONGESTION MANAGEMENT STRATEGIES

EXHIBIT 5: Congestion Management Strategies Projects

Project Code	Street / Name	City	County	Implementing Agency	Project Type	Year of Implementation	Total Project Cost
1068-04-133	IH 30 FROM W OF LOOP 12 TO E OF LOOP 12	DALLAS	DALLAS	TXDOT-DALLAS	ADDITION OF LANES	2005	$33,000,000
0918-45-534	VARIOUS LOCATIONS - DEVELOPMENT AND INTEGRATION OF	VARIOUS	DALLAS	TXDOT-DALLAS	ITS	2003	$2,752,476
11501.0000	IH 30 FROM NW 19TH ST TO DALLAS CBD	VARIOUS	DALLAS	TXDOT-DALLAS /DART	HOV	2006	$6,300,000
4294.0000	DALLAS CO-US 75 & IH 635	DALLAS /MESQUITE /VARIOUS	DALLAS /VARIOUS	TXDOT-DALLAS	ITS	2000	$2,257,995
9964.0000	IH 30 FROM DALLAS CBD TO TARRANT COUNTY LINE	VARIOUS	DALLAS	TXDOT-DALLAS	ADDITION OF LANES	2004	$35,540,701
2493.1000	DALLAS COUNTY - IH 30, IH 35E, IH 635, US 67	VARIOUS /MESQUITE /DALLAS	DALLAS /VARIOUS	TXDOT-DALLAS	ITS	2000	$2,700,000
2493.2000	DALLAS COUNTY - IH 30, IH 35E, IH 635, US 67, WOODALL RODGERS FRWY	VARIOUS /MESQUITE /DALLAS	DALLAS /VARIOUS	TXDOT-DALLAS	ITS	1997	$1,600,00
11219.1000	IH 30 FRONTAGE RDS FROM MACARTHUR BLVD TO TRA RR SPUR	GRAND PRAIRIE	DALLAS	TxDOT-DALLAS	NEW ROADWAY	2005	$7,300,000
11075.0000	CORRIDOR TRAFFIC SIGNAL SYSTEM TIMING	GRAND PRAIRIE /DALLAS /IRVING	DALLAS /TARRANT	GRAND PRAIRIE	TRAFFIC SIGNAL IMPROVEMENT	2004	$1,575,760
11075.0105	IH 30 EB FR/WB FR AT POST & PADDOCK LN	GRAND PRAIRIE	DALLAS	-	-	-	-
11075.0105	IH 30 EB FR/WB FR AT POST & PADDOCK LN	GRAND PRAIRIE	DALLAS	-	-	-	-
11075.0009	BELT LINE RD AT IH 30	GRAND PRAIRIE	DALLAS	-	-	-	-
11075.0009	BELT LINE RD AT IH 30	GRAND PRAIRIE	DALLAS	-	-	-	-
1497.0000	VARIOUS LOCATIONS CITYWIDE	GRAND PRAIRIE /DALLAS /IRVING	DALLAS	GRAND PRAIRIE	TRAFFIC SIGNAL IMPROVEMENT	2004	$5,586,970
1497.0005	BELT LINE RD AT IH 30 (2)	GRAND PRAIRIE	DALLAS	-	-	-	-
1068-04-110	IH 30 FROM TARRANT COUNTY LINE TO E OF NW 7TH STREET	GRAND PRAIRIE	DALLAS	TXDOT-DALLAS	ADDITION OF LANES	2002	$31,500,001
11075.0106	IH 30 EB FR/WB FR AT NW 19TH ST	GRAND PRAIRIE	DALLAS	-	-	-	-
11075.0106	IH 30 EB FR/WB FR AT NW 19TH ST	GRAND PRAIRIE	DALLAS	-	-	-	-
11204.0000	MOBILITY ASSISTANCE PATROL	VARIOUS /DALLAS /VARIOUS	TARRANT /VARIOUS	TXDOT-FT WORTH	ITS	2002	$80,000

Project Code	Street / Name	City	County	Implementing Agency	Project Type	Year of Implementation	Total Project Cost
11183.0000	FREEWAYS IN NW & SE TARRANT COUNTY	VARIOUS /ARLINGTON /VARIOUS	TARRANT /DALLAS	TXDOT-FT WORTH	ITS	2004	$2,421,250
11204.0000	MOBILITY ASSISTANCE PATROL	VARIOUS /DALLAS /VARIOUS	TARRANT /VARIOUS	TXDOT-FT WORTH	ITS	2002	$80,000
11205.0000	CCTV, DMS, DETECTION-SH 360 FROM SH 183 TO IH 20	VARIOUS /GRAND PRAIRIE /ARLINGTON	TARRANT	TXDOT-FT WORTH	ITS	2003	$3,090,000
11183.0000	FREEWAYS IN NW & SE TARRANT COUNTY	VARIOUS /ARLINGTON /VARIOUS	TARRANT /DALLAS	TXDOT-FT WORTH	ITS	2004	$2,421,250
11253.1000	SH 360 FROM IH 30 TO IH 20	ARLINGTON	TARRANT	TXDOT-FT WORTH	BOTTLENECK REMOVAL	2007	$53,110,000
11253.2000	SH 360 FROM IH 30 TO SH 180	ARLINGTON	TARRANT	TXDOT-FT WORTH	BOTTLENECK REMOVAL	2005	$8,250,000
4211.0000	SH 360 FROM SH 183 TO IH 20	VARIOUS /GRAND PRAIRIE /ARLINGTON	TARRANT	TXDOT-FT WORTH	ITS	1996	$2,721,893

EXHIBIT 6
HAZARDOUS MATERIALS SITES

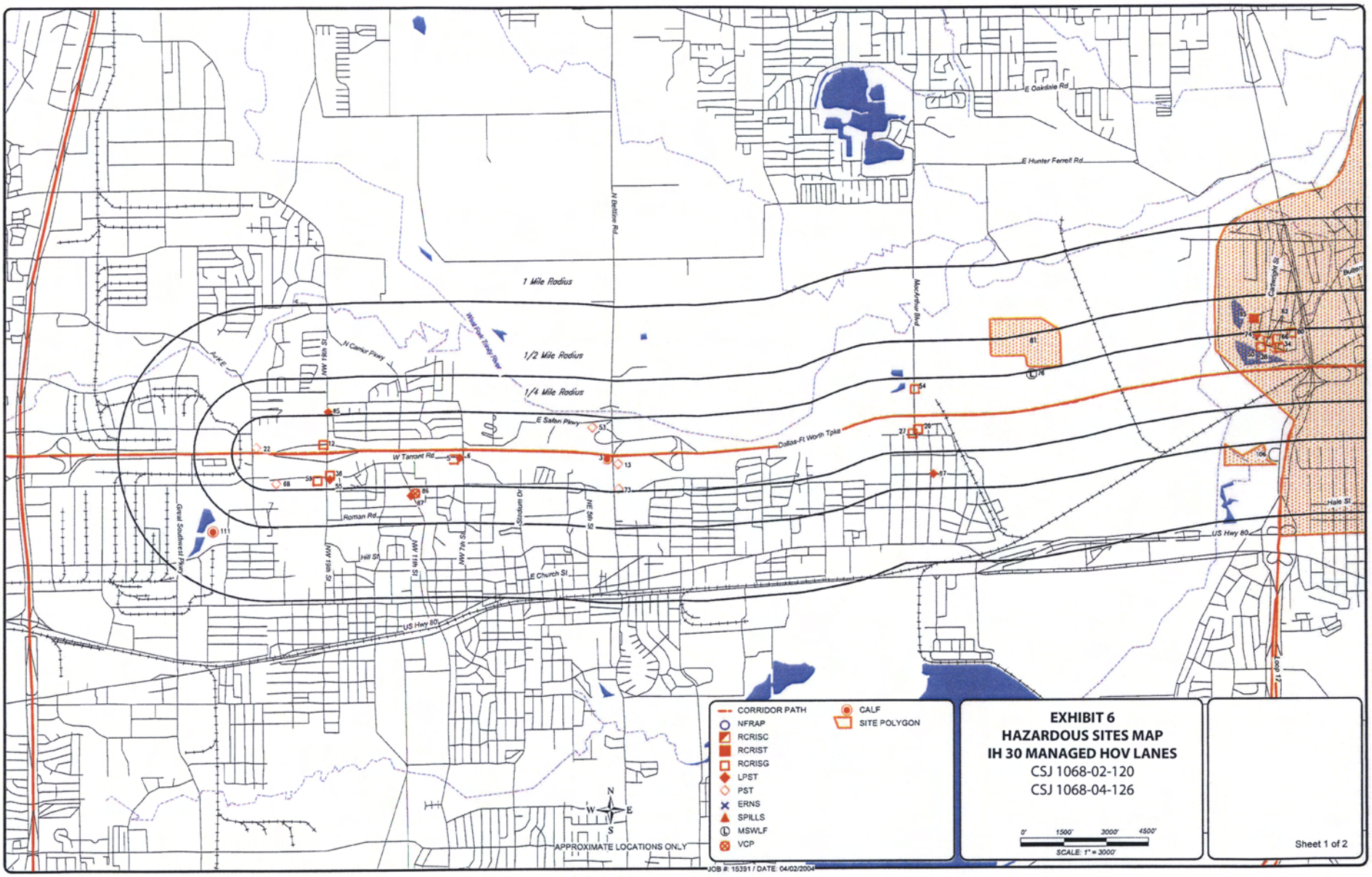
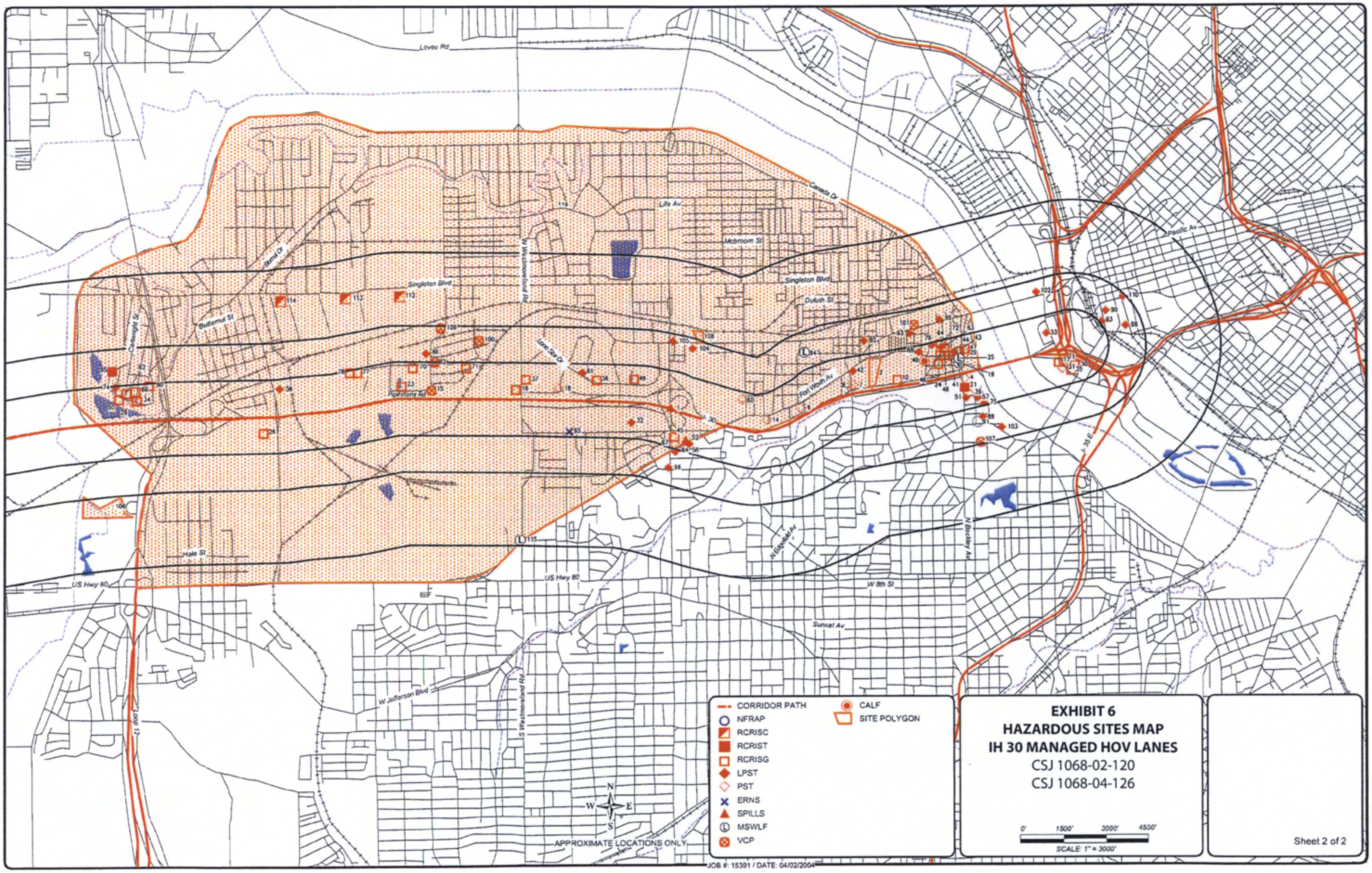


EXHIBIT 6
HAZARDOUS SITES MAP
IH 30 MANAGED HOV LANES
CSJ 1068-02-120
CSJ 1068-04-126

Sheet 1 of 2



Levee Rd
Canada Dr
Life Av
Mcbroom St
Singleton Blvd
Duluth St
Fort Worth Av
Lone Star Dr
Pipestone Rd
Bataan St
Bernal Dr
Cartwright St
N Westmoreland Rd
S Westmoreland Rd
Hale St
US Hwy 80
Loop 12
W Jefferson Blvd
W 8th St
Sunset Av
N Beckley Av
N Edgefield Av
Pacific Av
I-35 E
APPROXIMATE LOCATIONS ONLY
CORRIDOR PATH
NFRAP
RCRISC
RCRIST
RCRISG
LPST
PST
ERNS
SPILLS
MSWLF
VCP
CALF
SITE POLYGON
EXHIBIT 6
HAZARDOUS SITES MAP
IH 30 MANAGED HOV LANES
CSJ 1068-02-120
CSJ 1068-04-126
0' 1500' 3000' 4500'
SCALE: 1" = 3000'
Sheet 2 of 2
JOB #: 15391 / DATE: 04/02/2004