

TRINITY PARKWAY

FREQUENTLY ASKED QUESTIONS

The following questions and answers, prepared in collaboration with the City of Dallas, Texas Department of Transportation, North Texas Tollway Authority and the United States Army Corps of Engineers, pertain to the proposed Trinity Parkway project, the Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation, and the upcoming public hearing.

How long is the proposed Trinity Parkway?

The proposed Trinity Parkway project is approximately nine miles long and the study corridor includes a portion of the Dallas Floodway of the Trinity River, located on the west side of downtown Dallas in Dallas County.

What are the Trinity Parkway corridor's limits?

The Trinity Parkway corridor's limits extend from the Interstate Highway (IH) 35E/State Highway (SH) 183 interchange northwest of downtown Dallas to the United States (U.S.) Highway 175/SH 310 interchange to the southeast of downtown Dallas.

Why was the Trinity Parkway proposed?

The purpose of the Trinity Parkway is to manage traffic congestion on IH 35E, IH 30 and other roadways on the west and south sides of downtown Dallas. The purpose of the Trinity Parkway also is to improve mobility and safety and to increase accessibility to existing and planned future businesses and public facilities.

What type of roadway is proposed?

As proposed, Trinity Parkway involves the staged construction of a six-lane, controlled-access toll facility. Local street interchanges would be constructed as would freeway-to-freeway interchanges at IH 35E/SH 183, U.S. 175/SH 310, Woodall Rodgers Freeway and IH 45, depending on the final alignment.

Where would Trinity Parkway be constructed?

The alignment of the proposed Trinity Parkway is not set. Currently, there are nine alternatives – one no-build alternative (Alternative 1) and eight build alternatives (Alternatives 2A, 2B, 3A, 3B, 3C, 4A, 4B and 5).

Each build alternative is approximately nine miles long, begins at IH 35E/SH 183 and ends at U.S. 175/SH 310. Alternatives 2A and 2B generally follow existing Irving/Riverfront (Industrial) Boulevard. Alternatives 3A, 3B, 3C, 4A, 4B and 5 generally follow along the east and/or west Dallas Floodway levees. The number and configuration of interchanges vary among the build alternatives considered.

When will the alignment be determined?

After the upcoming public hearing (7 p.m. May 5, 2009, at the Dallas Convention Center Arena, 650 S. Griffin St. in Dallas), a locally preferred alignment will be recommended by the Dallas City Council, the North Texas Tollway Authority (NTTA) Board of Directors, and the Texas Department of Transportation (TxDOT). This is tentatively scheduled to occur by mid-2009. The Federal Highway Administration (FHWA) will identify a preferred alternative in the Final Environmental Impact Statement after evaluating the project's

impacts and considering the comments from all sources. The final project decision would be made in the Record of Decision by the FHWA at the end of the environmental review process.

What is the expected cost of Trinity Parkway?

The estimated comparative cost range for construction of the eight build alternative alignments is \$1.1 billion to \$2.1 billion (2007 dollars).

What is a Supplemental Draft Environmental Impact Statement (SDEIS)?

An SDEIS is a detailed environmental document that was prepared by the FHWA, TxDOT and the NTTA in cooperation with the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency. The SDEIS has been prepared in accordance with the Council on Environmental Quality and FHWA regulations implementing the National Environmental Policy Act. The SDEIS identifies the probable environmental consequences of the proposed project alternatives. The SDEIS provides new or additional information and data analysis performed since the publication of the Draft Environmental Impact Statement in February 2005 that the decision-makers and general public need prior to determining what, if any, federal action is to be taken.

What type of information does the SDEIS cover?

The "Trinity Parkway SDEIS and Draft Section 4(f) Evaluation" describes the need and purpose of the proposed project, and examines the social, economic and environmental impacts of the various alternatives under consideration. The document evaluates the potential impacts (beneficial or adverse) to land use, single-family residences, businesses, socio-economic conditions, wetlands and jurisdictional waters of the U.S., floodplains, water quality, vegetation and wildlife, air quality, traffic noise conditions, cultural resources and hazardous/regulated materials. New information presented in the SDEIS includes the following:

- Analysis of two new build alternatives (Alternatives 3C and 4B) developed in consultation with the USACE;
- Analysis of mobile source air toxics;
- Substantial revisions to the indirect and cumulative effects analysis; and
- Clarification and explanation of construction, operation, maintenance, and emergency response for alternatives within the Dallas Floodway.

The environmental document is called a "Supplemental Draft." Do I also need to review a copy of the old Trinity Parkway Draft Environmental Impact Statement (DEIS) published in 2005?

No. The SDEIS is a stand-alone document. The SDEIS includes the contents of the DEIS (edited and updated), plus supplemental material as described above, for ease of use by the public and involved agencies.

Why was a Draft Section 4(f) Evaluation necessary?

The Draft Section 4(f) Evaluation was prepared due to the proposed project's potential impacts to historic sites that are listed or were determined to be eligible for listing on the National Register of Historic Places.

Why is a public hearing necessary on the SDEIS?

The purpose of the public hearing is to inform and solicit formal comments from the public on the conceptual schematics for proposed project alternatives as well as the SDEIS and Draft Section 4(f) Evaluation for the proposed Trinity Parkway toll road.

Because the no-build alternative (Alternative 1) and the eight build alternatives (Alternatives 2A, 2B, 3A, 3B, 3C, 4A, 4B and 5) are evaluated in the SDEIS and Draft Section 4(f) Evaluation, this information will be presented at the public hearing. The public may review the documents as well as conceptual schematic drawings depicting the geometric design and other project-related information that will be on display.

When is the public hearing?

The NTTA and TxDOT will conduct a public hearing at 7 p.m. Tuesday, May 5, 2009, at the Dallas Convention Center Arena, 650 S. Griffin St., Dallas, 75202.

An open house precedes the public hearing. The open house is from 4 p.m. to 7 p.m. May 5, 2009, at the Dallas Convention Center Arena. NTTA and TxDOT staff will be on hand to answer questions. However, we will not be able to answer questions during the "public comment" portion of the hearing because of time constraints and in order to allow everyone an opportunity to speak.

When will comments be accepted?

Oral and written comments are welcome during the open house and public hearing. A court reporter will be present to record individual comments from attendees as well as record any comments made during the formal public hearing.

Written comments may be submitted at the public hearing or mailed to: Attn: Corridor Manager, Re: Trinity Parkway Project, NTTA, P.O. Box 260729, Plano, TX, 75026. Written comments also will be accepted by e-mail at trinityparkway@ntta.org. All comments must be received or postmarked on or before Friday, May 15, 2009, to be included in the public record.

Please note that those who submit comments will not receive individual verbal or written responses. All oral and written comments received will be addressed in the formal public hearing summary report that will be made available to the public.

How will my comment be addressed?

All oral, written and e-mail comments received prior to the public hearing, during the public hearing or afterward (by the May 15, 2009, deadline) will be addressed in the formal public hearing summary report. After federal and state approval, the report will be available in hard copy at the same locations the SDEIS is available and on the NTTA Web site at www.ntta.org.

Are you making accommodations for special communication needs?

Yes. Anyone interested in attending the public hearing who has special communication or accommodation needs is encouraged to contact the NTTA at 214-224-3062 or by e-mail at trinityparkway@ntta.org at least three working days prior to the public hearing.

Because the public hearing will be conducted in English, any request for language interpreters or other special communication needs should also be made at least three

working days prior to the hearing. The NTTA will make all reasonable efforts to accommodate these needs.

Didn't I hear something on the news about the Dallas Floodway levees?

You may have heard that the USACE and the City of Dallas in late February 2009 announced preliminary results of the USACE's 2007 Periodic Inspection Report, which rated a number of elements in the existing Dallas Floodway levee system unacceptable. The 2007 inspection evaluated the Dallas Floodway levees under a new, more stringent Levee Safety Program that was developed after Hurricane Katrina. It was the first rating for the Dallas Floodway on a Periodic Inspection under the new Levee Safety Program.

If the Trinity Parkway is located along the Dallas Floodway, would it jeopardize the safety of the levee system?

No. In 2005, the NTTA and the USACE began collaborating to develop Trinity Parkway build alternatives that would accommodate operation and maintenance of the Dallas Floodway and facilitate future levee improvements. If a floodway alternative is selected, it would be developed to meet all requirements of the USACE. This would include measures to ensure the integrity and safety of the levee system.

Won't a Trinity Parkway within the Dallas Floodway be flooded frequently?

The Trinity Parkway, if located in the Dallas Floodway, would be designed to be above or protected from the 100-year flood within the levee system. This means the Parkway would have less than a 1% chance of being flooded in any given year. In addition, measures will be developed and implemented to protect public health and safety in the event of any large storm event.

I've heard the design of Alternative 3C is proceeding at risk. What does this mean?

Proceeding with the design of Alternative 3C is said to be "at risk" because it is being performed by the NTTA in advance of the Federal Highway Administration's approval of an alternative. The no-build alternative and the other build alternatives remain under active consideration, and the final project decision by FHWA would be made after consideration of the purpose and need of the project, the anticipated environmental impacts, and other relevant information, including public comments. The region believes the design of Alternative 3C "at risk" is worthwhile for several reasons, including the following:

- Alternative 3C is consistent with the City of Dallas Balanced Vision Plan for the Trinity River Corridor;
- Alternative 3C was developed in collaboration with the USACE to meet operations and maintenance requirements within the Dallas Floodway and to accommodate the future improvements to the Dallas Floodway levees; and
- The Trinity Parkway project cannot be expedited through design-build as the USACE will require review of construction plans before it will consider approval to begin construction in the floodway.

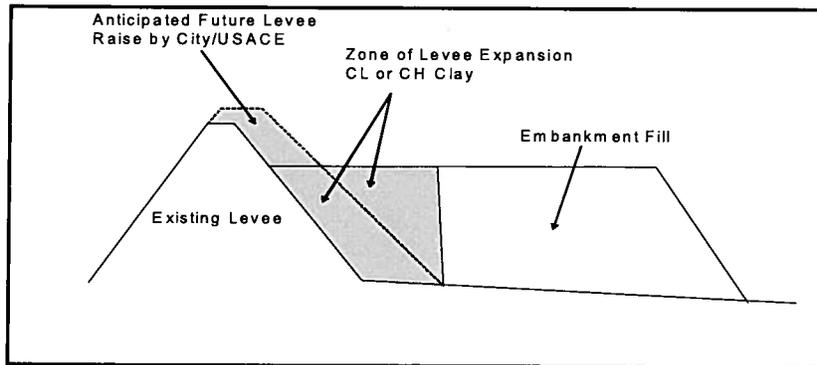
What is the City of Dallas Balanced Vision Plan?

The City of Dallas Balanced Vision Plan (BVP) is a master plan for the Trinity River Corridor that successfully balances several diverse goals. These goals are flood protection, environmental management, transportation, recreation and economic development. The BVP was adopted by the Dallas City Council in December 2003, and

provides the basis for the layout and design of the lakes, the Trinity Parkway, and the recreational features in the floodway.

Will the USACE improvements to the Dallas Floodway levees have to be completed before the Trinity Parkway can be constructed?

The Trinity Parkway environmental documents anticipate that the roadway will be built before the levee raise that was authorized for construction by the Corps. This means the roadway must be fully compatible with the proposed USACE improvements to the Dallas Floodway levees. In fact, it is anticipated that the proposed project would actually help with the Corps' planned improvements by performing part of the levee strengthening work in advance. This is best described by the below conceptual typical section showing Trinity Parkway embankment fill riverside of the existing Dallas Floodway.



How can the Trinity Parkway be constructed in the Dallas Floodway and not negatively impact the floodway's capacity to safely convey floodwater?

The Dallas Floodway is a federal flood control project operated by the City of Dallas with regulatory oversight by the USACE. The Floodway is subject to stringent regulations controlling flood elevations, as well as restricting any changes that might lead to erosion or loss of flood storage. The Trinity Parkway, if located in the Floodway, would be designed to meet these criteria. As set forth in the SDEIS, the fill material needed to construct the roadway embankments and levee expansion (as shown above) is obtained from inside the Floodway so that the diminished floodway capacity caused by these improvements are offset by the borrow areas. The borrow areas will then be converted into lakes which is consistent with the City of Dallas Balanced Vision Plan.

When would the Trinity Parkway be built if a build alternative is selected?

Construction is estimated to begin in 2010, and the facility would be expected to be open to traffic in 2014, subject to continued agency coordination/approvals and final funding availability.

How would the proposed Trinity Parkway project be funded?

Funding and the final implementing agency will be determined later as more specific project information is available.

TRINITY PARKWAY
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS) AND
DRAFT SECTION 4(f) EVALUATION
OPEN HOUSE AND PUBLIC HEARING

TUESDAY, MAY 5, 2009
4:00 P.M. TO 7:00 P.M. OPEN HOUSE, 7:00 P.M. PUBLIC HEARING
DALLAS CONVENTION CENTER ARENA
650 S. GRIFFIN STREET, DALLAS, TEXAS

AGENDA

WELCOME AND INTRODUCTIONS

Elizabeth Mow, Director of Project Delivery, NTTA

HISTORY AND STATUS OF PROJECT

Dan Chapman, NTTA Trinity Parkway Corridor Manager

PROJECT DESIGN

Martin Molloy, President, Halff Associates

ENVIRONMENTAL IMPACTS

David Morgan, Environmental Manager, Halff Associates

RIGHT-OF-WAY ACQUISITION AND RELOCATION PROCESS

David Morgan, Environmental Manager, Halff Associates

INTERMISSION (20 MINUTES)

OPPORTUNITY FOR PUBLIC COMMENTS

SPEAKERS WILL BE LIMITED TO THREE MINUTES

Written comments may be submitted this evening or mailed to the following address: NTTA, P.O. Box 260729, Plano, Texas 75026, Attn: Corridor Manager, Re: Trinity Parkway Project. **All comments must be received or postmarked on or before May 15, 2009, to be included in the Public Hearing record.** Please note you will not receive a direct response to verbal or written comments. All verbal or written statements will be addressed in and made part of the Final Environmental Impact Statement for the project.

Thank you for your interest in the project and for attending the Public Hearing!

TRINITY PARKWAY
BORRADOR SUPPLEMENTAL DE LA DECLARACIÓN DE IMPACTO AMBIENTAL Y EL
BORRADOR DE LA SECCIÓN 4(f) DENOMINADA “EVALUACIÓN”
ACCESO PÚBLICO Y AUDIENCIA PÚBLICA

MARTES, 5 DE MAYO DE 2009
4:00 P.M. A 7:00 P.M. SESIÓN DE ACCESO PÚBLICO, 7:00 P.M. AUDIENCIA PÚBLICO
DALLAS CONVENTION CENTER ARENA
650 S. GRIFFIN STREET, DALLAS, TEXAS

ORDEN DEL DÍA

BIENVENIDA E INTRODUCCIÓN

Elizabeth Mow, Director de Lanzamiento de Proyectos, NTTA

HISTORIA Y ESTATUS DEL PROYECTO

Dan Chapman, NTTA Gerente del Corredor Trinity Parkway

DISEÑO DEL PROYECTO

Martin Molloy, Presidente, Halff Associates

IMPACTOS AMBIENTALES

David Morgan, Gerente de Gestiones Ambientales, Halff Associates

ADQUISICIÓN DE DERECHO DE PASO Y PROCESO DE REUBICACIÓN

David Morgan, Gerente de Gestiones Ambientales, Halff Associates

INTERVALO DE DESCANSO (20 MINUTOS)

PERÍODO DE COMENTARIOS Y OPINION PÚBLICOS

LOS ORADORES DEBERÁN LIMITARSE A TRES MINUTOS

Comentarios escritos podrán ser entregados durante el evento o enviados por correo a la siguiente dirección: NTTA, P.O. Box 260729, Plano, Texas 75026, Attn: Corridor Manager, Re: Trinity Parkway Project. **Los comentarios deberán ser recibidos, o sellados por correo, a no más tardar para el 15 de mayo de 2009, para ser incluidos en el archivo de la Audiencia Pública.** Por favor tenga en cuenta que usted no recibirá una respuesta directa a sus comentarios verbales o escritos. Todas las declaraciones verbales o escritas serán tratadas e incluidas en el Documento Final de la Declaración de Impacto Ambiental de este proyecto.

Muchas gracias por su interés en este proyecto y por asistir a la Audiencia Pública!