

IH35W/IH820 Interchange Project - Tables and Maps

Household Population and Employment Estimates (2-Mile Radius)

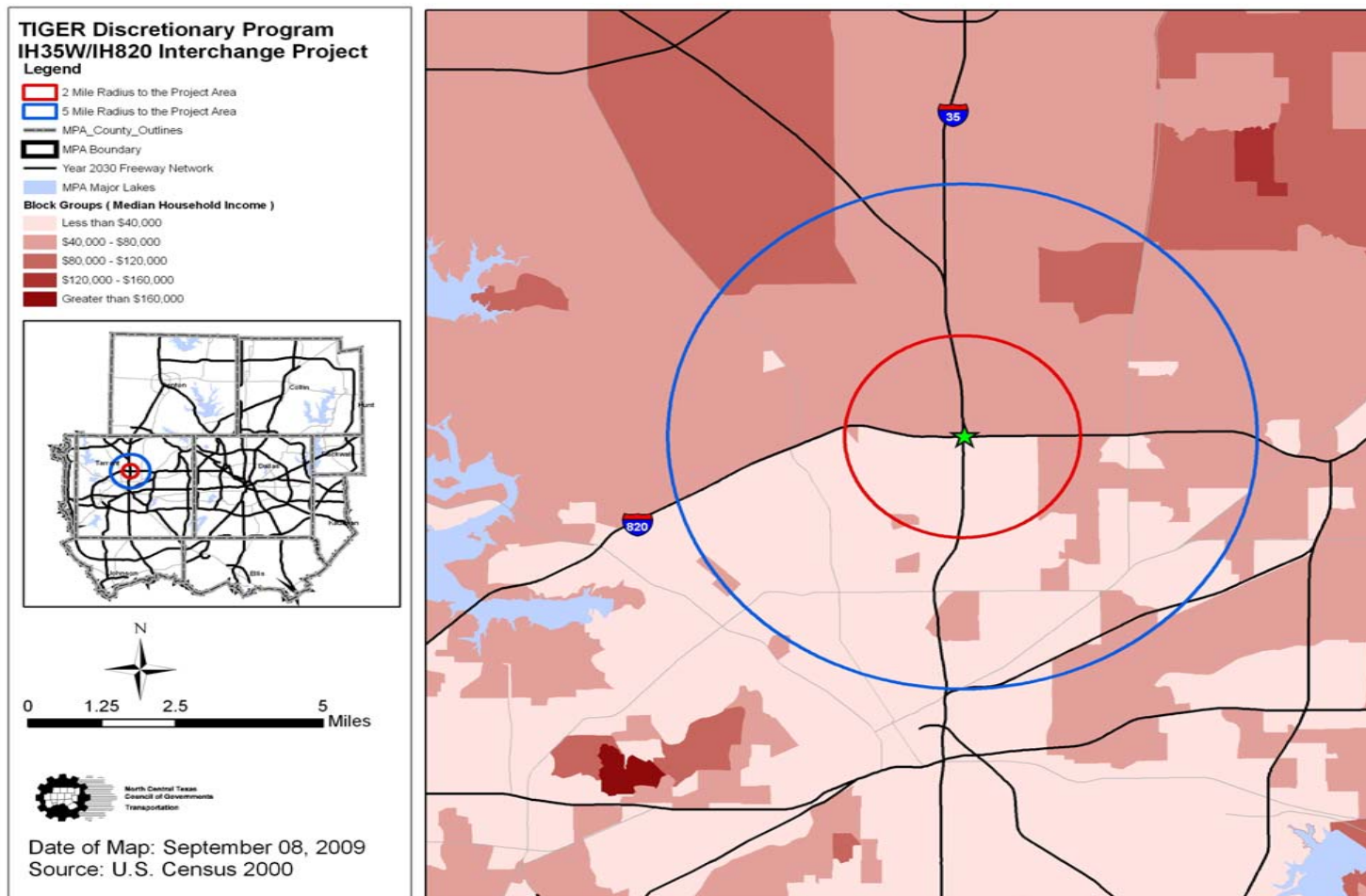
	2000	2010	2015	2030
Population	13,150	20,234	21,295	28,840
Households	5,257	8,220	8,616	11,393
Employment	27,013	32,363	35,339	46,409
Basic	13,909	16,638	18,142	24,610
Retail	5,909	7,024	7,643	9,544
Service	7,195	8,701	9,555	12,255

Household Population and Employment Estimates (5-Mile Radius)

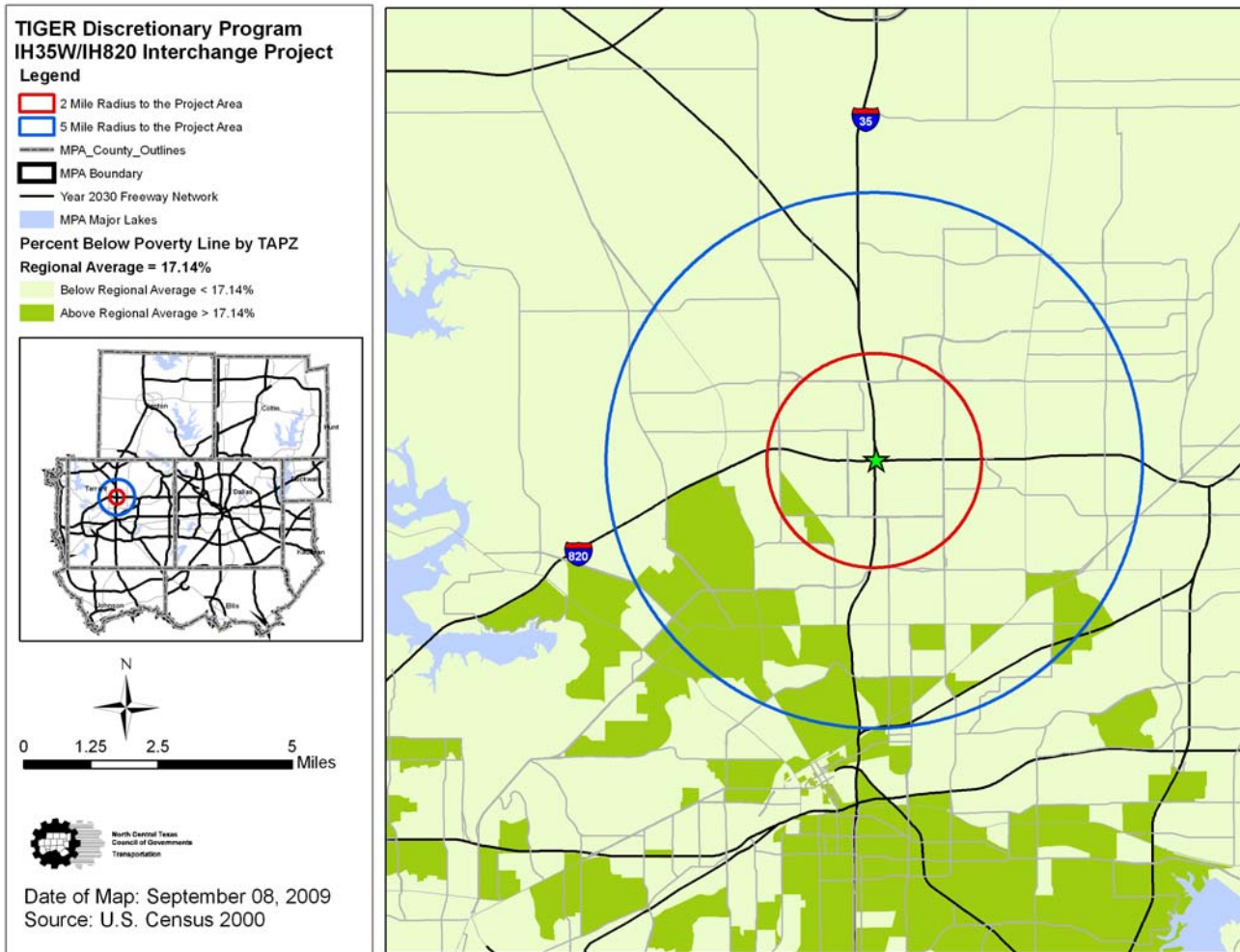
	2000	2010	2015	2030
Population	185,212	222,229	233,092	270,234
Households	62,878	75,592	79,383	92,226
Employment	94,780	117,323	127,720	162,600
Basic	34,266	41,056	44,210	59,156
Retail	26,448	34,621	37,834	45,916
Service	34,066	41,644	45,673	57,527

Source: 2030 Demographic Forecast – North Central Texas Council of Governments

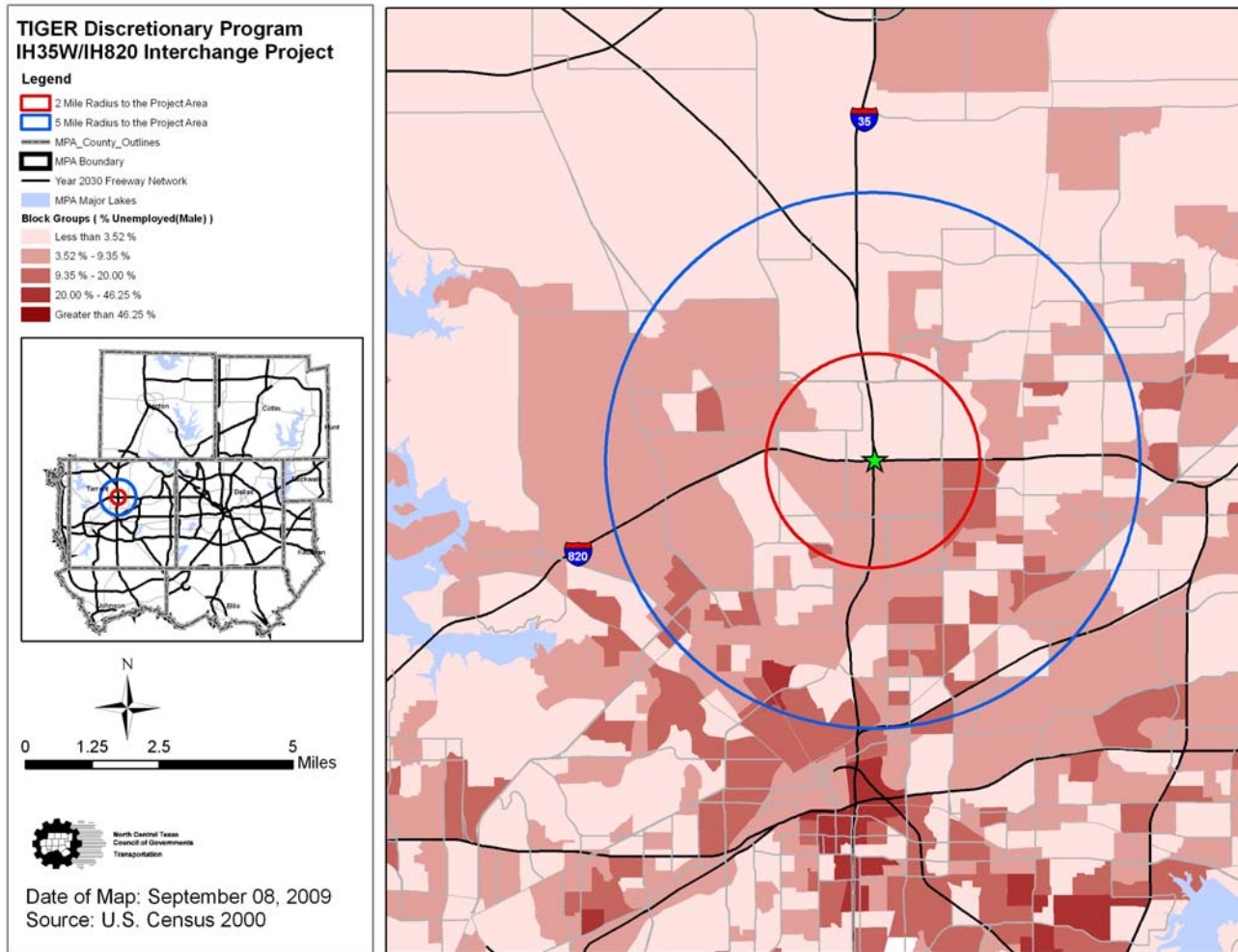
Median Income



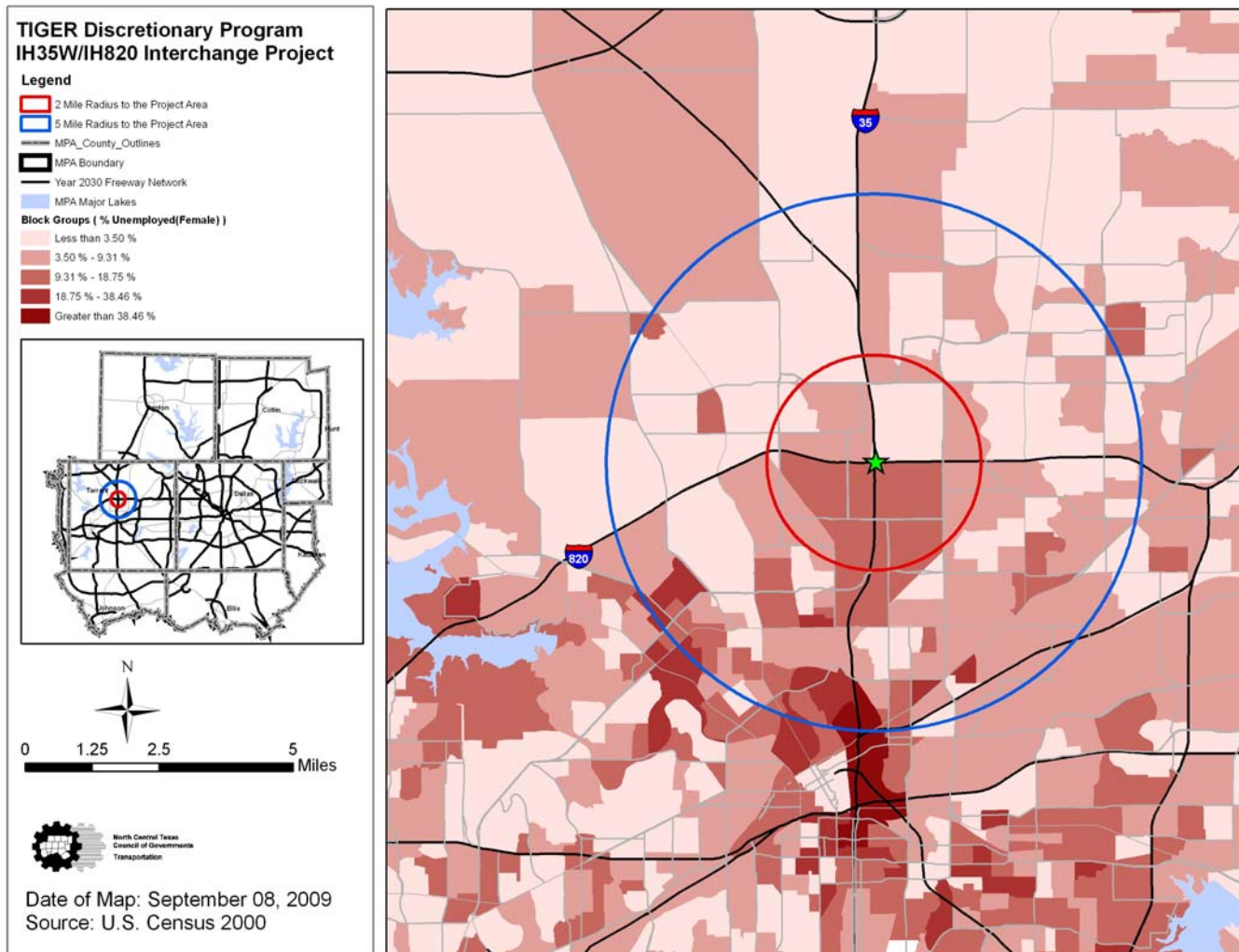
Poverty Rate



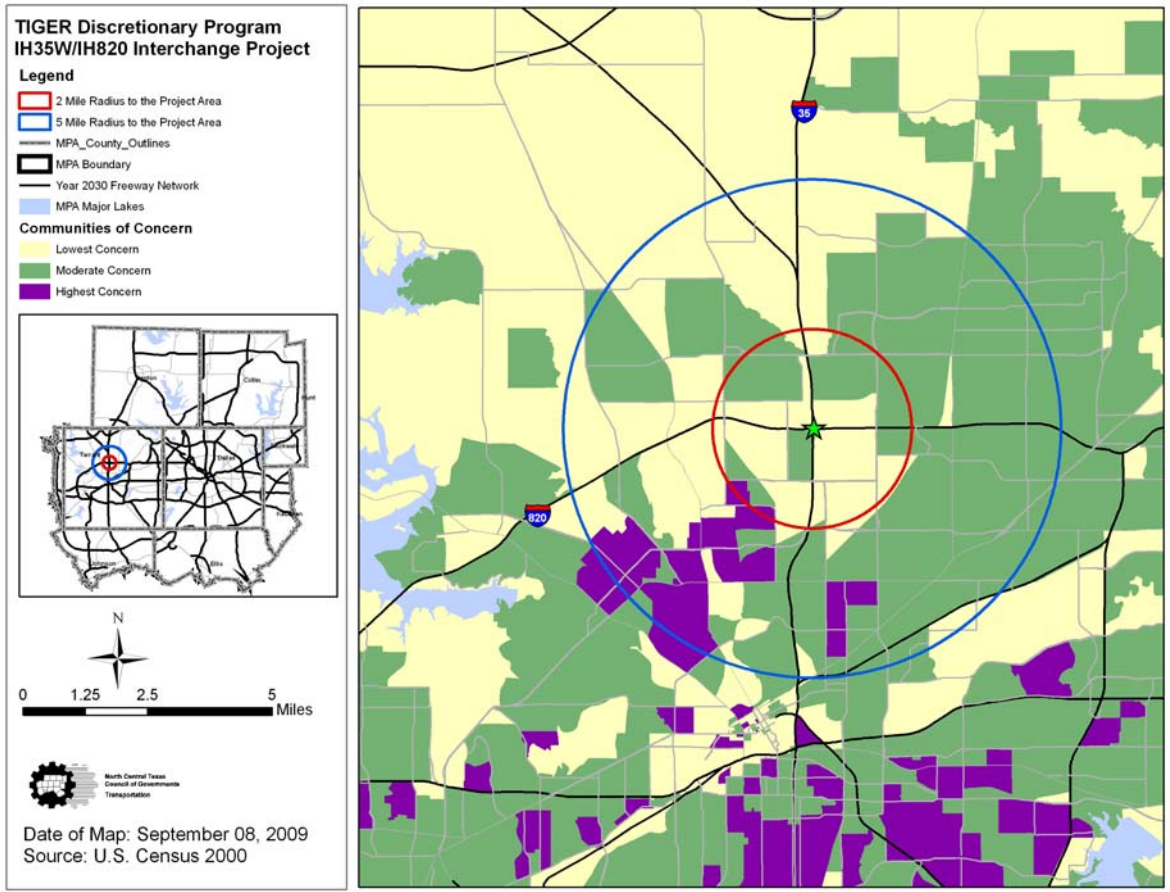
Male Unemployment Rate



Female Unemployment Rate



Environmental Justice Areas



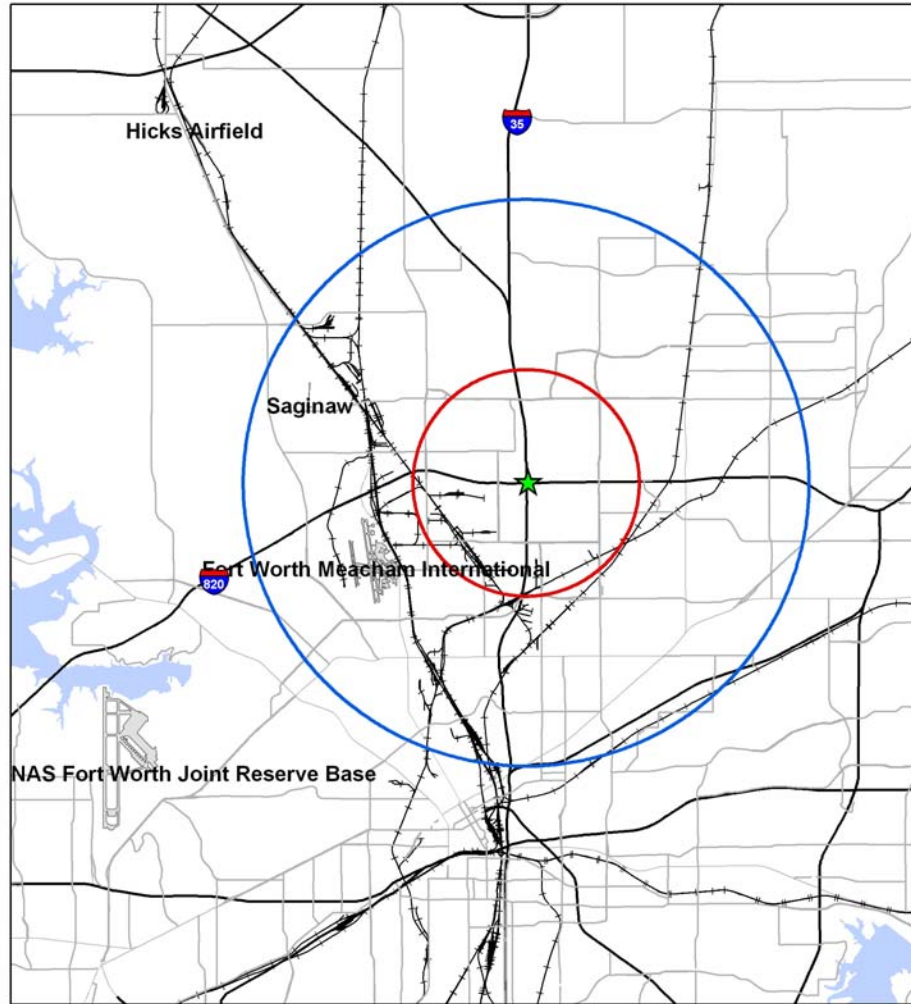
**TIGER Discretionary Program
IH35W/IH820 Interchange Project**

Legend

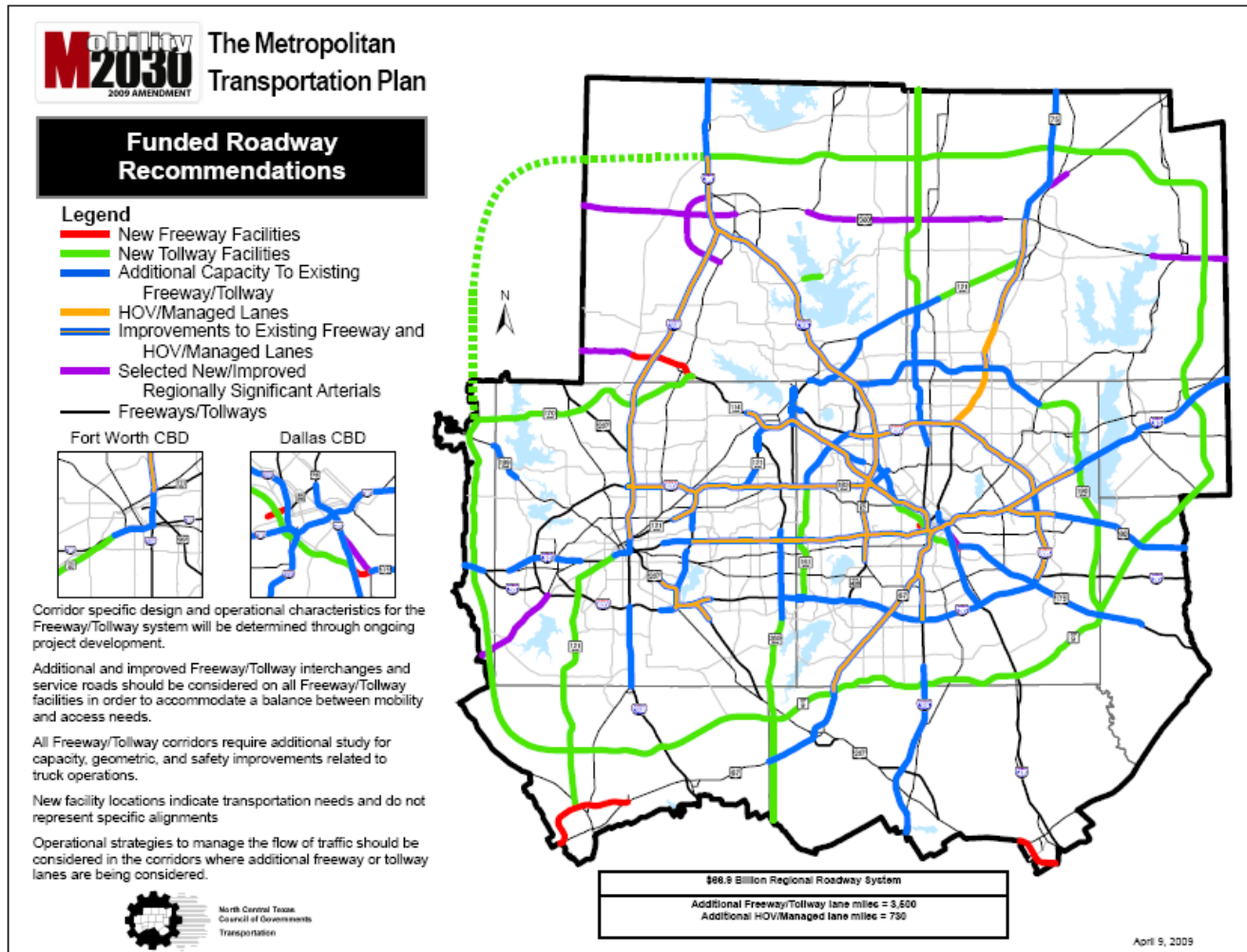
-  2 Mile Radius to the Project Area
-  5 Mile Radius to the Project Area
-  Airports
-  Rail
-  MPA_County_Outlines
-  MPA Boundary
-  Year 2030 Freeway Network
-  MPA Major Lakes



Date of Map: September 08, 2009
Source: U.S. Census 2000



Mobility Plan 2030 - 2009 Amendment – Roadway Recommendations



Mobility Plan 2030 - 2009 Amendment – Rail Recommendations



The Metropolitan Transportation Plan

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- - - Existing Rail Corridors
- Highways
- Modern Streetcar

Fort Worth CBD



Dallas CBD



The Dallas and Fort Worth Streetcar systems are included in the plan and final alignments will be determined by each city.

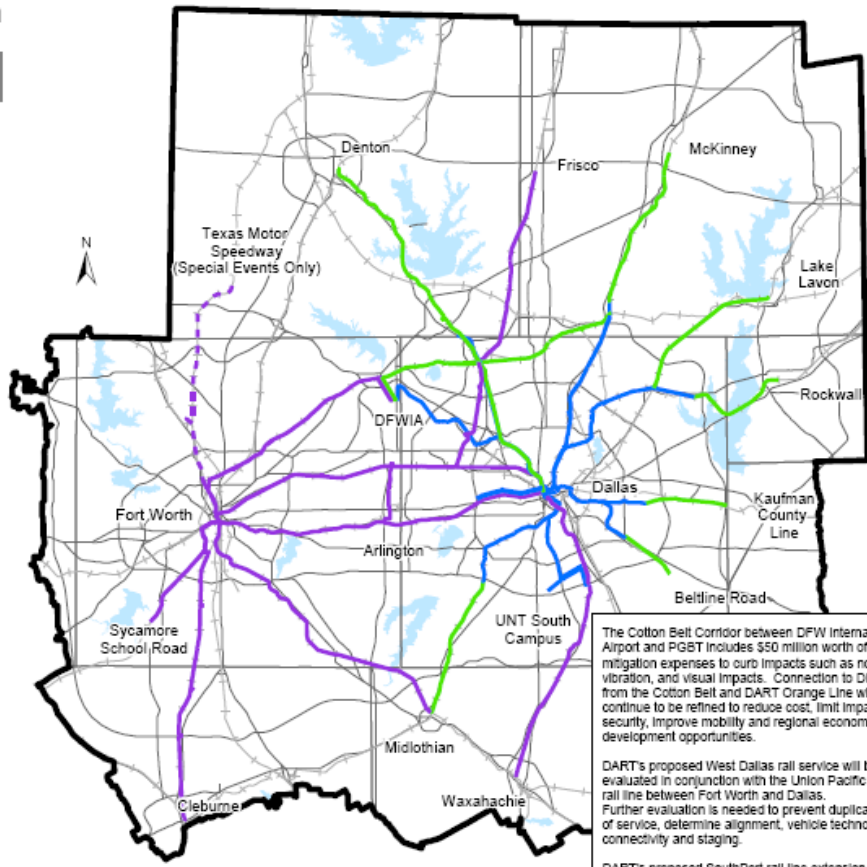
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

April 09, 2009



North Central Texas
Council of Governments
Transportation

The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts. Connection to DFWIA from the Cotton Belt and DART Orange Line will continue to be refined to reduce cost, limit impacts to security, improve mobility and regional economic development opportunities.

DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

Major Employers (Over 100 employees)

