## IH35W/IH820 Interchange Project - Tables and Maps

### Household Population and Employment Estimates (2-Mile Radius)

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

### Household Population and Employment Estimates (5-Mile Radius)

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

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

TIKER Discretionary Program
IH35W/IH820 Interchange Project
Legend
- 2 Mile Radius to the Project Area
- 5 Mile Radius to the Project Area
- MPA, County, Cities/Chains
- MPA Boundary
- Year 2000 Freeway Network
- MPA Major Lakes

Block Groups (Median Household Income)
- Less than $40,000
- $40,000 - $60,000
- $60,000 - $120,000
- $120,000 - $160,000
- Greater than $160,000

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

TIGER Discretionary Program
IH35W/IH820 Interchange Project
Legend
- 2 Miles Radius to the Project Area
- 5 Miles Radius to the Project Area
- MPA County Outlines
- MPA Boundary
- Year 2000 Freeway Network
- MPA Major Lakes

Percent Below Poverty Line by TAPZ
Regional Average = 17.14%
- Below Regional Average < 17.14%
- Above Regional Average > 17.14%

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

TIGER Discretionary Program
IH35W/IH820 Interchange Project

Legend
- 2 Mile Radius to the Project Area
- 5 Mile Radius to the Project Area
- MPA, County, Cities
- MPA Boundary
- Year 2030 Freeway Network
- MPA Major Lakes

Block Groups (% Unemployed(Blue))
- Less than 3.52%
- 3.52% - 5.06%
- 5.06% - 20.00%
- 20.00% - 41.25%
- Greater than 41.25%

Date of Map: September 08, 2009
Source: U.S. Census 2000
Female Unemployment Rate
Environmental Justice Areas

Date of Map: September 08, 2009
Source: U.S. Census 2000
The Metropolitan Transportation Plan

Funded Roadway Recommendations

Legend
- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Legend
- Fort Worth CBD
- Dallas CBD

Cordier specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments.

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeways or tollway lanes are being considered.
The Dallas and Fort Worth Streetcar systems are included in the plan and final alignment 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 structures 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 06, 2020
Major Employers (Over 100 employees)