

# Appendix D

---

## Dallas and Houston Near-Road Site Assessment

Texas Commission on Environmental Quality  
2015 Annual Monitoring Network Plan

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 1: Dallas Near-Road Site Assessment**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
1	4	US 75	32.86026	-96.77012	Between Caruth Haven and Southwestern Boulevard	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
2	7	US 75	32.86877	-96.77009	Between West Northwest Highway and Park Lane	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
3	6	US 75	32.80338	-96.79313	Between North Hall Street and Lemmon Avenue	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
4	1	I-635	32.92524	-96.80181	Between Preston Road and Hillcrest Road	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
5	2	Dallas North Tollway	32.92293	-96.81929	Between I-635 and Harvest Hill Road	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial and residential structures and the highway is below grade.
6	3	I-635	32.92592	-96.81140	Between Dallas North Tollway and Montford Drive	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
7	12	US 75	32.92921	-96.75930	Between West Spring Valley Road and I-635	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, the terrain is unlevel, and the highway is below grade.
8	14	US 75	32.91961	-96.76591	Between I-635 and Churchill Way	Yes	Yes	Yes	No	No	This area is not viable because the highway is below grade and the TCEQ was unable to come to an agreement with the property owner.
9	10	I-35E	32.78993	-96.81334	Between Hi Line Drive and Continental Avenue	No	No	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, power is unavailable, and the highway is above grade.
10	11	US 75	32.94295	-96.74202	Between Main Street and West Spring Valley Road	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures.
11	15	US 75	32.96652	-96.72175	Between East Arapaho Road and North Collins Boulevard	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures.
12	19	US 75	32.99207	-96.70991	Between Gatalyn Parkway and West Renner Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ was unable to contact the property owner.
13	5	I-635	32.92166	-96.84737	Between Rosser Road and Midway Road	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to residential structures, the highway is below grade, and there is current construction.
14	9	I-635	32.90908	-96.89041	Between Denton Drive and Josey Lane	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and there is current construction.

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 1: Dallas Near-Road Site Assessment (continued)**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
15	8	I-635	32.92370	-96.75750	Between North Central Expressway and T I Boulevard	Yes	Yes	Yes	Yes	Yes	Location of the Phase I near-road site.
16	16	I-35E	32.80434	-96.83568	Between Wycliff Avenue and Medical District Drive	No	No	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and power is unavailable.
17	17	SH 356	32.80796	-96.86879	Between West Mockingbird Lane and Irving Boulevard	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures.
18	18	SH 356	32.81103	-96.86303	Between Iron Ridge Street and Stemmons Freeway	Yes	Yes	Yes	Yes	No	This area is not viable because there are long-term construction plans.
19	21	I-35E	32.78005	-96.81186	Between Commerce Street and Woodall Rodgers Freeway	No	No	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, power is unavailable, and there is current construction.
20	13	I-635	32.91037	-96.73393	Between Forest Lane and Abrams Road	Yes	Yes	Yes	No	No	This area is not viable because the highway is significantly below grade.
21	23	I-35E	32.77637	-96.81154	Between West Commerce Street and Reunion Boulevard	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and there are long-term construction plans.
22	25	I-35E	32.87791	-96.89804	Between Walnut Hill Lane and Manana Drive	Yes	Yes	Yes	Yes	No	This area is not viable because there is current construction.
23	24	I-35E	32.89969	-96.89801	Between Crown Road and Royal Lane	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, power is unavailable, the terrain is unlevel, and the highway is above grade.
24	31	US 75	33.02416	-96.70999	Between 16th Street and East Park Boulevard	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
25	30	I-30	32.78066	-96.77272	Between South 2nd Avenue and South Malcolm X Boulevard	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, power is unavailable, the terrain is unlevel, and the highway is above grade.
26	27	I-20	32.67594	-97.02460	I-20 at Lake Ridge Parkway	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation, power is unavailable, the terrain is unlevel, and the highway is above grade.
27	56	SH 183	32.83790	-97.05036	Between SH 360 and Amon Carter Boulevard	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation, power is unavailable, the terrain is unlevel, and the highway is above grade.

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 1: Dallas Near-Road Site Assessment (continued)**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
28	22	I-635	32.83036	-96.63129	Between North Galloway Avenue and I-30	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial and residential structures and the highway is below grade.
29	32	I-35E	32.92202	-96.89973	Between Harry Hines Boulevard and Valley View Lane	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and there are long-term construction plans.
30	38	I-35E	32.71473	-96.82918	Between West Illinois Avenue and West Saner Avenue	Yes	Yes	No	Yes	No	This area is not viable because the terrain is unlevel and there are long-term construction plans.
31	33	US 77	32.75160	-96.80937	East Colorado Boulevard and SH 180	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
32	29	I-20	32.66840	-97.21886	Between Bowman Springs Road and Little Road	No	Yes	No	Yes	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation, commercial structures, and residential structures; and the terrain is unlevel.
33	20	I-635	32.87409	-96.68230	Between South Jupiter Road and Lyndon B Johnson Freeway	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is above grade.
34	35	US 75	33.04602	-96.69989	Between East Spring Creek Parkway and West Parker Road	No	Yes	No	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the terrain is unlevel.
35	39	I-35E	32.93116	-96.90158	Between Valwood Parkway and Valley View Lane	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and there are long-term construction plans.
36	90	I-20	32.66571	-97.32595	Between Edgecliff Street and I-35W	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, the terrain is unlevel, and the highway is below grade.

AADT - Annual Average Daily Traffic

FE-AADT - Fleet Equivalent AADT

<sup>1</sup>Space is defined by the ability to place a 40-foot by 40-foot site pad within 50 meters of the target road segment as required in 40 Code of Federal Regulation Part 58.

<sup>2</sup>Latitude and longitude denote the location of the traffic counting camera. TCEQ considered all areas along the road segment on which the traffic counting camera was located.

TCEQ - Texas Commission on Environmental Quality

I-20 - Interstate 20

I-30 - Interstate 30

I-35E - Interstate 35E

I-35W - Interstate 35W

I-635 - Interstate 635

SH 183 - Texas State Highway 183

SH 356 - Texas State Highway 356

US 75 - United States Highway 75

US 77 - United States Highway 77

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 2: Houston Near-Road Site Assessment**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
1	1	US 59	29.72271	-95.49241	Between Westward and Westpark Drive	Yes	Yes	Yes	Yes	Yes	Location of the Phase I near-road site.
2	2	US 59	29.72619	-95.46904	Between South Rice Avenue and Chimney Rock Road	No	No	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation, power is unavailable, and the highway is above grade.
3	3	I-45	29.92599	-95.41211	Between Aldine Bender Road and West Road	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and commercial structures.
4	4	I-45	29.94060	-95.41690	Between I-45 and Ella Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
5	6	I-45	29.82429	-95.37997	Between Crosstimber Street and I-610	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and commercial structures.
6	5	I-45	29.94472	-95.41540	Between Greens Road and Beltway 8	Yes	Yes	Yes	No	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
7	14	I-45	29.87107	-95.40843	Between Little York Road and W Gulf Bank Road	Yes	Yes	Yes	No	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
8	13	I-45	29.85462	-95.39928	Between Parker Road and E Tidwell Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
9	12	US 59	29.72989	-95.44782	Between Newcastle Drive and Wesleyan Street	Yes	No	Yes	No	No	This area is not viable because the TCEQ could not come to an agreement with the property owner, the highway is above grade, and power is unavailable.
10	15	I-45	29.88090	-95.41198	Between Little York Road and W Gulf Bank Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
11	7	I-10	29.78444	-95.53811	Between Witte Road and Bunker Hill Road	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures and the highway is below grade.
12	16	I-10	29.76038	-95.45565	Between Woodway Drive and Post Oak Boulevard	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and the highway is above grade.
13	8	I-10	29.78080	-95.56299	Between I-10 and Memorial Drive	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade.
14	9	I-10	29.78129	-95.56301	Between I-10 and Memorial Drive	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade.
15	10	I-10	29.78952	-95.56315	Between Westview Drive and I-10	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and the TCEQ could not come to an agreement with the property owner.
16	11	I-10	29.78985	-95.56317	Between Westview Drive and I-11	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade and the TCEQ could not come to an agreement with the property owner.

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 2: Houston Near-Road Site Assessment (continued)**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
17	23	I-610	29.79210	-95.45149	Between Hempstead Road and Old Katy Road	Yes	Yes	Yes	No	No	This area is not viable because there is current construction and the highway is above grade.
18	17	I-10	29.78412	-95.46688	Between Silber Road and Post Oak Road	No	No	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and commercial structures, power is unavailable, and the highway is above grade.
19	20	I-45	29.80862	-95.37349	Between I-610 and Cavalcade Street	Yes	No	Yes	No	No	This area is not viable because power is unavailable and the highway is above grade.
20	22	I-45	29.68924	-95.28144	Between I-610 and Park PI Boulevard	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
21	25	I-45	29.76286	-95.36965	Between I-45 and Bagby Street	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and commercial structures, power is unavailable, the terrain is unlevel, and the highway is above grade.
22	18	US 59	29.64913	-95.57067	Between Airport Boulevard and Bellfort Ave	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, and the highway is above grade.
23	19	US 59	29.68092	-95.53645	Between Bissonnet Street and Gessner Road	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to residential and commercial structures, power is unavailable, the terrain is unlevel, and the highway is above grade.
24	24	I-45	30.01481	-95.42830	Between Bammel Road and Richey Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
25	26	I-45	30.02548	-95.42909	Between Cypress Creek Pkwy and Cypresswood Drive	No	Yes	Yes	Yes	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures.
26	27	I-45	29.74250	-95.35820	Between Dowling Street and Jefferson	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
27	21	I-10	29.78493	-95.62484	Between N Eldridge Pkwy and State Highway 6	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
28	30	I-45	29.71188	-95.31028	Between South Wayside Street and Griggs Road	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, the terrain is unlevel, and the highway is above grade.
29	35	I-45	29.73390	-95.34486	Between Cullen Boulevard and Scott Street	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
30	36	I-45	29.73887	-95.35249	Between Dowling Street and Scott Street	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
31	28	I-10	29.78498	-95.65156	Between I-6 and Baker Cypress Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 2: Houston Near-Road Site Assessment (continued)**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
32	29	I-10	29.78470	-95.58384	Between N Kirkwood Road and N Wilcrest Drive	Yes	Yes	Yes	No	No	This area is not viable because the highway is above grade.
33	40	I-45	30.11504	-95.43838	Between Rayford Road and Hardy Freeway	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
34	31	I-10	29.77884	-95.44191	Between I-610 and Silver Eagle Drive	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, and the highway is above grade.
35	38	I-610	29.67810	-95.40773	Between Kirby Drive and Fannin Street	No	No	No	Yes	No	This area is not viable because there is not enough space to accommodate a site due to residential and commercial structures, power is unavailable, and the terrain is unlevel.
36	32	US 59	29.62711	-95.59429	Between Dairy Ashford Road and S Main Street	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
37	33	US 59	29.63404	-95.58686	Between S Main Street and S Kirkwood Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
38	37	I-45	29.63578	-95.23773	Between Edgebrook Drive and Hartsook Street	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
39	39	US 290	29.86040	-95.52604	Between Fairbanks N Houston Road and Gessner Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
40	71	I-610	29.71268	-95.46014	Between Fournace Place and Bissonnet Street	No	Yes	Yes	No	No	This area is not viable because there is not enough space to accommodate a site due to residential and commercial structures, and the highway is above grade.
41	45	US 290	29.80687	-95.45514	Between Dakoma Street and W 18th Street	No	No	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, power is unavailable, the terrain is unlevel, and the highway is above grade.
42	42	I-45	29.61062	-95.19978	Between I-45 and Galveston Road	Yes	Yes	Yes	Yes	No	This area is not viable because the TCEQ could not come to an agreement with the property owner.
43	43	I-45	29.61800	-95.21813	Between Fuqua Street and Kingsport Road	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to heavy vegetation and commercial structures, the terrain is unlevel, and the highway is above grade.
44	74	US 59	29.76095	-95.35009	Between Runnels Street and Harrisburg Boulevard	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, the terrain is unlevel, and the highway is above grade.
45	41	I-610	29.80812	-95.44279	Between T C Jester Boulevard and I-290	No	Yes	No	No	No	This area is not viable because there is not enough space to accommodate a site due to commercial structures, the terrain is unlevel, and the highway is above grade.

## Appendix D: Dallas and Houston Near-Road Site Assessment

**Table 2: Houston Near-Road Site Assessment (continued)**

AADT	FE-AADT	Target Roadway	Latitude <sup>2</sup>	Longitude <sup>2</sup>	Road Segment	Space <sup>1</sup>	Power Available	Level Terrain	Highway at Grade	Viable	Comments
46	46	I-610	29.81398	-95.38723	Between Airline Drive and N Main Street	Yes	Yes	Yes	Yes	Yes	Location of the Phase II near-road site.

AADT - Annual Average Daily Traffic

FE-AADT - Fleet Equivalent AADT

<sup>1</sup>Space is defined by the ability to place a 40-foot by 40-foot site pad within 50 meters of the target road segment as required in 40 Code of Federal Regulation Part 58.

<sup>2</sup>Latitude and longitude denote the location of the traffic counting camera. TCEQ considered all areas along the road segment on which the traffic counting camera was located.

TCEQ - Texas Commission on Environmental Quality

I-10 - Interstate 10

I-45 - Interstate 45

I-610 - Interstate 610

US 59 - United States Highway 59

US 290 - United States Highway 290