Draft
Environmental Assessment

S.M. Wright Project Phase IIB, Dallas District

State Highway 310 (SH 310) and Interstate Highway 45 (IH 45)

Project Limits: SH 310 from Pennsylvania Avenue to north of Al Lipscomb Way; and
IH 45 from Lenway St. to Good Latimer

CSJ Numbers: 0092-01-059, 0092-14-088

Dallas County, Texas

August/2016

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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LIST OF ACRONYMS

AOI – Area of Influence
APE – Area of Potential Effects
BMP – Best Management Practice
CAA – Clean Air Act
CEQ – Council on Environmental Quality
CFR – Code of Federal Regulations
CGP – Construction General Permit
CMP – Congestion Management Process
CO – Carbon Monoxide
CWA – Clean Water Act
dB – Decibel
dB(A) – A-weighted Decibel
DFW – Dallas – Fort Worth
EA – Environmental Assessment
EO – Executive Order
EPA – United States Environmental Protection Agency
EPIC – Environmental Permits, Issues and Commitments
EJ – Environmental Justice
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
FONSI – Finding of No Significant Impact
GIS – Geographic Information System
HRS – Historic Resources Survey
ISA – Initial Site Assessment
LWCF Act – Land and Water Conservation Fund Act
LEP – Limited English Proficiency
Leq – Average or Equivalent Human Sound Level [used in connection with dB(A)]
MBTA – Migratory Bird Treaty Act
MLK – Martin Luther King, Jr.
MOU – Memorandum of Understanding
MPO – Metropolitan Planning Organization
MS4 – Municipal Separate Storm Sewer System
MSAT – Mobile Source Air Toxics
MTP – Metropolitan Transportation Plan
NAC – Noise Abatement Criteria
NAAQS – National Ambient Air Quality Standard
NCTCOG – North Central Texas Council of Governments
NEPA – National Environmental Policy Act
NHPA – National Historic Preservation Act
NOI – Notice of Intent

NRHP – National Register of Historic Places
PA-TU – Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings
PM – Particulate Matter
PST – Petroleum Storage Tank
ROW – Right-of-Way
PS&E – Plans, Specifications and Estimates
RTC – Regional Transportation Council
SH – State Highway
SIP – State Implementation Plan
STIP – Statewide Transportation Improvement Program
SW3P – Stormwater Pollution Prevention Plan
TAC – Texas Administrative Code
TCEQ – Texas Commission on Environmental Quality
THC – Texas Historical Commission
THC MOU – Memorandum of Understanding with the Texas Historical Commission regarding Environmental Review of Transportation Projects
TIP – Transportation Improvement Program
TPDES – Texas Pollutant Discharge Elimination System
TPWC – Texas Parks and Wildlife Code
TPWD – Texas Parks and Wildlife Department
TxDOT – Texas Department of Transportation
SHPO –State Historic Preservation Officer
US – United States Highway
USDOT – United States Department of Transportation
USGS – United States Geological Survey
VMT – Vehicle Miles Traveled

1.0 INTRODUCTION

In cooperation with county and municipal authorities, the Texas Department of Transportation (TxDOT) proposes to reconstruct the existing interchange between Interstate Highway 45 (IH 45) and State Highway 310 (SH 310) in the City of Dallas, Texas (see vicinity map, **Appendix A-1**). The proposed improvements to SH 310 would extend from Pennsylvania Avenue to north of Al Lipscomb Way (formerly known as Grand Avenue). Proposed improvements to IH 45 would extend from Lenway Street to Good Latimer Expressway. An outline of the proposed project construction limits is shown on an aerial photograph base map (see **Appendix A-2**) and on an U.S. Geological Survey (USGS) topographic map (see **Appendix A-3**). The SH 310 segment south of the existing IH 45 interchange was formerly designated as United States Highway (US) 175 and known as the S.M. Wright Freeway, but this segment was redesignated SH 310 and is now referred to as the S.M. Wright Parkway.

The proposed project, S.M. Wright Project Phase IIB, was planned in conjunction with the overall S.M. Wright Project. The S.M. Wright Project Phase I involves improvements to US 175 and IH 45 as well as construction of direct connecting ramps between US 175 and IH 45. Phase II involves the downsizing of the S.M. Wright Parkway from the existing six-lane freeway with discontinuous frontage roads to a low speed, signalized six-lane urban arterial roadway.

The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project in accordance with the procedural requirements of the National Environmental Policy Act (NEPA), as implemented through regulations promulgated by the Council on Environmental Quality (CEQ).[1] The principal objective in preparing this EA is to determine whether the expected environmental impacts of the proposed project would warrant the preparation of an Environmental Impact Statement.[2] As the proposed project involves changes to IH 45 and would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's NEPA regulations as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA.[3] The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. Section 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.[4]

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[1] The NEPA statute is codified in 42 U.S. Code (USC) Sections 4331-4375. CEQ's NEPA regulations are in 40 Code of Federal Regulations (CFR) Parts 1500-1508.

[2] An Environmental Impact Statement is required if, upon completing an EA, a federal agency (or a delegated state agency, such as TxDOT) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 USC Section 4332), as that phrase has been interpreted by federal courts.

[3] FHWA's NEPA regulations are in 23 CFR Part 771. TxDOT regulations relevant to preparing an EA and associated public involvement activities are found in Title 43 Texas Administrative Code (TAC), Part 1, Chapter 2. TxDOT also maintains specialized instructional guidance for NEPA studies on the following Website sponsored by the TxDOT Environmental Affairs Division: *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html*. Accessed June 16, 2016.

[4] The FHWA-TxDOT Memorandum of Understanding may be found here: *http://www.fhwa.dot.gov/txdiv/finalnepa-mou.pdf*. Accessed June 16, 2016.

After this Draft EA has been determined by TxDOT's Environmental Affairs Division to be complete, it will be made available for public review and comment. Following the comment period (i.e., approximately 40 days), during which a public hearing will be held, TxDOT will consider any comments submitted before making a decision. If TxDOT determines that the proposed project would not result in significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

Within the project limits, the existing S.M. Wright Parkway is a divided freeway comprised of six general-purpose main lanes (three in each direction), plus auxiliary lanes and discontinuous one-way, two-lane frontage roads. This freeway is built on embankment that increases in elevation as the road approaches the bridge crossings of cross streets. The total right-of-way (ROW) width for S.M. Wright Parkway ranges from 220 feet to 240 feet. Typical main lane width for this facility is 11 feet, with two-foot shoulders to the inside and outside.

Of particular relevance to the S.M. Wright Project Phase IIB is the existing configuration of S.M. Wright Parkway at its northern end. As mentioned, the existing S.M. Wright Parkway is a freeway, and near the Martin Luther King, Jr. (MLK) Boulevard bridge it has four main components: (1) southbound main lanes and a southbound frontage road that receives traffic from an exit ramp from IH 45; (2) a northbound direct connecting ramp to IH 45; (3) southbound and northbound lane connections with Cesar Chavez Boulevard; and (4) southbound and northbound lane connections with Good Latimer Expressway. The existing interchange is characterized by freeway-to-freeway traffic movements, and traffic from local cross streets such as MLK Boulevard and Pennsylvania Avenue must utilize S.M. Wright Parkway to access IH 45.

The existing IH 45 facility is a divided highway with six general-purpose main lanes (three in each direction), plus auxiliary lanes and discontinuous one-way, two-lane frontage roads. The segment of IH 45 within project limits has a ROW width that varies between 240 feet and 500 feet. Typical main lane width for this facility 12 feet, and the width of the inside shoulder is 10 feet and outside shoulder width is 10 feet to 12 feet. However, the contract for constructing the improvements to IH 45 from S.M. Wright Project Phase I has been let and that project should be nearing completion by the time construction of S.M. Wright Project Phases II and IIB would begin. For this reason the modifications to IH 45 from S.M. Wright Project Phase I are considered the existing condition for planning purposes of Phase IIB. Consequently, the planned existing IH 45 within project limits would have four to five main lanes in each direction, with a lane width of 11 feet that would widen to 12 feet near the north

end of the project area. Outside shoulders would be 10 feet wide, and inside shoulders would generally be two feet wide but would widen to 10 feet near the north end of the project area.

There are no dedicated or shared-use bicycle lanes associated with the discontinuous frontage roads for both S.M. Wright Parkway and IH 45 within project limits. Sidewalks are generally absent along the outside of S.M. Wright Parkway frontage roads, and are discontinuous with most of the IH 45 frontage roads. There are no drainage detention ponds or other facilities related to either of these freeways within the project area. Construction of S.M. Wright Project Phase I would not alter these aspects of the existing facilities.

The site photographs in **Appendix B** provide representative views of the existing S.M. Wright Parkway and IH 45 facilities, as well as representative areas within and surrounding the proposed project limits. Typical existing road cross sections for S.M. Wright Parkway and major cross streets are shown in **Appendix D**; however, as noted above, the existing typical sections for IH 45 in **Appendix D** reflect the facility after construction of S.M. Wright Project Phase I.

2.2 Proposed Project

The proposed project includes the reconfiguration of the existing interchange between IH 45, the S.M. Wright Parkway, Cesar Chavez Boulevard, and Good Latimer Expressway. These changes would convert the above-described freeway-to-freeway connections between S.M. Wright Parkway and IH 45 to a diamond-type interchange involving two cross-streets: MLK Boulevard and Al Lipscomb Way (formerly Grand Avenue). The proposed project involves the following principal changes in proximity to the reconstructed interchange:

- Removing the direct connections from southbound IH 45 to southbound S.M. Wright Parkway and from northbound S.M. Wright Parkway to northbound IH 45;
- Constructing a new southbound exit ramp from IH 45 to MLK Boulevard;
- Constructing a new northbound entrance ramp from MLK Boulevard to IH 45;
- Constructing a new southbound entrance ramp from Al Lipscomb Way to IH 45;
- Constructing a new northbound exit ramp from IH 45 to Al Lipscomb Way;
- Constructing a new southbound frontage road section between MLK Boulevard and Pennsylvania Avenue;
- Constructing a new northbound frontage road section between Pennsylvania Avenue and MLK Boulevard;
- Realigning S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard between Al Lipscomb Way and MLK Boulevard;
- Removing the direct connections between southbound and northbound S.M. Wright Parkway and Good Latimer Expressway;
- Converting the existing S.M. Wright Parkway underpass of MLK Boulevard to an at-grade signalized intersection; and

- Relocating the existing ramps connecting MLK Boulevard and S.M. Wright Parkway to the proposed signalized intersections of the IH 45 frontage roads and MLK Boulevard.

The planned interchange improvements for the S.M. Wright Project Phase IIB are shown in the plan view design map in **Appendix C-1**, and representative proposed typical cross sections of project area roadways are shown in **Appendix D**. The project limits for S.M. Wright Parkway are from Pennsylvania Avenue to north of Al Lipscomb Way, a distance of approximately 0.5 mile. The limits for proposed IH 45 improvements extend from Lenway Street to Good Latimer Expressway, which is approximately 1.0 mile. These project limits encompass the areas associated with the interchange between S.M. Wright Parkway and IH 45, including changes to ramps, addition of frontage roads, sidewalks, and bicycle accommodations. In addition, the proposed project would relocate the existing southbound exit ramp from IH 45 to Lamar Street (south of the above-described interchange area).

Pedestrian and bicycle improvements would be constructed along the proposed S.M. Wright Parkway and IH 45 frontage roads to create a continuous network between S.M. Wright Parkway, Pennsylvania Avenue, MLK Boulevard, Al Lipscomb Way, and Good Latimer Expressway. The sidewalk along S.M. Wright Parkway would be six feet to 12 feet wide, and along IH 45 frontage roads the sidewalk would be six feet wide. Bicycle accommodations would consist of a 14-foot shared use lane along the outer lane of S.M. Wright Parkway as well as the proposed frontage road segments for IH 45.

The proposed project would not construct any detention ponds or facilities other than those described above and noted in **Appendices C-1** and **D**.

The proposed S.M. Wright Project Phases II and IIB are scheduled to let for construction in January 2019. By that point in time, construction of improvements to IH 45 and US 175 (S.M. Wright Project Phase I) would be nearing completion. These three phases of the overall S.M. Wright Project are illustrated in **Appendix C-2**.

The proposed project is consistent with the North Central Texas Council of Government's (NCTCOG) currently effective Metropolitan Transportation Plan (MTP), which is *Mobility 2035 – 2014 Amendment* (see **Appendix E-1**).[5] The proposed project is also consistent with the next iteration of the MTP, *Mobility 2040*, which is currently pending approval by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (USDOT) (see **Appendix E-2**).[6] The S.M. Wright Parkway/IH 45 interchange improvements appear in the respective MTP sections that contain NCTCOG recommended improvements for freeway/tollway interchanges. In both cases, the proposed project is shown as a partial reconstruction of the IH 45/S.M. Wright Parkway interchange. These proposed interchange

[5] See NCTCOG Website re *Mobility 2035 – 2014 Amendment*: *http://www.nctcog.org/trans/mtp/2035/2014 Amendment.asp#mobility2013update*. Accessed 6/28/2016.

[6] USDOT must approve the MTP before it is effective, which requires a finding by the FHWA and the Federal Transit Authority that the MTP is in conformity with Clean Air Act requirements. See NCTCOG Website re *Mobility 2040*: *http://www.nctcog.org/trans/mtp/2040/*. Accessed 6/27/2016.

improvements are shown in *Mobility 2035 – 2014 Amendment* as operational between 2019 and 2028, whereas in *Mobility 2040* the interchange is shown as operational between 2018 and 2027. The proposed project is also consistent with the description of it in the *FY 2015–2018 Transportation Improvement Program* (TIP) for the Dallas – Fort Worth (DFW) Metropolitan Planning Organization (MPO) (i.e., NCTCOG). As of February 2016, the proposed project is listed in the TIP's Appendix D, as a project with specific funding sources yet to be determined (see **Appendix E-3**). The estimated total project cost is approximately $31.4 million, and is expected to be financed with federal and local funds.

3.0 PURPOSE AND NEED

3.1 Need

Transportation improvements are needed to the existing S.M. Wright Parkway and IH 45 interchange due to design and operational deficiencies within the project area that impede traffic circulation between IH 45 and cross streets near the northern end of S.M. Wright Parkway (i.e., MLK Boulevard and Al Lipscomb Way).

3.2 Supporting Facts and/or Data

As the need for S.M. Wright Project Phase IIB arises from commitments TxDOT made during public involvement activities in connection with S.M. Wright Project Phases I and II, the summary below of the overall purpose and need for the S.M. Wright Project and key aspects of public involvement provides necessary context. Detailed discussions and supporting data relevant to the overall S.M. Wright Project's purpose and need may be found in the EA prepared for S.M. Wright Project Phases I and II (TxDOT, 2013) and in the Interstate Access Justification prepared for the S.M. Wright Project Phase IIB (TxDOT, 2016a).

The S.M. Wright Project (Phase I) improves the entire S.M. Wright Parkway south of MLK Boulevard (2.2 miles), US 175 (C.F. Hawn Freeway, 1.5 miles), and IH 45 (2.3 miles). This phase of the overall project (currently under construction) realigns US 175 to provide a new, direct connecting interchange with IH 45. The rerouting of traffic from US 175 directly to IH 45 will allow S.M. Wright Parkway to be downgraded (Phase II) to a six-lane urban arterial, reducing its barrier effect on the adjacent residential neighborhoods that are predominantly characterized by minority and low-income demographics. The S.M. Wright Parkway would then be removed from TxDOT's roadway system, and operated and maintained by the City of Dallas.

The S.M. Wright Project Phase I is needed to address highway design of US 175 that neither meets current urban freeway design standards nor does it accommodate current traffic demand. Additionally, improvements to US 175 would correct the ongoing unsafe traffic conditions arising from a sharp bend in US 175 where it transitions to S.M. Wright Parkway, which has proven to contribute to many accidents and forms a serious traffic bottleneck. The

purpose of S.M. Wright Project Phases I and II would satisfy these identified deficiencies while considering the local area socioeconomics and topography, land use plans, the future travel demand, and other infrastructure improvements in the area. Moreover, the downsizing and downgrading of the existing S.M. Wright Parkway's freeway configuration to a six-lane arterial (i.e., S.M. Wright Project Phase II) would provide an alternate route throughout the area for local traffic, which would also assist in managing traffic congestion. Additionally, S.M. Wright Project Phase II would remove a prominent barrier between the predominantly residential areas divided by the freeway and would improve pedestrian and bicycle mobility and connections south of MLK Boulevard.

Plans for S.M. Wright Project Phases I and II were developed through extensive efforts to coordinate the project with local elected officials, community leaders, and members of the surrounding neighborhoods. Indeed, the genesis of S.M. Wright Project Phase IIB began when comments regarding the loss of an existing IH 45 exit ramp connecting to Pennsylvania Avenue surfaced at the a public hearing in January 2013. Based on feedback from the community, multiple alternatives were developed to address the IH 45 ramp access concerns that were presented at a town hall meeting hosted by State Senator Royce West in May 2013. The feedback from the town hall meeting resulted in a consensus design that converted the previously proposed ramps into a split configuration to replace the loss of access to Pennsylvania Ave. In addition, these interactions with the community expanded awareness of the overall connectivity of S.M. Wright Parkway, MLK Boulevard, and Al Lipscomb Way with IH 45. Foremost among these was the need to transform the freeway-to-freeway connection between the north end of S.M. Wright Parkway and IH 45 to diamond-like interchanges to improve connections with major IH 45 cross streets in the area. Based on feedback from the public and local leaders, TxDOT agreed to study design alternatives that would provide improved access from IH 45 to the area. In light of the advanced stage in the development of project design for S.M. Wright Project Phases I and II, TxDOT decided it would be best to incorporate these additional access improvements into a separate schematic (S.M. Wright Project Phase IIB) to avoid delaying the planned construction contract letting date of the overall S.M. Wright Project. As completing construction on S.M. Wright Project Phase I was crucial before reconstruction of S.M. Wright Parkway could begin, TxDOT with the support of elected officials and the local community undertook the development of S.M. Wright Project Phase IIB as a separate (but related) component of the overall S.M. Wright Project. The proposed plan to address IH 45 access concerns was presented in a second public hearing held in June 2013, which gained public approval and the project received a FONSI in September 2013.

The need, therefore, for the S.M. Wright Project Phase IIB is to make necessary improvements to IH 45 to improve the ability of motorists in the proposed project area to access and exit IH 45 from Lamar Street to Al Lipscomb Way, in light of the changes planned in S.M. Wright Project Phases I and II. As noted above, the northbound exit ramp to Pennsylvania Avenue was the main concern at the public meeting in January 2013, and this concern was addressed in the S.M. Wright Project Phase I design by creating a split exit ramp allowing connections to

both Lamar Street and Pennsylvania Avenue. However, in its efforts to address the need for access to and from IH 45, the TxDOT has included in the S.M. Wright Project Phase IIB design a southbound entrance ramp to IH 45 from Lamar Street to accommodate a returning movement of traffic to complement the Lamar Street exit ramp. At the northern end of the S.M. Wright Project, the proposed project has included a diamond-like interchange with entrance and exit ramps to and from IH 45. Consequently, there are two sets of northbound and southbound entrance and exit ramps that facilitate connectivity between IH 45 and traffic originating from the major cross streets in the area: Lamar Street, Pennsylvania Avenue, MLK Boulevard, and Al Lipscomb Way.

3.3 Purpose

The purpose of the proposed project is to improve operability, connections, and mobility between IH 45 and major cross streets near S.M. Wright Parkway.

4.0 ALTERNATIVES

4.1 Build Alternative

The build alternative is the project as described in Section 2.2., which would reconstruct the existing freeway-to-freeway connections between S.M. Wright Parkway and IH 45 north of MLK Boulevard to achieve greater connectivity with major IH 45 cross streets. This alternative would realign S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard between Pennsylvania Avenue and Al Lipscomb Way. The existing direct connect ramps (northern half-diamond interchange serving MLK Boulevard and S.M. Wright Parkway) would be relocated to connect to a new at grade intersection with MLK Boulevard and the proposed extension of the IH 45 frontage roads. In addition, the project would construct a new southern half-diamond interchange serving Al Lipscomb Way, which overlaps the aforementioned northern half-diamond. The southern half-diamond would be comprised of a new northbound exit ramp from IH 45 to Al Lipscomb Way and a new southbound entrance ramp from Al Lipscomb Way to IH 45. A full diamond interchange at MLK Boulevard or Al Lipscomb Way would be desirable; however, a full diamond was not possible due to the geometric constraints of the area. The proposed configuration comprised of two half-diamond interchanges would substantially improve connections between IH 45 and major cross streets in the proposed project area. The proposed configuration would also provide the desired access that the local community requested during the June 2013 public hearing for S.M. Wright Project Phases I and II, to which TxDOT committed to pursue.

4.2 No-Build Alternative

Under the no-build alternative, the proposed IH 45 access improvements near S.M. Wright Parkway would not be constructed. The configuration of the no-build alternative would be reflected as depicted in the approved design of S.M. Wright Project Phases I and II. Those phases of the overall S.M. Wright Project would not make any improvements to S.M. Wright Parkway or IH 45 north of MLK Boulevard and the existing conditions described in **Section 2.1** would continue. Consequently, connections to and from IH 45 within the proposed project area would remain as freeway-to-freeway direct connects even though S.M. Wright Parkway would be downgraded to an urban arterial. The no-build alternative would avoid the negative impacts associated with new roadway construction and ROW acquisition in the project area. However, the no-build alternative would not address mobility concerns related to existing and future travel demands along S.M. Wright Parkway and IH 45. This alternative does not meet the need for and purpose of the proposed project, and would be inconsistent with regional transportation plans (i.e., MTP and TIP), and the feedback received from elected officials, community leaders, and members of the community as expressed in previous public hearings; however, the no-build alternative is considered for comparative purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Throughout the design and public involvement activities of S.M. Wright Project Phases I and II, the no-build alternative was the principal alternative under consideration for the connection of S.M. Wright Parkway to IH 45 at its northern end. As discussed in **Section 3.2**, community feedback emphasizing the need for local access to IH 45 called attention to the need for changes to ramping and the addition of frontage road segments to provide this connectivity.

During the development of the design for S.M. Wright Project Phase IIB, an alternative design was developed that was similar to the preferred build alternative but differed in that it connected the proposed northbound IH 45 exit to Al Lipscomb Way with Good Latimer Expressway. This created an intersection where the one-way northbound ramp traffic transitioned to two-way traffic on Good Latimer Expressway. However, this alternative was deemed less desirable during briefings to City of Dallas officials because of safety concerns with connecting one-way traffic opposite a two-way road and the potential for southbound drivers on Good Latimer Expressway to continue south through the intersection onto the northbound ramp. This alternative also maintained the existing isolation of a small tract of land in the southeast quadrant of the Al Lipscomb Way/Good Latimer Expressway intersection. In addition, a disadvantage to this alternative would be the requirement to continue using several acres of ROW that could otherwise be abandoned and returned to the surrounding community with the preferred build alternative. Based on feedback from the community, safety concerns, engineering design, preliminary costs, potential environmental impacts, and traffic operational performance, the Good Latimer Expressway alternative was eliminated from further consideration.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared and are available for review at the TxDOT Dallas District office, upon request:

- Traffic Noise Technical Report (TxDOT, 2015c);
- Biological Evaluation Form (TxDOT, 2015d);
- Water Resources Technical Report (TxDOT, 2015e);
- Project Coordination Request for Archeological Studies (TxDOT, 2015f);
- Project Coordination Request for Historical Studies Project (TxDOT, 2015g);
- Hazardous Materials Initial Site Assessment (ISA) Report (TxDOT, 2016b);
- Report for Historical Studies Survey (TxDOT, 2016c);
- Community Impact Analysis Technical Report (TxDOT, 2016d);
- Air Quality Technical Reports (TxDOT, 2016e); and
- Indirect and Cumulative Impact Analyses Technical Report (TxDOT, 2016f).

These technical reports and the detailed data and maps included within them are incorporated by reference, but are not included in this EA. Additionally, relevant information from the EA prepared for S.M. Wright Project Phases I and II was useful in providing background information for the overall S.M. Wright Project and related impacts (TxDOT, 2013). Selected graphical information and summaries of data from these technical reports are included in this EA to assist in describing anticipated project-related environmental impacts.

This section examines the direct impacts that result from constructing the facility within the project construction footprint, which includes all areas that would be subject to ground disturbing activities from heavy construction equipment. In this EA, the construction footprint for the proposed project includes all areas in existing and proposed ROW within project limits (56.5 acres). This section also addresses the indirect effects caused by the proposed project that extend beyond the construction footprint either during or after construction of the facility (i.e., encroachment-alteration indirect effects). Examples of such indirect impacts include the potential sedimentation of streams by soil eroded from construction sites, increases in traffic noise experienced on properties near the project after completion, or the contribution to ambient air quality in local areas near the completed project or throughout the region. Thus environmental impacts caused by the project have been assessed for both the construction footprint as well as beyond it to the point where indirect impacts attenuate to an insubstantial level. Also addressed in this section are steps taken to ensure compliance with relevant laws and Executive Orders (EO), in addition to mitigation measures where such are warranted.

The information presented in this section and throughout this EA was obtained from a variety of state and federal natural resource agencies, local governments, and from several field reconnaissance visits extending from 2014 through 2016. The primary tool for assessing environmental aspects of the study area was a geographic information system (GIS) database for which digital shapefiles were acquired regarding basic geographic features (i.e., roads and

local government boundaries), geology and soils, elevation contours, water and floodplain features, vegetation and wildlife habitat, land use, and socio-economic characteristics.

5.1 Right-of-Way/Displacements

Nearly all of the build alternative would be constructed within the existing ROW. However, approximately 1.7 acres of new ROW would be required, none of which has been previously acquired through early acquisition. The proposed new ROW is located along the west side of IH 45 between MLK Boulevard and Al Lipscomb Way, and on the east side of IH 45 between MLK Boulevard and South Boulevard (see **Appendix C-1**). According to the Dallas County Appraisal District, the new ROW would be acquired from 15 different parcels.

Build alternative modifications of the existing S.M. Wright Parkway, IH 45, and cross streets would result in demolition of several acres of existing road pavement and other areas within operational ROW (see **Appendix C-1**). It is expected that some of the ROW for such areas would be surplus to transportation requirements, and would be available for redevelopment for other land uses compatible with city plans. The areas of developable land that could potentially be released as a result of constructing the build alternative are shown in **Appendix C-3**, and comprise a total of approximately 5.8 acres.

One city-owned property and two commercial businesses would potentially be displaced as a result of the build alternative. These properties are described below, and the location of each is shown in **Appendix C-1**:

- Dallas Fire Station #6, located at 2808 South Harwood Street (see **Appendix B, Photograph 8**).
- Kwik Stop, a gas station and convenience store, located at 1909 MLK Boulevard (see **Appendix B, Photograph 6**).
- Office building (former residence) located at 1844 South Boulevard (see **Appendix B, Photograph 7**) used to provide tax services ('Tax Man Tax Services').

Acquisition and relocation assistance for owners of displaced properties would be in accordance with the TxDOT Right-of-Way Acquisitions and Relocation Assistance Program, which adheres to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended. The TxDOT relocation office would provide assistance to displaced businesses and non-profit organizations to aid in their satisfactory relocation with a minimum of delay and loss in earnings.

Relocation of the fire station would not be necessary because the Dallas Fire Station #6 Replacement Facility is scheduled to be completed during summer 2016. The new, modern fire station will be located at the intersection of Pennsylvania Avenue and S.M. Wright Parkway (i.e., 2301 Pennsylvania Avenue), approximately 0.4 mile southeast of the fire station's current location. Upon completion of the replacement facility, the existing Fire Station #6 would no longer be utilized by the City of Dallas as a fire station.

It is unknown whether either the aforementioned businesses would relocate, but there are vacant commercial buildings and vacant lots where the displaced businesses could relocate within the community. In light of the nature and small number of businesses that would be displaced by the proposed project and the opportunities for relocation in the vicinity, the relocation of such businesses within their existing service areas is not anticipated to be problematic.

The no-build alternative would not require any additional ROW, and no displacements would occur. However, this alternative would not result in the release of any existing ROW that would then be available for other types of urban development.

5.2 Land Use

The proposed project is located in an urban area characterized largely by residential land use, accompanied by commercial uses along major roadways, industrial facilities, and public community facilities such as churches and schools (TxDOT, 2016d). The build alternative would require approximately 1.7 acres of new ROW, which would primarily affect city property (Fire Station #6) and the two commercial facilities with displaced buildings discussed above. Proposed ROW would also affect parking or landscape areas of two churches, a pottery business, and one residential property. In addition, of the total 15 parcels from which ROW would be required, eight parcels are currently vacant lots.

The no-build alternative would not affect existing land uses within the project area.

5.3 Farmlands

The Federal Farmland Protection Policy Act of 1981 is inapplicable to the proposed project because the entire project area is within an 'urbanized area' mapped by the U.S. Census Bureau, and the project would not convert any protected farmland to ROW (TxDOT, 2015d).

5.4 Utilities/Emergency Services

The proposed project would require the relocation of underground or overhead utilities in some areas. At this stage of project development the project schematic identifies the locations of existing utilities (i.e., telephone, electricity, fiber optic cable, water, wastewater, and natural gas), but specific plans regarding utility adjustments or relocations have not been completed. Plans would be finalized at the detailed design phase of project development and coordination with utility owners on possible relocation options would take place at that time. Utility relocations would be carried out with the minimum practicable disruption in service to customers.

Construction of the build alternative would enhance the ability of emergency services to move throughout the proposed project area. The creation of at-grade intersections along S.M.

Wright Parkway, construction of IH 45 frontage road segments, and enhanced ramp access to/from IH 45 would facilitate movement of emergency vehicles to the various hospitals in the area. Access throughout the project area would be maintained and emergency services would be minimally affected during the construction phase of the proposed project.

The no-build alternative would not affect local utilities. The no-build alternative may adversely affect the efficiency of emergency vehicles due to inadequate access to IH 45, the grade-separated intersection of S.M. Wright Parkway and MLK Boulevard, and absence of IH 45 frontage roads.

5.5 Bicycle and Pedestrian Facilities

The build alternative's design elements described in **Section 2.2** would comply with relevant federal policies that require accommodation for bicycle and pedestrian traffic.[7] The design plans include construction of a continuous sidewalk network between the major IH 45 cross streets in the project area, and S.M. Wright Parkway and the IH 45 frontage road segments include a 14-foot shared use outer lane to accommodate bicyclists. These changes would result in substantial benefits in comparison to the existing conditions described in **Section 2.1**, characterized by an absence of dedicated or shared-use bicycle lanes within the existing, discontinuous frontage road segments for both S.M. Wright Parkway and IH 45 within project limits. Planned sidewalks would also have a beneficial effect as existing sidewalks are generally absent along the outside of S.M. Wright Parkway frontage roads, and are discontinuous with most of the existing IH 45 frontage road segments. These beneficial effects would extend beyond the project area to the extent bicycle accommodations and sidewalks connect with similar facilities surrounding the project area.

There would be no change in pedestrian or bicycle access under the no-build alternative. This would have a negative impact on persons desiring to use bicycle or pedestrian facilities, and would not comply with federal policies that promote bicycle and pedestrian facilities.

5.6 Community Impacts

The build alternative would have beneficial affects to the community surrounding the project area by enhancing mobility for vehicles, pedestrians, and bicyclists. The proposed project would improve access to IH 45 and major cross streets within the project area by constructing a half-diamond interchange with MLK Boulevard and Al Lipscomb Way. Mobility to and from IH 45 would be enhanced by constructing IH 45 frontage road segments and creating an at-grade, signalized intersection between S.M. Wright Parkway and MLK Boulevard. Although these and other planned improvements would generally improve traffic flow, benefitting local

[7] See: U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation (3/11/2010). *http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm*. Accessed 6/22/2016.

and non-local commuters, area businesses, and local residents, there are no substantial economic impacts anticipated.

The planned changes to the existing freeway-to-freeway interchange between IH 45 and the existing S.M. Wright Parkway would dovetail with approved design plans (i.e., S.M. Wright Project Phase II) to downgrade S.M. Wright Parkway from a freeway facility to a low-speed, urban arterial. The combined effects of S.M. Wright Project Phases II and IIB would effectively break down a substantial barrier to community cohesion in this predominantly residential sector of Dallas. The effects of replacing a freeway with a low-speed urban parkway with signalized at-grade crossings would enhance the connections between residential neighborhoods on either side of S.M. Wright Parkway. The proposed project would not adversely affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups within or adjacent to the proposed project area (TxDOT, 2016d).

The no-build would be detrimental to the circulation of traffic within and adjacent to the proposed project area, and would not address the purpose and need for the project.

5.6.1 Environmental Justice

An environmental justice (EJ) analysis was completed in accordance with EO 12898.[8] In the area surrounding the proposed project, there are 117 Census blocks, of which only 50 blocks reported a population. According to the 2010 Census, 47 blocks and all six block groups reported minority populations above 50 percent (TxDOT, 2016d). Five of the six census block groups are considered low-income, based on a comparison of the median household income of project area block groups with the Department of Health and Human Services 2016 guideline for the poverty level annual income for a family of four (i.e., $24,300).

Although the project area is predominantly minority and low-income populations, the project would not have adverse community impacts to EJ populations. As discussed above, the build alternative would result in no displacements of residential properties, and would have beneficial impacts to community cohesion, access to IH 45 and S.M. Wright Parkway, and availability of bicycle and pedestrian facilities. Therefore, the build alternative would not cause disproportionately high and adverse effects on minority or low-income populations, and is consistent with EO 12898. Similarly, the build alternative would not adversely affect other vulnerable members of the community, including children, the elderly, or persons with disabilities.

The no-build alternative is not expected to cause disproportionately high and adverse effects to low-income populations or minority populations. However, the no-build alternative would make no beneficial changes to community cohesion, access and travel patterns, or bicycle and pedestrian accommodations.

[8] Executive Order 12898 (2/11/1994): Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; *http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf*. Accessed 6/22/2016.

5.6.2 Limited English Proficiency

Based on the data from the 2009-2013 American Community Survey for project area block groups, the percentage of persons with limited English proficiency (LEP) in the project area ranges from approximately 0 to 15.6 percent (TxDOT, 2016d). Overall, 138 people in the project area block groups are identified as LEP, representing approximately 3.6 percent of the project area's total block group population of age five years and older. The language most often spoken by LEP persons in the project area is Spanish. Within the proposed project limits, the street signs are in English and business signs are primarily in English.

To comply with EO 13166[9] and to ensure full and fair public participation for the proposed project, meeting notifications and display advertisements for the public meeting held on February 26, 2015, were published in both English and Spanish in *The Dallas Morning News* and *Al Dia*. A project team member was available at the public meeting to accommodate the communication needs of individuals speaking Spanish, as necessary. Any future public involvement efforts would continue to accommodate Spanish speakers in like fashion, and TxDOT would endeavour to accommodate any requests for language assistance, if made in a timely manner. Therefore, these steps comply with the requirements of EO 13166 as applied to the proposed project.

5.7 Visual/Aesthetics Impacts

The build alternative would make improvements to the IH 45 and S.M. Wright Parkway corridors that have existed for many decades. Most of the improvements would be made within existing ROW, and would not appreciably alter the existing visual landscape. However, as discussed above, the proposed project may result in several acres of surplus ROW, which would likely be converted to other urban land uses in the future. The relocation and construction of grade separations for IH 45 access ramps could potentially make portions of that roadway more visible from the surrounding area, although the line of sight would likely be below existing utility lines and the tree line. If effect, the proposed project would change aging roadway infrastructure for newer facilities with pedestrian/bicyclist friendly features. For example, the existing MLK Boulevard bridge crossing of S.M. Wright Parkway would be converted to an at-grade signalized intersection, an aesthetic change that is more in keeping with the overall residential community context. The project's addition of sidewalks and bicycle accommodations would further contribute to a greater sense that the project area is primarily a neighborhood community. When evaluated against the existing conditions within these transportation corridors, the build alternative represents change that would have beneficial visual/aesthetic effects. Although lighting and aesthetic treatments have not been identified at this stage of project development, it is expected that this component of area aesthetics would, at a minimum, be on par with the existing lighting and landscaping conditions.

[9] Executive Order 13166 (8/11/2000): Improving Access to Services for Persons with Limited English Proficiency; *https://www.gpo.gov/fdsys/pkg/FR-2000-08-16/pdf/00-20938.pdf.* Accessed 2/22/2016.

The no-build alternative would not fundamentally change the existing visual qualities of the project area, as it would continue to serve as an interchange between SH 310 and IH 45. However, the continuation of the aged infrastructure comprising the existing freeway-to-freeway interchange would stand in stark visual contrast to the improvements of S.M. Wright Project Phase II to the south of MLK Boulevard, which would transform the existing SH 310 facility from a freeway to an urban parkway with aesthetic enhancements.

5.8 Cultural Resources

This section summarizes efforts to evaluate impacts to cultural resources in accordance with the programmatic agreement regarding transportation undertakings (PA-TU) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation,[10] and the MOU between TxDOT and the Texas Historical Commission (THC) relating to environmental review of transportation projects (THC MOU).[11] The evaluations of archeological resources and historic-age cultural resources discussed in the two subsections below were carried out in compliance with the National Historic Preservation Act (NHPA) of 1966, as amended.[12]

5.8.1 Archeology

In October 2015, an archeological background study was prepared and reviewed by TxDOT archeologists in accordance with the PA-TU and THC MOU (TxDOT, 2015f). After reviewing the build alternative's design features, the results of previous archeological field studies, and the history of urban development in the project area, TxDOT archeologists concluded on February 3, 2016 that the proposed project would have no effect on archeological historic properties. In accordance with the PA-TU and THC MOU, no further coordination regarding archeological resources is required.

The no-build alternative would have no impacts on archeological resources in the project area.

5.8.2 Historic Properties

The evaluation of potential impacts to historic-age cultural resources was initiated for the build alternative with the preparation of project coordination request in November 2015 (TxDOT, 2015g). From this, TxDOT determined that a historical studies reconnaissance survey would be required, leading to the preparation of a historical studies research design in January 2016. Subsequently, a historic resources survey (HRS) was conducted of the Area of Potential Effects (APE), which was set at 150 feet beyond the existing and proposed ROW (see **Appendix**

[10] *Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings* (2015); http://www.achp.gov/docs/TX.fhwa.implementation%20of%20fed-aid%20highway%20program%20in%20TX.%20pa.15may15.pdf. Accessed June 23, 2016.

[11] *Memorandum of Understanding with the Texas Historical Commission regarding Environmental Review of Transportation Projects* (effective 5/16/2013), 43 Texas Administrative Code Rule Sections 2.259 – 2.278.

[12] 54 U.S. Code Sections 300101 – 307108.

F-1). The HRS, completed in May 2016 (TxDOT, 2016c), examined 21 historic-age resources that had not been evaluated in studies previously completed and coordinated with the SHPO.

The HRS report found that three of the surveyed residential properties within the APE are contributing resources to the South Boulevard–Park Row Historic District, which was listed in the National Register of Historic Places (NRHP) in 1979. Although these residences generally contribute to the integrity of the NRHP-listed historic district, the individual residences would not meet the criteria for eligibility to be individually listed on the NRHP. Also within the APE is the Colonial Hill District (listed in the NRHP in 1995) and the Forest Theater, which was determined in a 2011 survey to be eligible for NRHP listing (TxDOT, 2016c). Additionally, the following three bridges across S.M. Wright Parkway were determined in an earlier TxDOT assessment of post-WWII bridges to be NRHP-eligible: MLK Boulevard bridge (both directions of travel; see **Appendix B, Photograph 2**), and the northbound and southbound bridges across Pennsylvania Avenue. None of the other historic-age properties within the APE considered in the 2016 HRS or prior studies was found to meet the criteria for potential listing on the NRHP.

The 2016 HRS report examined whether the build alternative would adversely affect any of the properties either listed on the NRHP or considered eligible for NRHP listing. The proposed project would not directly or indirectly adversely affect either of the listed historic districts, including contributing resources, or the Forest Theater. The findings and recommendations within the HRS for the build alternative are pending review by TxDOT, and necessary coordination with the SHPO. Construction of the proposed project would not occur until and unless all necessary coordination of potential effects to historic resources is completed. Documentation of coordination with the SHPO will be added to **Appendix G** in the final EA.

The build alternative would adversely affect the MLK Boulevard bridge because it would be necessary to remove it to create the planned at-grade intersection between S.M. Wright Parkway and MLK Boulevard. The build alternative would not affect the two bridges that cross Pennsylvania Avenue; however, those bridges would be removed by S.M. Wright Project Phase II, in addition to four other S.M. Wright Parkway bridge crossings of cross streets farther south. Collectively, these seven bridges comprise the S.M. Wright Freeway Bridge System. In August 2015, TxDOT coordinated impacts to this bridge system with the SHPO in accordance with NHPA Section 106 and the PA-TU (see **Appendix G-1**). In its correspondence, TxDOT advised the SHPO of a public meeting held in February 2015 to solicit local input regarding mitigation measures for the S.M. Wright Freeway Bridge System (see TxDOT, 2015a). Based on public comments, as well as input from the Historic Bridge Foundation and NCTCOG, TxDOT proposed to erect interpretive panels along the S.M. Wright Parkway with educational information about the importance of these bridges from historical and engineering perspectives. The SHPO concurred with TxDOT's determination of adverse effects and its plans to continue consultation with the SHPO on appropriate mitigation measures during final design phases of the S.M. Wright Project (see **Appendix G-1**).

The no-build alternative would not affect historic properties already listed in the NRHP or properties considered eligible for listing in the NRHP. However, the no-build alternative is

inconsistent with the purpose and need for the project in that it would preclude the creation of an at-grade intersection between MLK Boulevard and S.M. Wright Parkway, which is a key element of improving operability, connections, and mobility between IH 45 and major cross streets such as MLK Boulevard.

5.9 USDOT Act Section 4(f), LWCF Act Section 6(f), and TPWC Chapter 26

Based on a project scoping analysis, it was determined that the build alternative would not have the potential to adversely impact any land protected by Section 6(f) of the Land and Water Conservation Fund Act[13] or Chapter 26 of the Texas Parks and Wildlife Code.[14] Additionally, the build alternative would not potentially affect any public park, recreation area, or wildlife or waterfowl refuge that are protected by Section 4(f) of the USDOT Act of 1966, as amended (hereinafter 'Section 4(f)').[15]

Section 4(f) also protects public or private land of a historic site of national, state, or local significance unless it has been determined that there is no feasible and prudent alternative available[16], and all possible planning[17] to minimize harm from such use has occurred. The removal of the MLK Boulevard bridge across S.M. Wright Parkway would result in an adverse impact to a historical site of state and local significance, and would require compliance with Section 4(f). As with the approach to NHPA Section 106 compliance discussed above, TxDOT has been pursuing compliance with Section 4(f) for all seven bridges (including the MLK Boulevard bridge) comprising the S.M. Wright Freeway Bridge System independent of the NEPA process for S.M. Wright Project Phases II and IIB. Since coordinating the proposed mitigation concept with the SHPO in August 2015, TxDOT has prepared a draft Historical - Section 4(f) Programmatic Bridge Checklist with supporting documentation. The process for finalizing Section 4(f) documentation is ongoing as further details regarding mitigation actions are worked out consistent with a programmatic agreement regarding post-WWII bridges in Texas. The removal of the MLK Bridge would not occur until and unless TxDOT completes all Section 4(f) requirements. Any completed Section 4(f) compliance documentation will be included in **Appendix H**, when available,

5.10 Water Resources

5.10.1 Clean Water Act Section 404

An analysis of USGS topographic maps, Federal Emergency Management Agency (FEMA) maps, and field reconnaissance in June 2015 revealed no water features subject to regulation

[13] 16 U.S. Code Section 460l.
[14] Texas Parks and Wildlife Code Chapter 26, Section 26.001.
[15] 49 U.S. Code Section 303 and 23 U.S. Code Section 138. Section 4(f) is implemented by FHWA through regulations at 23 Code of Federal Regulations (CFR) Part 774.
[16] As defined in 23 CFR Section 774.17(h).
[17] As defined in 23 CFR Section 774.17(b).

under Section 404 of the Clean Water Act (CWA)[18] that would be affected by the proposed project (TxDOT, 2015e). There are no open streams or wetland features in the project area, and all local surface water runoff enters an urban storm drain system. Neither the build alternative nor the no-build alternative would result in the placement of temporary or permanent dredge material or fill material into jurisdictional waters of the U.S., including wetlands or other special aquatic sites; therefore, a Section 404 permit would not be required.

5.10.2 Clean Water Act Section 401

As neither the no-build alternative nor the build alternative would affect Section 404 jurisdictional water features, Section 401 of the CWA regarding required actions to comply with state water quality standards would not apply.

5.10.3 Executive Order 11990 Wetlands

In addition to the regulation of wetlands that meet the criteria of Section 404 as waters of the U.S., Executive policy issued as EO 11990[19] addresses a broader range of wetland environments. Unlike Section 404, the definition of wetlands in EO 11990 does not consider the relationship of wetlands to any waters of the U.S. or tributaries to them, but applies to areas with vegetation adapted to wetland conditions wherever such areas may be found. Field studies of water features, assisted by examination of aerial photographs, did not indicate the presence of any wetland features subject to the requirements of EO 11990.

5.10.4 Rivers and Harbors Act

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.5 Clean Water Act Section 303(d)

The proposed project is within five linear miles and within the same watershed of two impaired Trinity River water quality assessment units that are monitored pursuant to Section 303(d) of the CWA. According to the Texas Commission on Environmental Quality's (TCEQ) 2014 Texas Integrated Report–303(d) List,[20] Trinity River Assessment Units 0805-03 and 0805-04 are impaired due to contaminants that do not support recreation use (i.e., bacteria) or fish consumption use (i.e., polychlorinated biphenyls and dioxin in edible tissue). Water runoff from the project area during or after construction of the proposed project would not be likely to contain constituents that would exacerbate the existing water quality concerns for the specific contaminants noted in these stream segments (TxDOT, 2015e). However, the proposed project and associated activities would be implemented, operated and maintained using general best management practices (BMPs) to control the discharge of pollutants from

[18] 33 U.S. Code Section 1344.
[19] EO 11990 – *Protection of Wetlands* (42 Federal Register 26961, May 24, 1977).
[20] 2014 Texas Integrated Report of Surface Water Quality for the Clean Water Act Sections 305(b) and 303(d); *https://www.tceq.texas.gov/assets/public/waterquality/swqm/assess/14txir/2014_303d.pdf.* Accessed 6/23/2016.

the project site. Pursuant to the TxDOT-TCEQ MOU,[21] TxDOT coordinated with TCEQ regarding water quality. TCEQ's response (see **Appendix G-2**) indicated the agency had no comments on the proposed project.

5.10.6 Clean Water Act Section 402

Pursuant to Section 402 of the CWA, TxDOT would comply with the TCEQ Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) during construction of the build alternative. This would be considered a large construction activity under the CGP because it is expected to disturb more than five acres of land. To comply with the CGP, TxDOT would require the construction contractor to prepare and implement Storm Water Pollution Prevention Plan (SW3P), post a construction site notice, and submit a notice of intent (NOI) and associated fee to TCEQ (TxDOT, 2015e). As the proposed project is located within the boundaries of the regulated Municipal Separate Storm Sewer System (MS4) for the City of Dallas, a NOI would be submitted intent to the MS4 operator and the contractor would be required to comply with applicable MS4 requirements.

5.10.7 Floodplains

The proposed project is located in an area determined to be above the 500-year flood level by FEMA. Therefore, the requirements of EO 11988[22] regarding floodplain management would not apply (TxDOT, 2015e), and coordination with the local Floodplain Administrator would not be required. The hydraulic design for the proposed project would be in accordance with current FHWA and TxDOT design policies.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.9 Trinity River Corridor Development Certification

The proposed project is not within the Trinity River Corridor Development Regulatory Zone; therefore, a Corridor Development Certificate permit would not be required.

5.10.10 Coastal Barrier Resources

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.11 Coastal Zone Management

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

[21] TxDOT-TCEQ MOU regarding Environmental Review of Transportation Projects (approved 5/10/2013), 43 Texas Administrative Code Sections 2.301 – 2.308.
[22] EO 11988 – *Floodplain Management* (42 Federal Register 26951, 5/24/1977).

5.10.12 Edwards Aquifer

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.13 International Boundary and Water Commission

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.11 Biological Resources

The inventory and evaluation of vegetation and potential impacts on wildlife for TxDOT projects is governed by a MOU with the Texas Parks and Wildlife Department (TPWD),[23] and implementing programmatic agreements.[24] In accordance with the MOU, a biological technical report containing a Tier I Site Assessment was prepared to determine whether early coordination of the proposed project with TPWD would be required. As none of the natural resource impact thresholds listed in the MOU would be triggered by construction within the highly urbanized project area, it was determined that coordination with TPWD is not required (TxDOT, 2015d).

5.11.1 Vegetation

A field survey of vegetation within the proposed project was conducted in June 2015 to identify terrestrial or aquatic communities that could support wildlife or rare plant species. The proposed project would be constructed on land that is either existing urban hardscape or landscaped areas comprised primarily by lawns dominated by mowed Bermuda grass (*Cynodon dactylon*) (see **Appendix B**) with scattered ornamental trees.

EO 13112[25] requires federally funded projects to prevent and control of the introduction and spread of invasive (non-native) plant and animal species. In addition, the President issued the Executive Memorandum on Environmentally Beneficial Landscaping[26], which requires federal agencies to utilize techniques in landscaping activities that complement and enhance the local environment and seek to minimize the adverse effect that the landscaping would have on it. In particular, this means using regionally native plants and employing landscaping practices and technologies that conserve water and prevent pollution. By using effective landscape management practices, appropriate application of pesticides and fertilizers, and runoff reduction practices, potential impacts to water quality would be minimized.

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[23] The TxDOT-TPWD MOU was effective as of 9/1/2013, and is in 43 Texas Administrative Code Sections 2.201 – 2.214.

[24] These programmatic agreements between TxDOT and TPWD under the 2013 MOU include the Threshold Table Programmatic Agreement (2014) and the Best Management Practices Programmatic Agreement (2014). See: *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/ecological-resources.html.* Accessed 6/24/2016.

[25] EO 13112 – Invasive Species (64 Federal Register 6183-6186, February 8, 1999). *http://www.gpo.gov/fdsys/pkg/FR-1999-02-08/pdf/99-3184.pdf.* Accessed 6/27/2016.

[26] Executive Memorandum on Environmentally Beneficial Landscaping (42 Federal Register 26961, 5/24/1977). *http://environment.fhwa.dot.gov/guidebook/documents/042694em.asp.* Accessed 5/14/2015.

Accordingly, all revegetation and landscaping activities would comply with EO 13112 and the Executive Memorandum on Beneficial Landscaping, as outlined above. In particular, environmentally beneficial landscaping would include seeding and replanting the ROW in accordance with TxDOT-approved seeding specifications that would emphasize use of native species. Only regionally native and non-invasive plants will be used in landscaping and revegetation.

Under the no-build alternative, effects to vegetation would be limited to routine maintenance activities.

5.11.2 Wildlife

The proposed project area is characterized by two major transportation corridors, numerous cross streets, and adjacent residential, commercial, and other types of urban landscape. This area represents wildlife habitat that is highly fragmented by roads/traffic, and exhibits a high level of frequent human activity. The field survey did not identify any vegetation features that would provide habitat in sufficient quantity or quality to support wildlife other than common species that are particularly adapted to survival in urban areas (e.g., squirrels and bird species such as mocking birds, blue jays, and grackles). Although the proposed project area does not have the potential to host large or highly diverse wildlife populations, the build alternative would not worsen the situation for wildlife. That is, downgrading S.M. Wright Parkway to an urban arterial would lower speed limits by half, thereby reducing the likelihood of urban wildlife road kills. Additionally, the expected conversion of over five acres of surplus ROW to other uses would likely be more beneficial for wildlife than the existing roadway facilities.

Of the various federal environmental laws providing protection for specific species or types of wildlife, only the provisions of the Migratory Bird Treaty Act (MBTA) would apply in the proposed project area.[27] The field assessment in June 2015 did not find evidence of migratory bird activity on roadway bridges. In the event that migratory birds arrive in the project area to breed during construction of the proposed project, appropriate measures would be taken to avoid adverse impacts (TxDOT, 2015d). Migratory birds protected under the MBTA would not be affected by the no-build alternative.

5.11.3 Threatened and Endangered Species

As detailed in the biological assessment for the proposed project (TxDOT, 2015d), a desktop analysis of aerial photography and field investigations conducted in June 2015 indicate that there is no suitable habitat for federally or state listed endangered species within the project area. Neither the build alternative nor the no-build alternative would be expected to adversely any protected species or rare species identified by TPWD as species of concern.

[27] 16 U.S. Code Sections 703-712. Other federal laws referenced include: the Fish and Wildlife Coordination Act, the Bald and Golden Eagle Protection Act of 2007, the Magnuson- Stevens Fishery Conservation Management Act, and the Marine Mammal Protection Act.

5.12 Air Quality

This section reviews the proposed project in relation to various environmental policies affecting air quality, and summarizes the detailed information contained in technical reports.

5.12.1 Transportation Conformity

The proposed project is located in Dallas County, part of the DFW area designated by the EPA as a moderate nonattainment area for the eight-hour National Ambient Air Quality Standard (NAAQS) for the pollutant ozone; therefore, transportation conformity rules pursuant to the Clean Air Act (CAA) apply. However, in accordance with federal guidelines,[28] the proposed project is an interchange reconfiguration project that would not add single-occupancy vehicle capacity to the regional roadway network, and is therefore exempt from the project-level conformity requirement to be included in the regional emissions analysis.

5.12.2 Carbon Monoxide Traffic Air Quality Analysis

A traffic air quality analysis was performed to assess whether the build alternative would be likely to cause exceedance of either the one-hour or eight-hour carbon monoxide (CO) NAAQS (TxDOT, 2016e). the CO concentrations for the proposed project were modelled for the estimated time of completion and design year, 2022 and 2040, respectively Ambient air CO concentrations for the proposed action were modelled and reported in accordance with TxDOT Air Quality Guidelines, which included factoring in roadway elevations, local topography, and adverse meteorological conditions. The 50 modelled air quality receptors were placed at the edge of road ROW where the maximum total project CO concentrations are likely to occur (i.e., roadway intersections), and at locations where pedestrians or bicyclists would likely be found (see receptor locations in **Appendix F-2**).

The results of CO modelling indicated that the proposed project would not exceed either the one-hour or the eight-hour NAAQS for CO (TxDOT, 2016e). The maximum predicted CO concentration was less than 15 percent of the one-hour CO standard, and less than 45 percent for the eight-hour standard for both years modeled. The receptors with the highest predicted CO levels were proximate to the intersection of the proposed S.M. Wright Parkway and Al Lipscomb Way and beneath the IH 45 overpass, where the CO sources from both the signalized intersection and IH 45 overpass overlap. Based on the results of the CO analysis, the build alternative would not cause local concentrations of CO to exceed the CO NAAQS standards at any time. The no-build alternative was not modeled, but there is no reason to conclude that this alternative reflect substantially different levels of ambient CO than the build alternative.

5.12.3 Mobile Source Air Toxics

Regulation by the EPA of mobile source air toxics (MSAT) places particular focus on the following seven priority MSAT: acrolein; benzene; 1,3-butadiene; diesel particulate matter plus diesel exhaust organic gases (diesel PM); formaldehyde; naphthalene; and polycyclic organic

[28] See 40 CFR Section 93.127 (Projects exempt from regional emissions analyses).

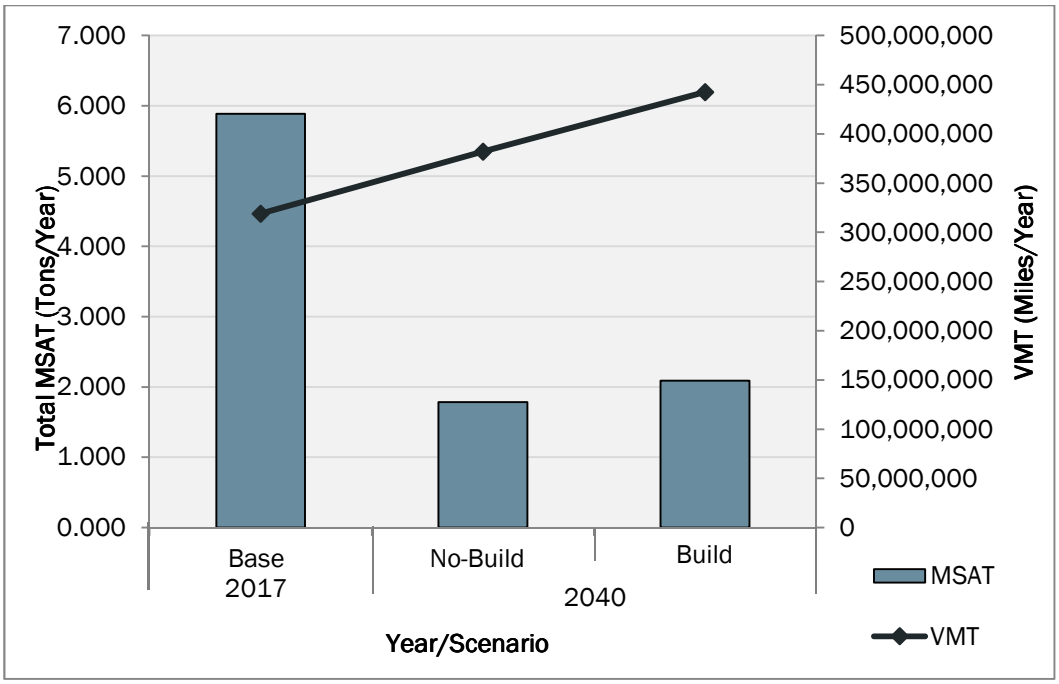
matter. The 2007 MSAT rule[29] requires cleaner fuels and cleaner engines to control MSAT emissions, which have decreased and will continue to dramatically decrease MSAT emissions. For example, although the amount of MSAT is proportional to the number of vehicle miles traveled (VMT), implementation of fuel and engine regulations is expected to decrease MSAT emissions by an average of 83 percent at the national level even though an increase of 102 percent in VMT is expected from 2010 to 2050. To assess the potential impacts of the build and no-build alternatives on MSAT emissions in the DFW region, a quantitative MSAT analysis was performed for the S.M. Wright Project Phase IIB (TxDOT, 2016e).

The quantitative assessment for the proposed project followed a methodology approved by the FHWA that builds upon data derived from the regional transportation network. The analysis focused on base year (2017) and design year (2040) volumes of traffic that have been projected by the NCTCOG travel model, and which is reflected in *Mobility 2040*. The MSAT study area was coextensive with the NCTCOG transportation model network within the twelve-county North Central Texas Metropolitan Planning Area. Within this study area, the MSAT analysis first identified the portion of the transportation network that would be most affected by the proposed project. This part of the analysis was prepared by NCTCOG, using traffic modelling techniques to identify roadway links in the *Mobility 2040* transportation network that would experience a change of +/- five percent in the traffic volume between the 2040 no-build and build alternatives. The 2040 affected transportation network was then extrapolated to the base year (2017) as the basis for estimating MSAT emissions under existing conditions. The affected transportation network links identified for the S.M. Wright Project Phase IIB for years 2017 and 2040 were then combined with annual emission factors provided by NCTCOG for each roadway link to estimate comparative levels of emissions for the seven priority MSAT.

The quantitative MSAT analysis indicated a decrease in total MSAT emissions would be expected for both the build alternative and no-build alternative in the design year (2040) as compared to the base year (2017). Emissions of total MSAT are predicted to decrease by approximately 64 percent in the 2040 build alternative compared with 2017 levels. Of the seven priority MSAT compounds, diesel PM contributes the most to the emissions total in 2017 as well as in 2040. In future years, a substantial decline in diesel PM is anticipated (80 percent reduction from 2017 to 2040 for the build alternative; 84 percent reduction from 2017 to 2040 for the no-build alternative). When total emissions are plotted over time, a substantially decreasing level of MSAT can also be seen even though overall VMT continues to rise (**Figure 1**). The 2040 build alternative is expected to generate a 64 percent decrease in total MSAT emissions while the total VMT increases 39 percent; the 2040 no-build alternative has a similar 70 percent decrease in total MSAT and a 20 percent increase in VMT. These results are consistent with national trends in priority MSAT emissions, discussed above, and mitigation strategies for further reductions are not warranted.

[29] Control of Hazardous Air Pollutants from Mobile Sources, Federal Register, Vol. 72, No. 37, page 8430, 2/26/2007.

Figure 1. Total MSAT Emissions and VMT by Alternative



Source: NCTCOG Data and Project Study Team (2016).

5.12.4 Construction Air Emissions

During the construction phase of the build alternative, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any substantial impact on air quality in the area.

5.13 Hazardous Materials

Construction of the proposed project would include drilling of piers for IH 45 ramps, excavation, and other earth-moving activities. Project planning includes an assessment of the risk that such activities pose from hazardous materials and substances from past human activities within or near the proposed project. Therefore, the project team conducted a hazardous materials site visit on June 10, 2015, and completed a hazardous materials initial site assessment (ISA) in March 2016, to identify possible sources of hazardous materials and

assess the level of potential risk for each site (TxDOT, 2016b). The ISA was prepared in accordance with TxDOT protocols for assessing risks from hazardous materials.

The site visit of the project area and potential hazardous materials sites did not disclose any observable hazardous materials issues. The ISA regulatory database search identified a total of 28 hazardous materials database records at 19 sites. An evaluation of database search results and TCEQ Online records found that, with the exception of one site, all of the site-specific hazardous materials issues represented either no potential for impacts or low risk potential.

The site that may pose high environmental risk is an active gas station, the Kwik Stop at 1909 MLK Boulevard (see **Appendix B, Photograph 6**), with three petroleum storage tanks (PST). This facility reported a petroleum leak in 1998 and, after several years of annual monitoring, TCEQ closed the case in 2002. The site is considered high risk due to its proximity to the proposed project and expected displacement. Removal of the three tank systems and potential contamination from this former leaking PST site would be addressed during the ROW negotiation and acquisition process. It is anticipated that the site would obtain closure prior to construction of the proposed project. However, if this does not occur then TxDOT would continue to coordinate with the property owner and TCEQ up to and during construction. In the event contaminated groundwater or soil is encountered during construction, appropriate safety measures will be followed in accordance with federal and state requirements.

The no-build alternative would not cause any ground-disturbing activity, thus there would be no project-related hazardous material impacts.

5.14 Traffic Noise

A traffic noise analysis was performed for the build alternative in accordance with TxDOT's (FHWA approved) guidelines.[30] Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust, and is commonly measured in decibels (dB). Sound occurs over a wide range of frequencies, but the human ear can detect sounds only within a certain range of high and low frequencies. Therefore, traffic noise modelling for roadway projects is adjusted to approximate the way an average person hears traffic sounds, and this adjustment is called A-weighting (expressed as 'dB(A)'). In addition, because traffic sound levels are never constant due to the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent sound level, and is expressed as 'Leq.' These terms are used to report the results of the noise analysis in the Traffic Noise Technical Report (TxDOT, 2015c), summarized below.

The traffic noise modelling analysis first identified land use activity areas adjacent to the existing and proposed ROW for which the FHWA has established Noise Abatement Criteria

[30] Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/traffic-noise.html*. Accessed 6/27/2016.

(NAC). Virtual noise receivers were located in such areas as shown in **Appendix F-3**. For the build alternative, 16 noise receivers were placed on residential properties in areas of frequent outside activity, such as a backyard. Three receivers were place inside structures (i.e., two churches and a health center) that have no apparent outside activity areas. The existing and future traffic volumes, distances from receivers to roadways, and elevations were entered into the Traffic Noise Model that was then used to predict existing and future noise levels. The Traffic Noise Model results indicated that the proposed project would result in traffic noise impacts at 13 of the 19 receivers.

As the proposed project would result in traffic noise impacts, noise abatement options were considered and a barrier analysis was conducted. The traffic noise analysis found that noise walls 14-18 feet in height appear to be reasonable and feasible for the six receivers representing an apartment building, two residential duplexes, and three single-family residences shown as green in **Appendix F-3** (i.e., noise receivers R1-R3, R8, R10, and R11). These noise receivers are located in an area that overlaps with the traffic noise study completed for the S.M. Wright Project Phases I and II (TxDOT, 2013). Although the traffic noise analysis for S.M. Wright Project Phase IIB utilized updated traffic data and road design features, the noise impacts are consistent with the earlier traffic noise study for the S.M. Wright Project Phases I and II, as is the recommendation for the locations and heights of noise barriers. That is, the traffic noise study for S.M. Wright Project Phase IIB confirmed that the noise barriers previously approved by TxDOT, and endorsed by adjacent property owners, continue to be reasonable and feasible under TxDOT's traffic noise guidelines.

Noise walls for all but one of the other affected noise receivers exceeded FHWA's cost-effective criterion of $25,000 per benefitted receiver, and are therefore not considered a reasonable mitigation measure. A noise wall for the remaining affected receiver (R19) would not be feasible because the gap in the wall needed to allow access to the residence would prevent achieving FHWA's noise reduction criterion.

5.15 Induced Growth

In accordance with TxDOT guidance,[31] an analysis was completed to assess whether the build alternative would likely result in induced growth impacts project (TxDOT, 2016g). The planning judgment methodology was used as the framework for the analysis, which relied on the expertise of City of Dallas planners, in addition to their singular access to municipal planning databases, to assist in making judgments about induced growth impacts. Given the complexity of modern urban settings, which blend the influences of history, socio-economics, demographics, and myriad other factors affecting urban growth that are difficult to quantify or model, the expertise of planners acutely aware of local conditions and trends is invaluable in this process. Accordingly, City of Dallas professional planners were consulted to obtain input

[31] Environmental Handbook for Indirect and Cumulative Impacts (2014); and Guidance: Indirect Impacts Analysis (2015); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed 6/27/2016.

relevant to defining the build alternative's Area of Influence (AOI), as well as current planning documents, and other data relevant to the analysis of the proposed project's indirect impacts. This approach was augmented by the use of cartographic techniques that applied various GIS thematic mapping layers to assist in evaluating the AOI, which comprises a total of 1,997 acres. Such thematic overlays included current and historic aerial photography, environmental constraints data such as land use and ownership, cultural resources, natural resources, and socio-economic data. The AOI and several notable features within it are shown in **Appendix F-4**. Additionally, knowledge of the project area's planning context, municipal goals for the proposed project area, and urban trends in the area augmented and facilitated the induced growth indirect impacts analysis.

Results of the induced growth analysis indicate that the build alternative would be reasonably likely to lead to induced growth affecting seven areas of surplus ROW ranging in size from 0.3 acre to 2.2 acres, for a total of 5.8 acres (see **Appendices C-3** and **F-4**; see also discussion in **Section 5.1**). These areas are currently being used by TxDOT as transportation ROW, but are anticipated to be released to the City of Dallas following construction of the proposed project. According to the City of Dallas planners, the surplus ROW created by the proposed project introduces conditions that are more conducive to future redevelopment opportunities and/or the introduction of additional improved open space. If the surplus ROW is developed with uses that have the potential to raise land value (parks, mixed-uses, amenities), the rate and type of development in the surrounding area holds the potential to respond and/or intensify accordingly. However, the planners also acknowledge that though the physical characteristics introduced by this project create more favorable redevelopment conditions, given the multiple factors involved in property redevelopment, it is unlikely that development or redevelopment will occur solely as a direct result of this project. Input from City of Dallas planners indicated that, based on the foregoing discussion, the following types of development would result from the surplus ROW land parcels: 4.6 acres of residential development; 1.6 acres of mixed-use or commercial use.

The areas of expected induced growth are currently predominantly paved surfaces with some areas with maintained sod grass surfaces. Any resource/issue assessed for direct impacts were screened for potential impacts resulting from the project-induced land use conversion. Based on review of aerial photography, U.S. Geologic Survey topographic maps, database searches, and direct impact analyses, it was concluded that there are no water resources, 100-year floodplains, protected species habitat, cultural resources, or section 4(f) and 6(f) properties within the areas of project-induced growth impacts. In addition, such project-induced growth impacts are considered a positive benefit for the communities surrounding the proposed project area. The results of this analysis indicate that no resource/issue would likely be adversely affected by project-induced growth.

Changes in access to properties may often be the cause of induced growth where existing access connections to road networks are inadequate. However, the proposed project would not make any substantial changes in roadway access to any of the properties adjacent to IH 45 or S.M. Wright Parkway. In addition, the land surrounding the proposed project area is

heavily developed and vacant land is not readily available. For these reasons and based on City of Dallas planners input, no additional areas subject to induced growth were identified.

The extent to which mitigation would be warranted for project-induced growth was considered in the indirect impacts analysis. Land development activities that may be induced by the proposed project are most likely to be private ventures regulated by the City of Dallas' land development ordinances. Such regulation addresses environmental and social impacts by requiring mitigation as part of site design and construction such that development is in accordance with overall city objectives. Any mitigation for project-induced land development impacts, which may arise after construction of the proposed project, would be overseen by the City of Dallas and would be the responsibility of the site developer (TxDOT, 2016g).

5.16 Cumulative Impacts

An assessment of potential cumulative impacts of the build alternative was made in accordance with TxDOT guidance documents.[32] The purpose of a cumulative impacts analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. Environmental and social resources are evaluated from the standpoint of relative abundance among similar resources within a larger geographic area. Broadening the view of resource impacts in this way allows the decision maker an insight into the magnitude of project-related impacts in light of the overall health and abundance of selected resources.

In essence, a cumulative impacts evaluation first paints a conceptual picture of the existing or 'baseline' condition of each resource which is based on historical information and an assessment of the current condition of the resource. However, if a project does not cause direct or indirect adverse impacts to a resource or social issue, it cannot contribute to a cumulative impact on that resource. Application of the initial step in the cumulative impacts analysis focused on those resources that are substantially affected by the proposed project as a result of direct and/or indirect impacts, resources that are in poor or declining health, or resources that are particularly scarce. Whether a resource is substantially affected by the proposed project is a function of the existing abundance and condition of the resource and includes resources that are at risk, potentially from other actions, even if the proposed project impacts are relatively small.

The foregoing criteria were applied individually to all of the topics considered throughout the analysis of direct impacts and indirect impacts for the proposed project. Some of the resources or issues discussed in this EA were excluded from cumulative impacts analysis because the assessment of direct and indirect impacts indicated there would be either no

[32] Environmental Handbook for Indirect and Cumulative Impacts (2014); and Cumulative Impacts Analysis Guidance (2014); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed 6/27/2016.

adverse impacts or that impacts would be insubstantial. Other topics, such as hazardous materials, is an inappropriate topic for cumulative impacts analysis because the topic does not concern a resource but instead focuses on whether the project would be adversely affected by the potential release of pre-existing site contamination in the project vicinity. Similarly, traffic noise impacts is a category of impacts that should not be considered for cumulative impacts even though adverse direct impacts may occur. This is because the analytic model embodied in CEQ regulations and guidance for assessing cumulative impacts assumes there is a definable resource within the surrounding area that can be inventoried and meaningfully evaluated, which is a criterion this topic does not meet. The results of the initial screening step of the cumulative impacts analysis led to the conclusion that the proposed project would not have substantial direct or indirect impacts on any resource, and there are no resources in the project area in poor or declining heath that would be substantially adversely affected by the proposed project (TxDOT, 2016g).

5.17 Construction Phase Impacts

This section highlights several areas of impacts that are temporary in nature as they would be limited to the period of construction, which is estimated to be approximately two to three years.

5.17.1 Noise Impacts

Heavy machinery are the primary source of noise in during construction, and is difficult to quantify because of constantly varying activities. However, construction normally occurs during daylight hours when occasional loud noise is tolerable. None of the noise receivers identified in the traffic noise analysis are expected to be exposed to an excessive amount of construction noise for a long duration. TxDOT will include requirements 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 equipment muffler systems.

5.17.2 Air Quality Impacts

As discussed in **Section 5.12.5**, construction of the build alternative temporary increases in PM (e.g., fugitive dust and diesel PM) and MSAT emissions may occur. The potential impacts of PM emissions would be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have a substantial impact on air quality in the area.

5.17.3 Access and Detours

The proposed project would not result in substantial changes to traffic patterns, and no substantial changes in access to adjacent properties would occur. The downgrading of the existing roadway to an urban arterial roadway and construction of additional access ramps to IH 45 would help improve mobility and increase operation efficiency. TxDOT would make every effort to limit the potential for major traffic disruptions during construction. The S.M. Wright Parkway would remain open during construction, although traffic control measures would be required during the construction phase. Lane closures could result in increased travel times, although this condition would be temporary. Access to adjacent properties would be maintained during construction. Inconvenience to the motorists using the roadway during the construction phase would be minimized.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the build alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- SHPO (see **Section 5.8.2**): The draft HRS report (TxDOT, 2016c) is pending review within TxDOT and will be coordinated with the SHPO thereafter for concurrence regarding the report's recommendations for NRHP eligibility and effects. Initial coordination under NHPA Section 106 with the SHPO regarding removal of the MLK Boulevard bridge crossing of the S.M. Wright Parkway occurred in August 2015; the SHPO concurred with TxDOT's determination of adverse effects and plans to coordinate further during final design regarding mitigation measures (see **Appendix G-1**).
- TCEQ (see **Section 5.10.5**): CWA Section 303(d) coordination pursuant to the TxDOT-TCEQ MOU was completed on August 16, 2016; TCEQ had no comments regarding water quality (see **Appendix G-2**).
- FHWA (see **Section 5.12.1**): Coordination regarding the applicability of CAA conformity requirements was completed on July 12, 2016, with the determination by the FHWA that the proposed project is exempt from demonstrating conformity under 40 CFR Section 93.127 because it is an interchange reconfiguration project that would not add vehicle capacity.

7.0 PUBLIC INVOLVEMENT

7.1 Public Meeting

A public meeting for the proposed project was held on February 26, 2015, at the Park South YMCA, located at 2500 Romaine Avenue, Dallas, TX 75215. A total of 100 people attended the meeting, including 71 members of the general public, three elected officials, and one representative of an elected official. All meeting materials were available in English and Spanish, and staff were available to provide translation services, as necessary (TxDOT, 2015b). Notices for the public meeting were published in English and Spanish in *The Dallas Morning News* and *Al Dia* on January 31, 2015. Notices were also published in the *Dallas Weekly* and *Dallas Examiner* on January 22, 2015. The public meeting was also advertised on the TxDOT Dallas District Website.

Overall, the response to the proposed project at the public meeting and during the comment period (February 26 to March 9, 2015) was positive. None of the comments received expressed an objection to the project as a whole. The most commonly cited concerns were access issues, traffic patterns, and noise. All comments and associated TxDOT response are available in the Public Meeting Summary (TxDOT, 2015b).

7.2 Public Hearing

A public hearing is planned for the proposed project in the summer of 2016. A notice announcing the public hearing will be published in both English and Spanish in local newspapers and will be posted on the TxDOT Dallas District Website. A summary of the public hearing will be included in a subsequent draft of this EA.

8.0 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS

The commitments TxDOT has made to avoid, minimize, or otherwise mitigate adverse impacts of the proposed project are included in the Environmental Permits, Issues and Commitments (EPIC) sheet, which communicates permit issues and environmental commitments that must be incorporated into the Plans, Specifications, and Estimates (PS&E) design (i.e., final detailed design plans). This ensures that any construction contractor bidding on the construction contract for the proposed project is aware of the permits, impacts, and commitments relevant to the proposed project. Moreover, including these commitments in the EPIC sheet ensures that each prospective contractor is contractually obligated to carry out those commitments. A draft EPIC sheet is included in **Appendix F-5**, and will be further completed when additional information regarding cultural resources coordination and asbestos testing is available. After review and approval of the draft EPIC sheet, it would become part of the PS&E design plans.

9.0 CONCLUSION

The engineering, social, and environmental investigations conducted thus far indicate that the proposed project would have no significant impact on the quality of the human environment. A FONSI is anticipated for this proposed project.

REFERENCES

In addition to references placed in footnotes throughout this EA, the project-related TxDOT references listed below were also cited in the EA. These unpublished documents are on file with the TxDOT Dallas District.

TxDOT, 2013. Environmental Assessment for S.M. Wright Project (June 2013) [Note: this is for S.M. Wright Project Phases I and II only].

TxDOT, 2015a. Mitigation Research Investigations and Public Involvement Report: S.M. Wright Freeway Bridge System (March 2015).

TxDOT, 2015b. Public Meeting Documentation (June 2015).

TxDOT, 2015c. Traffic Noise Technical Report (September 2015).

TxDOT, 2015d. Biological Evaluation Form (October 2015).

TxDOT, 2015e. Water Resources Technical Report (October 2015).

TxDOT, 2015f. Project Coordination Request for Archeological Studies (October 2015).

TxDOT, 2015g. Project Coordination Request for Historical Studies Project (November 2015).

TxDOT, 2016a. Interstate Access Justification: S.M. Wright Project Phase IIB (March 2016).

TxDOT, 2016b. Hazardous Materials Initial Site Assessment (ISA) Report (March 2016).

TxDOT, 2016c. Report for Historical Studies Survey (May 2016).

TxDOT, 2016d. Community Impact Analysis Technical Report (May 2016).

TxDOT, 2016e. Air Quality Technical Reports (June 2016).

TxDOT, 2016f. Transportation Conformity Report Form (June 2016).

TxDOT, 2016g. Indirect and Cumulative Impact Analyses Technical Report (June 2016).

LIST OF APPENDICES

Appendix A – Project Location Maps
- Appendix A-1. Project Vicinity Map
- Appendix A-2. Project Location on Aerial Photograph
- Appendix A-3. Project Area on USGS Topographic Map

Appendix B – Project Area Photographs

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- Appendix C-1. Plan View Design Map
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- Appendix C-3. Areas of Expected Surplus ROW

Appendix D – Typical Sections: Existing and Proposed

Appendix E – Plan and Program Excerpts
- Appendix E-1. MTP Mobility 2035 – 2014 Amendment Excerpt
- Appendix E-2. MTP Mobility 2040 Excerpt
- Appendix E-3. FY 2015-2018 TIP Excerpt

Appendix F – Resource-specific Maps and Materials
- Appendix F-1. Area of Potential Effects (APE) for Historical Resources Survey
- Appendix F-2. CO Receptors on Plan View Design Map
- Appendix F-3. Noise Receiver Locations Map
- Appendix F-4. Project Area of Influence (AOI) Map
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Appendix G – Resource Agency Coordination
- Appendix G-1. SHPO Coordination re S.M. Wright Parkway Bridges (8/2015)
- Appendix G-2. TCEQ Coordination re S.M. Wright Project Phase IIB (8/2016)

Appendix H – Section 4(f) Documentation (materials to be provided when available)

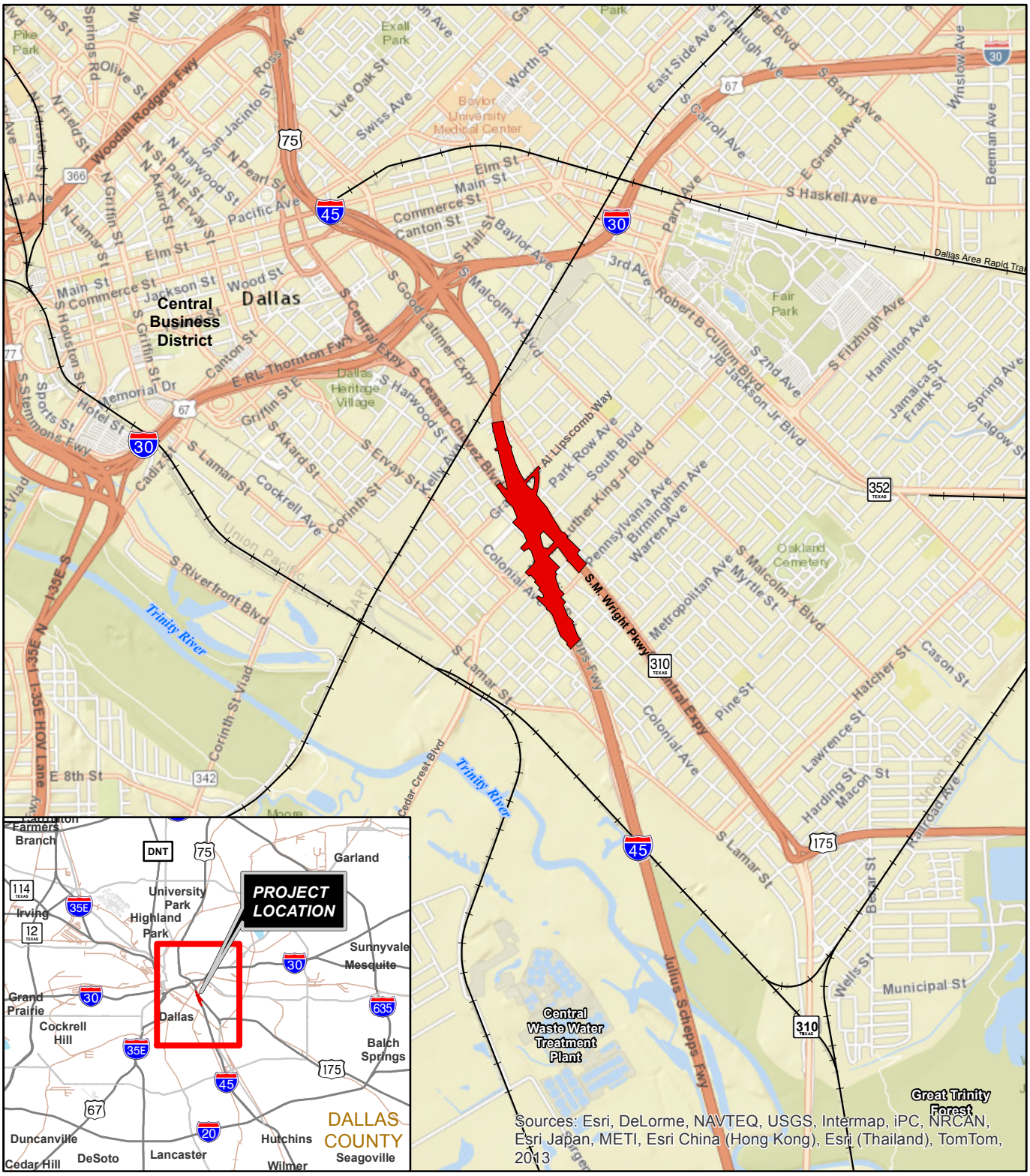
Appendix A

Project Location Maps

Appendix A-1. Project Vicinity Map

Appendix A-2. Project Location on Aerial Photograph

Appendix A-3. Project Area on USGS Topographic Map



Legend

- Project Construction Limits
- Railroad

All locations and labels are approximate.

Appendix A-1. Project Vicinity Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 3,000 6,000
Feet

Legend

- Proposed ROW
- Existing ROW
- Project Construction Limits

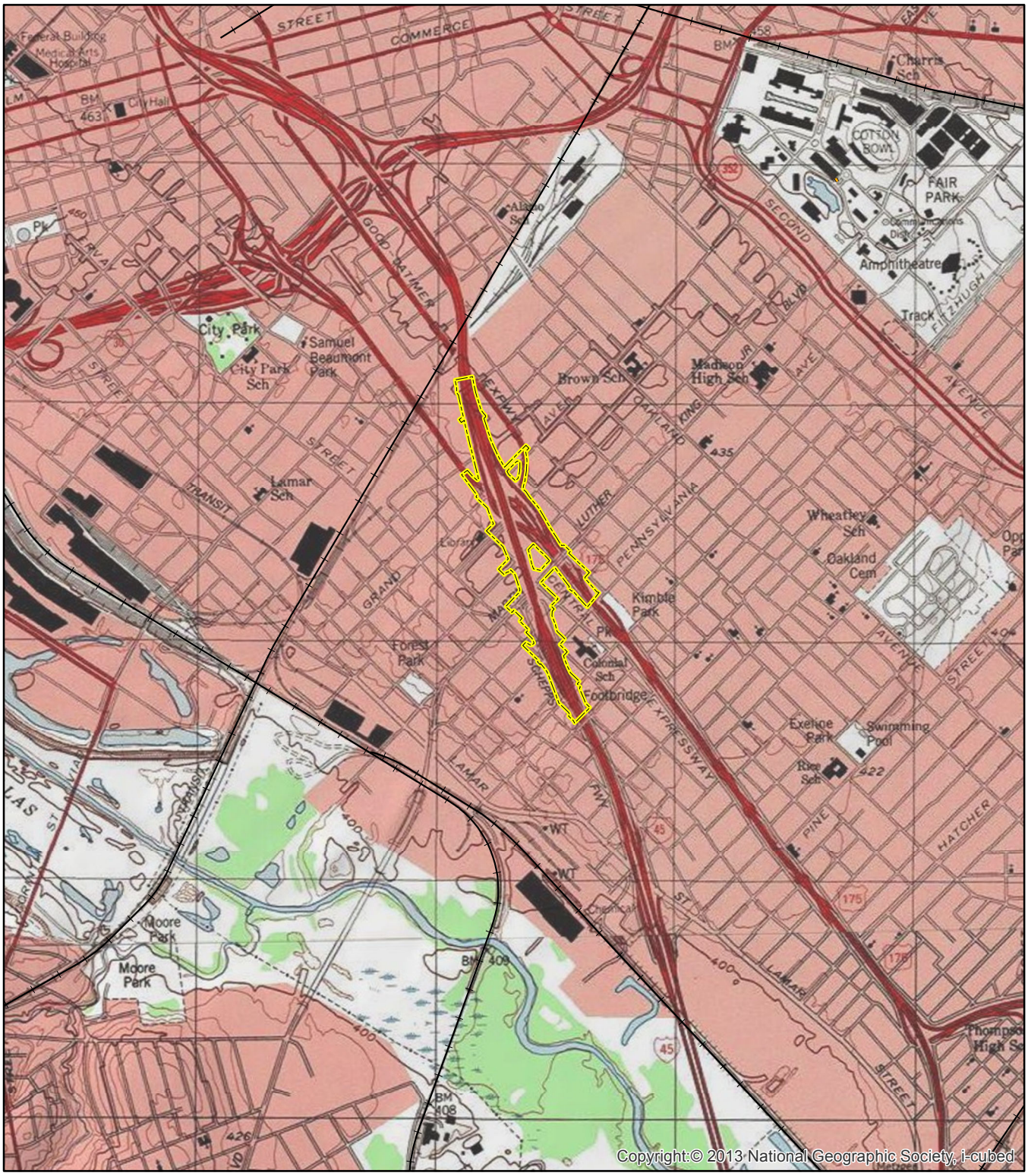
Appendix A-2. Project Location on Aerial Photograph

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 700 1,400
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015



Legend

Project Construction Limits

Base Map Source: Seamless map derived from scanned USGS Topographic Quadrangle Maps at 1:24,000 scale (2009).

Appendix A-3. Project Area on USGS Topographic Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 2,000 4,000
SCALE IN FEET

Appendix B

Project Area Photographs

Photograph 1. View of IH 45 near the southern limit of the project area. This photograph was taken from the pedestrian bridge that crosses IH 45 at Lenway Street, and is representative of IH 45 in the project area. View is to the north.

Photograph 2. View of the S.M. Wright Parkway just south of the MLK bridge crossing the freeway (photograph center). The proposed project would remove this bridge to allow an at-grade intersection of MLK Boulevard and the proposed S.M. Wright Parkway. View is to the north.

Appendix B. Project Area Photographs (Page 1 of 6)
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Photograph 3. View of the S.M. Wright Parkway looking north toward the MLK bridge and downtown Dallas.

Photograph 4. Representative view of the S.M. Wright Parkway within the proposed project limits. This photograph was taken from the MLK bridge looking south.

Appendix B. Project Area Photographs (Page 2 of 6)
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Photograph 5. View of a retail facility, located at 2310 MLK Boulevard. This facility is representative of the retail facilities in the proposed project area. View is to the west. Photograph taken June 10, 2015.

Photograph 6. View of the Kwik Stop, located at 1909 MLK Boulevard. This property would potentially be displaced by the proposed project. View is to the west. Photograph taken June 10, 2015.

Photograph 7. View of an office building (former residence), located at 1844 South Boulevard. This property would potentially be displaced by the proposed project. View is to the south. Photograph taken June 10, 2015.

Photograph 8. View of the Dallas Fire Station #6, located at 2808 South Harwood Street. This property would potentially be displaced by the proposed project. View is to the northeast. Photograph taken June 10, 2015.

Photograph 9. View of a commercial facility, located 2551 S. Good Latimer. This facility is representative of the commercial properties in the project area. View is to the west. Photograph taken June 10, 2015.

Photograph 10. View of an industrial facility, located at 2434 South Harwood Street. This facility is representative of the industrial facilities in the project area. View is to the northeast. Photograph taken June 10, 2015.

Appendix B. Project Area Photographs (Page 5 of 6)
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Photograph 11. View of Austin Steel Co, Inc., located at 1815 Coombs Street. This facility is representative of the industrial facilities in the project area. View is to the northwest. Photograph taken June 10, 2015.

Photograph 12. View of the Atmos Gas Logan Street Service Center, located at 1844 South Boulevard. This facility is representative of the industrial facilities in the project area. View is to the south. Photograph taken June 10, 2015.

Appendix B. Project Area Photographs (Page 6 of 6)
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Appendix C

Proposed Project Design Maps

Appendix C-1. Plan View Design Map

Appendix C-2. Phased Construction Map

Appendix C-3. Areas of Expected Surplus ROW

S.M. WRIGHT PROJECT PHASE IIB
PLAN VIEW DESIGN MAP

PRELIMINARY
SUBJECT TO CHANGE

N

0 200 400 600 800

SCALE: 1"=400'

END PROJECT
S.M. WRIGHT PHASE IIB

END PROJECT
IH 45 SEGMENT

PROPOSED SB EXIT
RAMP TO MLK

PROPOSED SB ENTRANCE
RAMP FROM AL LIPSCOMB

PROPOSED SB IH 45
FRONTAGE ROAD

PROPOSED NB ENTRANCE
RAMP FROM MLK

PROPOSED NB EXIT
RAMP TO AL LIPSCOMB

END PROJECT
GOOD LATIMER EXPY

PROPOSED RECONSTRUCTED
SB EXIT RAMP TO LAMAR

EXISTING SB IH 45
FRONTAGE ROAD

PROPOSED NB IH 45
FRONTAGE ROAD

EXISTING NB ENTRANCE RAMP
FROM LAMAR

EXISTING NB IH 45
FRONTAGE ROAD

BEGIN PROJECT
IH 45 SEGMENT

BEGIN PROJECT
S.M. WRIGHT PHASE IIB

APPROVED S.M. WRIGHT PROJECT PHASE II

CLARENCE DR
CESAR CHAVEZ BLVD
AL LIPSCOMB WAY
PARK ROW AVE
SOUTH BLVD
S HARWOOD ST
MARTIN LUTHER KING JR BLVD
S GOOD LATIMER EXPY
COOMBS ST
PENNSYLVANIA AVE
HARRISON
EDGEWOOD ST
PEABODY ST
KIMBLE ST
LENWAY ST
SPENCE ST
WARREN
COLONIAL AVE
WENDELKIN ST
COOPER ST
S.M. WRIGHT PHASE II

INTERSTATE 45

LEGEND:

- PROPOSED BRIDGE
- EXISTING BRIDGE TO REMAIN
- PROPOSED MAINLANES
- EXISTING PAVEMENT TO REMAIN
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD
- PROPOSED LOCAL STREET
- PROPOSED SIDEWALK
- EXISTING ROW
- PROPOSED ROW
- PROPOSED CURB/PAVEMENT EDGE
- BRIDGE / PAVEMENT REMOVAL
- POTENTIAL DISPLACEMENT
- LANE DIRECTION ARROWS

Texas Department of Transportation

Appendix C-1.

Plan View Design Map

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

PRELIMINARY -
FOR INTERIM REVIEW ONLY

S.M. Wright Project
Phase IIB

TxDOT Dallas District
City of Dallas, Texas

CSJs: 0092-01-059,
0092-14-088

MAP DATE: 7/25/2016

MAP SCALE: 1" : 400'

PDF_2D_CLR_MW_CR_1200.dit
I:\2400\s\24149\WA4C - SM Wright Phase 2\CADD\Exhibits\24149-EXH-ENV1.dgn Design
7/27/2016 6:45:27 AM

NOTE: Highlighted areas are not drawn to exact scale.

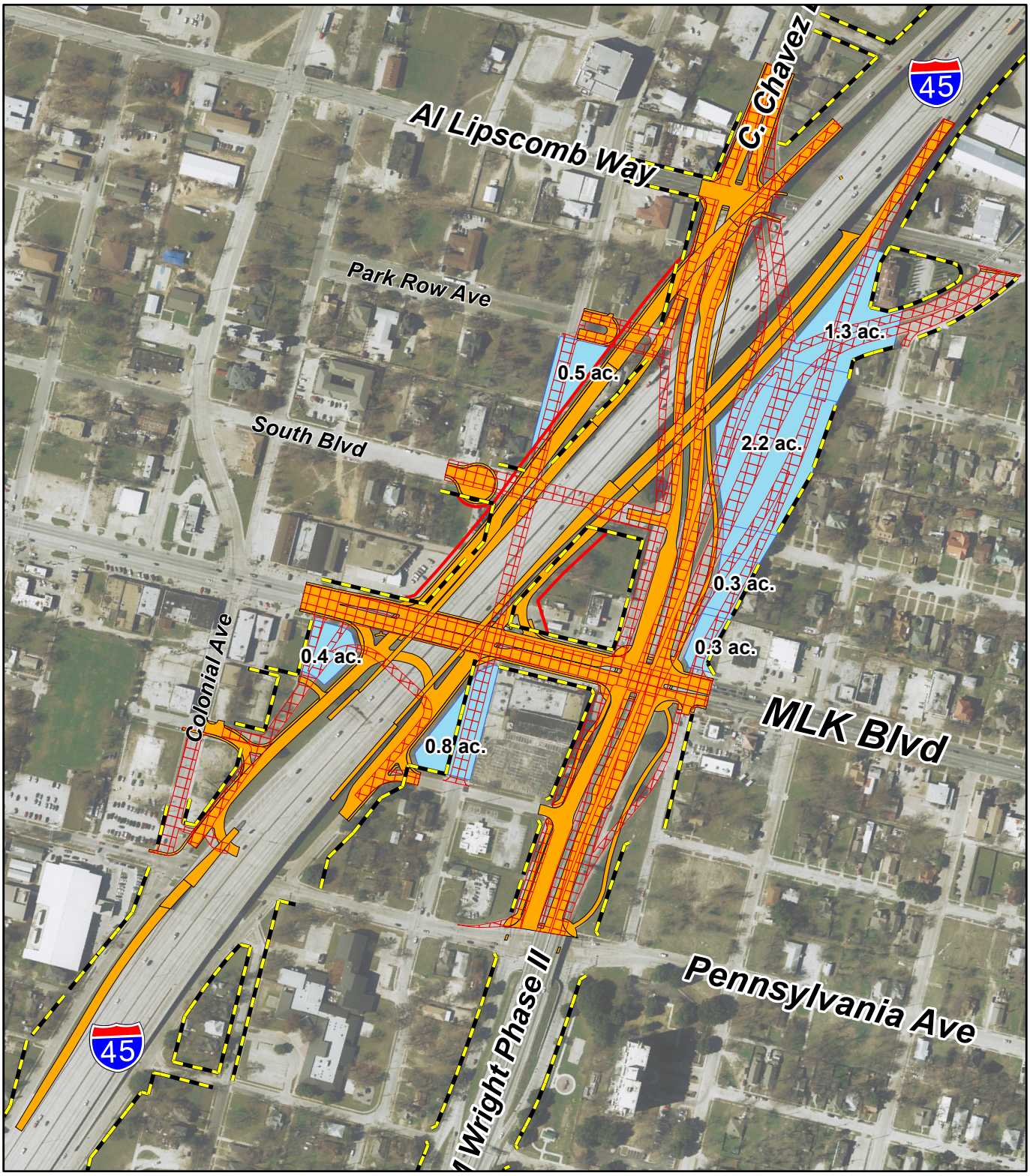
Map Source: TxDOT Dallas District
(Project Newsletter, Spring 2016)
http://www.keepitmovingdallas.com

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

Texas Department of Transportation

Appendix C-2.
Phased Construction Map

S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



Legend

- Existing Pavement to Be Removed
- Area of Expected Surplus ROW
- Combined Proposed Improvements
- Existing ROW
- Proposed ROW

Source/Year of Aerial Photograph: NCTCOG/2015

Appendix C-3. Areas of Expected Surplus ROW

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N W E S

0 400 800

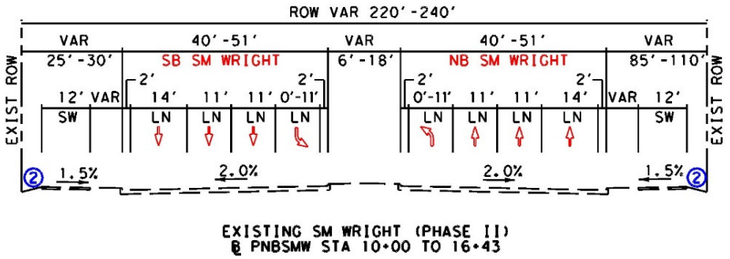
SCALE IN FEET

Appendix D

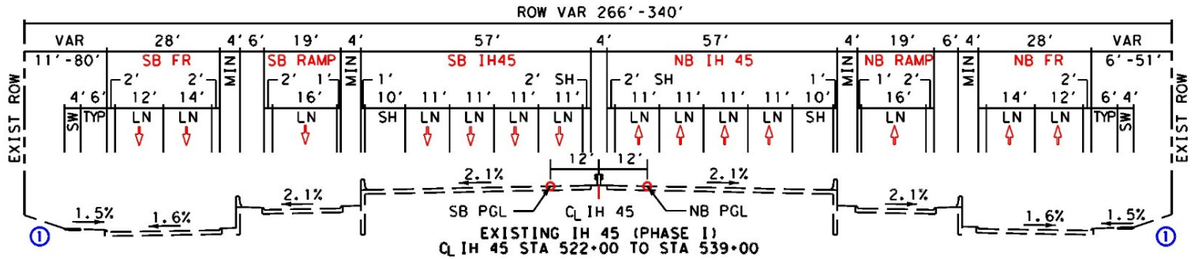
Typical Sections: Existing and Proposed

NOTES:

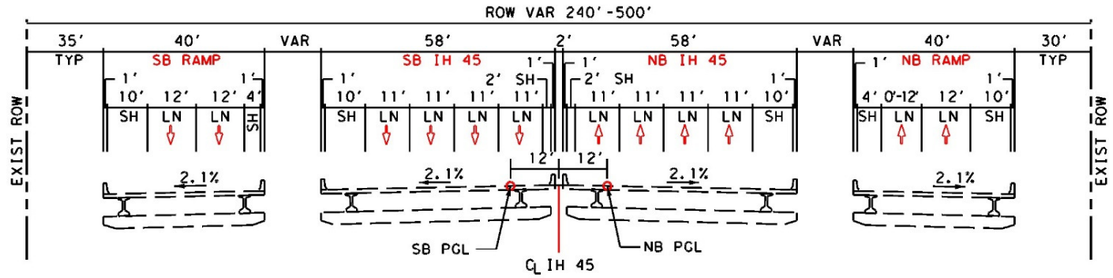
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX



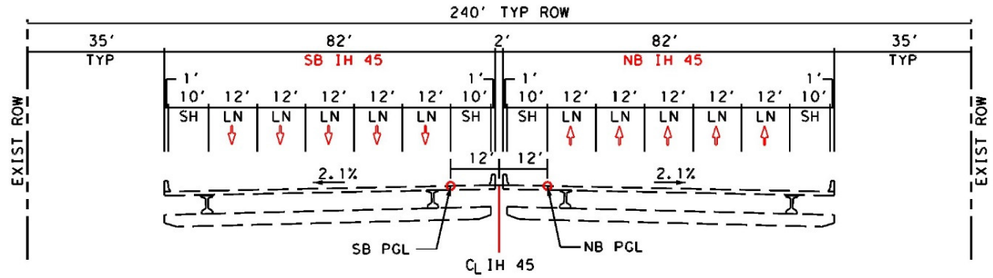
EXISTING SM WRIGHT (PHASE I)
℄ PNBSMW STA 10+00 TO 16+43



EXISTING IH 45 (PHASE I)
℄ IH 45 STA 522+00 TO STA 539+00



EXISTING IH 45 (PHASE I)
℄ IH 45 STA 539+00 TO STA 565+00



EXISTING IH 45 (PHASE I)
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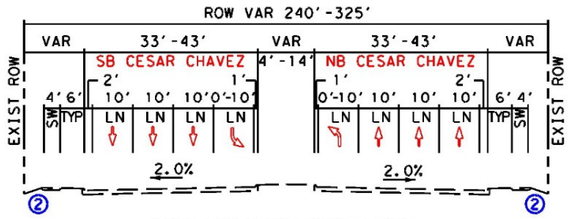
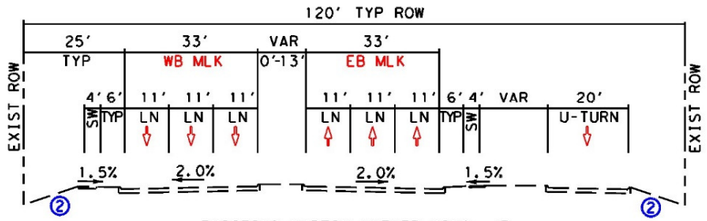
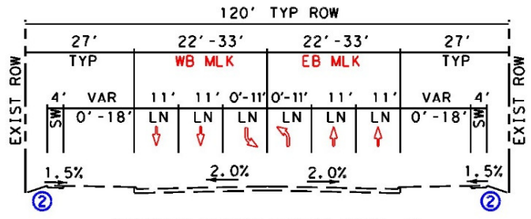


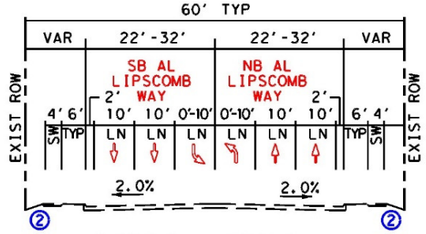
EXISTING CESAR CHAVEZ BLVD
WEST OF IH 45



EXISTING MARTIN LUTHER KING, JR
℄ PMLK STA 10+00 TO STA 16+00



EXISTING MARTIN LUTHER KING, JR
℄ PMLK STA 16+00 TO STA 22+11



EXISTING AL LIPSCOMB WAY
℄ PALW STA 10+00 TO STA 21+37

REPRESENTATIVE EXISTING ROADWAY CROSS SECTIONS

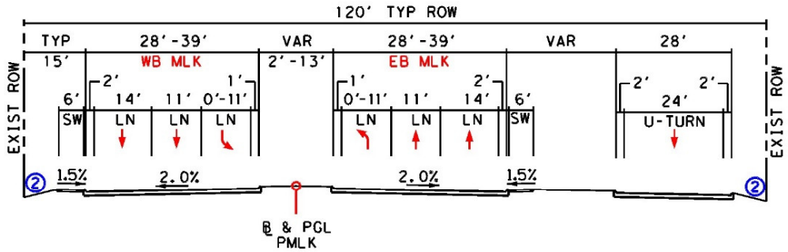
--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D.
Typical Sections: Existing and Proposed
(Page 1 of 3)

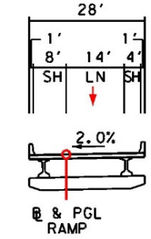
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

NOTES:

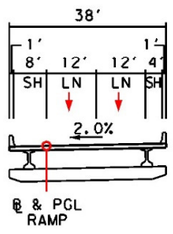
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX



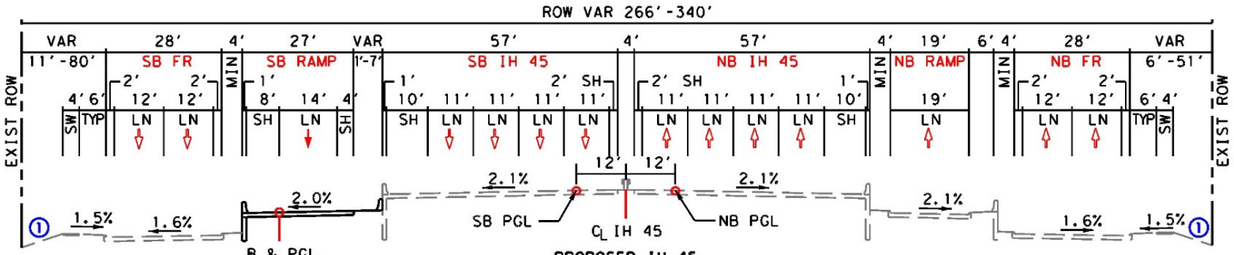
PROPOSED MARTIN LUTHER KING, JR
℄ PMLK STA 10+50 TO STA 22+11



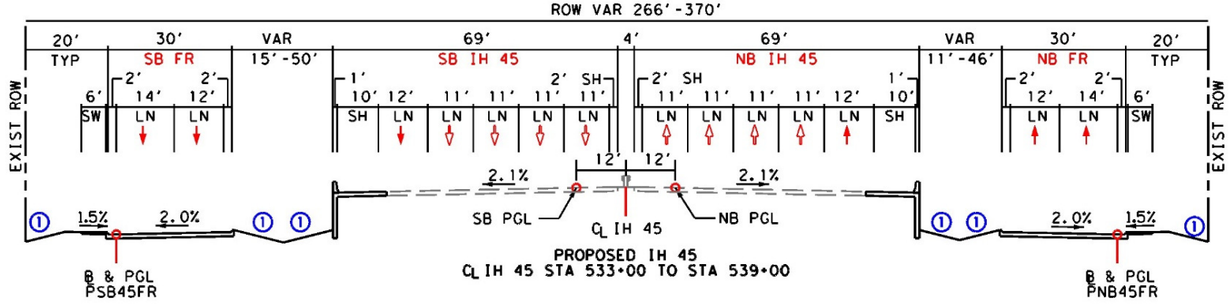
PROPOSED 1-LANE
RAMP



PROPOSED 2-LANE
RAMP



PROPOSED IH 45
℄ IH 45 STA 522+00 TO STA 533+00



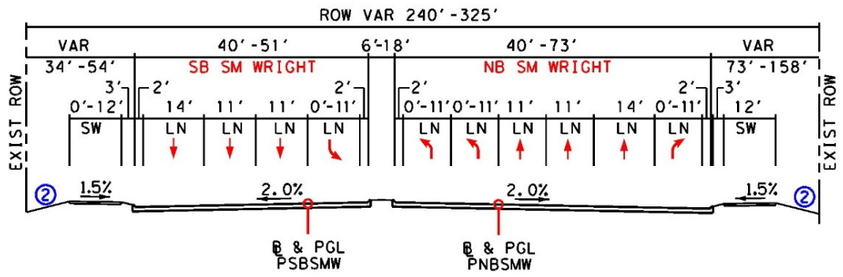
PROPOSED IH 45
℄ IH 45 STA 533+00 TO STA 539+00

REPRESENTATIVE PROPOSED ROADWAY CROSS SECTIONS

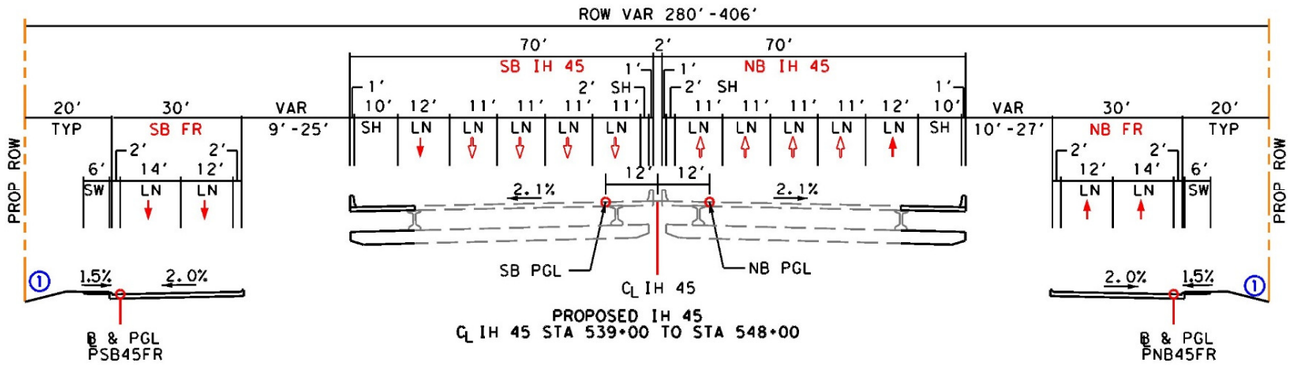
--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D.
Typical Sections: Existing and Proposed
(Page 2 of 3)

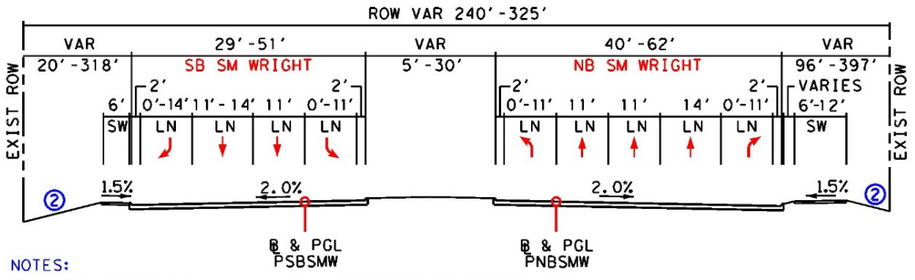
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



PROPOSED SM WRIGHT
℄ PNBSMW STA 12+88 TO STA 24+38

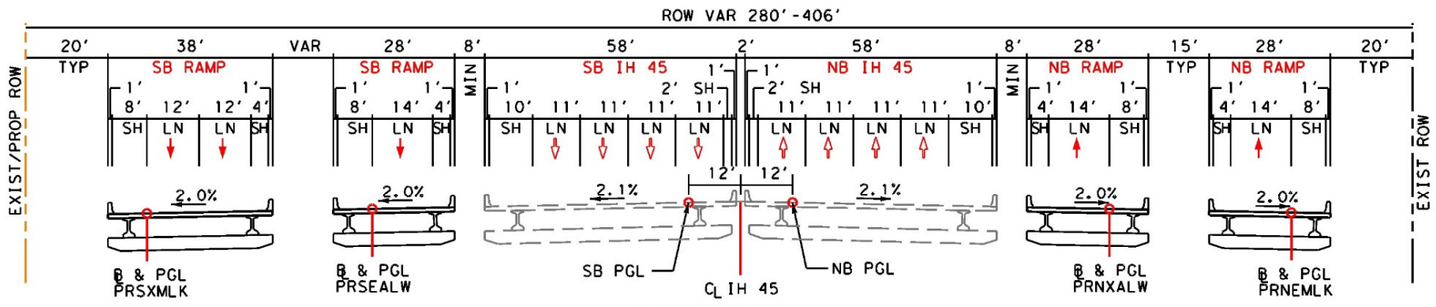


PROPOSED IH 45
℄ IH 45 STA 539+00 TO STA 548+00



NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX

PROPOSED SM WRIGHT
℄ PNBSMW STA 24+38 TO STA 37+95



PROPOSED IH 45
℄ IH 45 STA 548+00 TO STA 565+00

REPRESENTATIVE PROPOSED ROADWAY CROSS SECTIONS

--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D.
Typical Sections:
Existing and Proposed
(Page 3 of 3)

S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Appendix E

Plan and Program Excerpts

Appendix E-1. MTP Mobility 2035 – 2014 Amendment Excerpt

Appendix E-2. MTP Mobility 2040 Excerpt

Appendix E-3. FY 2015-2018 TIP Excerpt

Recommendations: Freeway/Tollway Interchanges

TxDOT Dallas District

June 5, 2015

MTP ID	Facility	Connection	Staging	Description	Year Operational Between	Study Reference
IN1-11.21.1	Dallas North Tollway	SH 121 (Full Interchange)	Phase II	Reconstruct	2013 - 2018	SH 121 Collin County Toll Road (0364-04-040)
IN1-21.120.1	Dallas North Tollway	President George Bush Turnpike		Improvements	2013-2018	
IN1-21.2.1	Dallas North Tollway	US 380		New Interchange	2013 - 2018	
IN1-18.32.1	East Branch (SH 190)	US 80		New Interchange	2029 - 2035	
IN1-28.121.1	East Branch (SH 190)	President George Bush Turnpike (SH 190)	Phase II (Full Interchange)	Reconstruct	2029 - 2035	
IN1-6.30.1	East Branch (SH 190)	IH 20		New Interchange	2019 - 2028	
IN1-17.12.1	Golden Triangle (Loop 12)	SH 114	Phase I	Reconstruct	2013 - 2018	(0581-02-121)
IN1-17.12.1	Golden Triangle (Loop 12)	SH 114	Phase II	Improvements	2029 - 2035 *	
IN1-17.22.1	Golden Triangle (SH 183)	Loop 12		Reconstruct	2013 - 2018	(0094-03-101, 0581-02-124)
IN1-19.30.1	IH 20	Spur 408/Clark Road		New Interchange	2013	
IN1-30.131.1	IH 20	Kleberg Road		New Interchange	2013	
IN1-30.38.1	IH 20	US 67		Reconstruct	2029 - 2035 *	
IN1-30.547.1	IH 20	Falcon's Lair		New Interchange	2013 - 2018	(0095-01-024)
IN1-15.28.1	IH 30	President George Bush Turnpike – Western Extension (SH 161)	Phase II	New Interchange	2013 - 2018	(1068-04-129)
IN1-28.121.1	IH 30	President George Bush Turnpike – Eastern Extension	Partial Interchange	New Interchange	2013 - 2018	
IN1-28.548.1	IH 30	FM 3549 (FM 549)		Reconstruct	2013 - 2018	
IN1-28.549.1	IH 30	FM 551		Reconstruct	2013 - 2018	
IN1-28.550.1	IH 30	Erby Campbell Blvd.		Grade Separation	2013 - 2018	
IN1-28.551.1	IH 30	Between SH 205 & FM 549		New Interchange	2013 - 2018	(0009-12-073)
IN1-3.100.1	IH 35E	Loop 288		Reconstruct	2013 - 2018	
IN1-3.5.1	IH 35E	IH 35W		Reconstruct	2019 - 2028	
IN1-7.11.1	IH 35E	SH 121		Reconstruct	2013 - 2018	
IN1-7.28.1	IH 35E	IH 30		Reconstruct	2013 - 2018	
IN1-7.552.1	IH 35E	FM 407		Reconstruct	2013 - 2018	
~~IN1-7.576.1~~	~~IH 35E~~	~~Dickerson Parkway~~		~~New Interchange~~	~~2013 - 2018~~	~~(0196-03-180)~~
IN1-27.29.1	IH 45	S.M. Wright Freeway		Partial Reconstruct	2019 - 2028 *	
~~IN1-27.30.1~~	~~IH 45~~	~~IH 20~~		~~Reconstruct~~	~~2013~~	
IN1-27.554.1	IH 45	Fulghum Road		Reconstruct	2013 - 2018	
IN1-131.577.1	IH 635	Skillman Street		Reconstruct	2013 - 2018	

* "Year Operation Between" indicates the year range the final build will be open to traffic. Some facilities are staged and may have interim improvements that are not consistent with the proposed build. See individual Corridor Fact Sheets for more detail.

Indicates a change to Mobility 2035 - 2013 Update staging or recommendations.

Appendix E-1.
MTP Mobility 2035 -
2014 Amendment Excerpt

Recommendations: Freeway/Tollway Interchanges

TxDOT Dallas District

February 25, 2016

MTP ID	Facility	Connection	Staging	Description	Year Operational Between*
IN1- 21.120.1	Dallas North Tollway	President George Bush Turnpike		Improvements	2017
IN1- 21.2.1	Dallas North Tollway	US 380		New Interchange	2018-2027
IN1- 6.30.1	East Branch (SH 190)	IH 20		New Interchange	2018-2027
IN1- 28.121.1	East Branch (SH 190)	President George Bush Turnpike (SH 190)	Phase II (Full Interchange)	Reconstruct	2018-2027
IN1- 18.32.1	East Branch (SH 190)	US 80		New Interchange	2018-2027
IN1- 17.12.1	Golden Triangle (Loop 12)	SH 114	Phase II	Improvements	2028-2037
IN1- 17.22.1	Golden Triangle (SH 183)	Loop 12	Phase II (Full Interchange)	Reconstruct	2038-2040
IN1- 30.547.1	IH 20	Falcon's Lair		New Interchange	2018-2027
IN1- 30.38.1	IH 20	US 67		Reconstruct	2028-2037
IN1- 28.550.2	IH 30	Dalrock Road		Reconstruct	2018-2027
IN1- 28.550.1	IH 30	Erby Campbell Blvd.		Grade Separation	2017
IN1- 28.548.1	IH 30	FM 3549 (FM 549)		Reconstruct	2018-2027
IN1- 28.549.1	IH 30	FM 551		Reconstruct	2017
IN1- 7.576.1	IH 35E	Dickerson Pkwy.		New Interchange	2018-2027
IN1- 7.552.1	IH 35E	FM 407		Reconstruct	2017
IN1- 7.30.1	IH 35E	IH 20		Reconstruct	2037-2040
IN1- 7.28.1	IH 35E	IH 30		Reconstruct	2017
IN1- 3.5.1	IH 35E	IH 35W		Reconstruct	2018-2027
IN1- 7.17.1	IH 35E	Loop 12		Reconstruct	2028-2037
IN1- 3.100.1	IH 35E	Loop 288		Reconstruct	2018-2027
IN1- 7.11.1	IH 35E	SH 121		Reconstruct	2018-2027
IN1- 7.38.1	IH 35E	US 67		Reconstruct	2018-2027
IN1- 27.29.1	IH 45	S.M. Wright		Partial Reconstruct	2018-2027
IN1- 21.130.1	IH 635	Dallas North Tollway		Reconstruct	2018-2027
IN1- 7.130.1	IH 635	IH 35E	Phase II (Full Interchange)	Reconstruct	2028-2037
IN1- 28.131.1	IH 635	IH 30		Reconstruct	2018-2027
IN1- 131.577.1	IH 635	Skillman Street		Reconstruct	2018-2027
IN1- 32.131.1	IH 635	US 80			
IN1- 6.30.1	Loop 9	IH 20			
IN1- 7.6.1	Loop 9	IH 35E			
IN1- 27.6.1	Loop 9	IH 45			

Appendix E-2.

MTP Mobility 2040 Excerpt

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	ELLIS	0048-03-055	US 77	E,R	WAXAHACHIE	TXDOT-DALLAS

LIMITS FROM: SOUTH OF FM 66
REV DATE: 07/2014
LIMITS TO: NORTH OF MCMILLAN STREET
MPO PROJECT ID: 51220
TIP DESCRIPTION: RECONSTRUCT AND CONVERT TO ONE-WAY COUPLET
MTP REFERENCE: RSA1-511.1
REMARKS: CONSTRUCTION COST EST IS $11.3M (UNFUNDED)

Project History:

DALLAS | ELLIS | 0048-04-912 | IH 35E | E,R | WAXAHACHIE | TXDOT-DALLAS

LIMITS FROM: US 77 SOUTH
REV DATE: 05/2015
LIMITS TO: US 77 NORTH
MPO PROJECT ID: 55092
TIP DESCRIPTION: RECONSTRUCT 5 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/BUTCHER [FM 387]/STERRET RD) AND 4 TO 4 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS
MTP REFERENCE: FT1-7.100.5, FT3-007
REMARKS: ADD PROJECT TO APPENDIX D OF THE TIP/STIP

Project History:

DALLAS | DENTON | 0081-03-047 | US 377 | C | ARGYLE | DENTON CO

LIMITS FROM: SOUTH OF FM 1171
REV DATE: 07/2014
LIMITS TO: CRAWFORD ROAD
MPO PROJECT ID: 20115
TIP DESCRIPTION: RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN
MTP REFERENCE: RSA1-368.1
REMARKS: PLANNING CSJ 0081-03-930; RTR 121-DE1

Project History:

DALLAS | DENTON | 0081-03-049 | US 377 | C | ROANOKE | TXDOT-DALLAS

LIMITS FROM: SH 114
REV DATE: 07/2014
LIMITS TO: SOUTH OF FM 1171
MPO PROJECT ID: 20123
TIP DESCRIPTION: WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN
MTP REFERENCE: RSA1-368.03, RSA1-368.1
REMARKS: PLANNING CSJ 0081-03-932; COUNTY DONATING PE; RTR 121-DE2; LOCAL CONTRIBUTION BY DENTON COUNTY

Project History:

DALLAS | DENTON | 0081-03-054 | US 377 | E | VARIOUS | DENTON CO

LIMITS FROM: CRAWFORD RD
REV DATE: 07/2014
LIMITS TO: NORTH OF HICKORY CREEK
MPO PROJECT ID: 55002
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY AS A 4 LANE DIVIDED URBAN
MTP REFERENCE: RSA1-368.2
REMARKS: PASS THROUGH FINANCE PROJECT

Project History:

DALLAS | DENTON | 0081-04-038 | US 377 | E | VARIOUS | DENTON CO

LIMITS FROM: NORTH OF HICKORY CREEK
REV DATE: 07/2014
LIMITS TO: FM 1830
MPO PROJECT ID: 55004
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY AS A 4 LANE DIVIDED URBAN
MTP REFERENCE: RSA1-368.2
REMARKS:

Project History:

DALLAS | COLLIN | 0091-03-022 | SH 289 | E | VARIOUS

LIMITS FROM: N BUS 289C, NORTH OF CELINA
LIMITS TO: N CR 60/CR 107 (GRAYSON C/L)
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANES
REMARKS:

Appendix E-3.

FY 2015-2018 TIP Excerpt

Page 1 of 2

DALLAS | DALLAS | 0092-01-919 | SH 310 | E | DALLAS | TXDOT-DALLAS

LIMITS FROM: PENNSYLVANIA AVENUE
REV DATE: 11/2014
LIMITS TO: GRAND AVENUE
MPO PROJECT ID: 55065
TIP DESCRIPTION: RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)
MTP REFERENCE: IN1-27.29.1
REMARKS: ADD TO APPENDIX D OF TIP/STIP

Project History:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	DALLAS	0092-14-909	IH 45	E	DALLAS	TXDOT-DALLAS

LIMITS FROM: PENNSYLVANIA
REV DATE: 11/2014
LIMITS TO: GOOD LATIMER
MPO PROJECT ID: 55067
TIP DESCRIPTION: RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)
MTP REFERENCE: IN1-27.29.1
REMARKS: ADD TO APPENDIX D OF TIP/STIP
Project History:

DALLAS | DALLAS | 0094-03-060 | SP 482 | E,R | IRVING | TXDOT-DALLAS

LIMITS FROM: AT SH 114 & SH 183
REV DATE: 07/2014
LIMITS TO:
MPO PROJECT ID: 53003
TIP DESCRIPTION: RECONSTRUCT INTERCHANGE (PH 2)
MTP REFERENCE: IN1-12-42.1, IN1-22.42.1
REMARKS: CHANGE PROJECT DESCRIPTION
Project History:

DALLAS | DALLAS | 0094-03-975 | SH 183 | E,R | IRVING | TXDOT-DALLAS

LIMITS FROM: WEST OF SH 161
REV DATE: 07/2014
LIMITS TO: 0.66 MILES WEST OF SL 12
MPO PROJECT ID: 55032
TIP DESCRIPTION: WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 4 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
MTP REFERENCE: FT1-22.30.1, FT3-007
REMARKS:
Project History:

DALLAS | DALLAS | 0094-03-976 | SH 183 | E,R | IRVING | TXDOT-DALLAS

LIMITS FROM: 0.66 MILES WEST OF SL 12
REV DATE: 02/2015
LIMITS TO: 1 MILE EAST OF SL 12
MPO PROJECT ID: 54129
TIP DESCRIPTION: WIDEN 2 TO 4 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND CONSTRUCT ULTIMATE INTERCHANGE OF SL 12/SH 183/SH 114 (ULTIMATE)
MTP REFERENCE: FT1-22.40.1, IN1-17.12.1, IN1-17.22.1, FT3-007
REMARKS: REVISE LIMITS AND SCOPE
Project History:

DALLAS | DALLAS | 0094-07-938 | SH 183 | E,R | IRVING | TXDOT-DALLAS

LIMITS FROM: 1.0 MILE EAST OF SL 12
REV DATE: 11/2014
LIMITS TO: WEST END OF ELM FORK TRINITY RIVER BRIDGE
MPO PROJECT ID: 53198
TIP DESCRIPTION: WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
MTP REFERENCE: FT1-22.40.2
REMARKS: REVISE LIMITS AND SCOPE FOR CONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT
Project History: MOBILITY 2035-2014 AMENDMENT

DALLAS | DALLAS | 0094-07-939 | SH 183 | E,R | IRVING | TXDOT-DALLAS

LIMITS FROM: WEST END OF ELM FORK TRINITY RIVER BRIDGE
REV DATE: 11/2014
LIMITS TO: IH 35E WITH A 1600' OPERATIONAL TRANSITION
MPO PROJECT ID: 54072
TIP DESCRIPTION: WIDEN 6 TO 6/8 MAINLANES, 2 TO 4/6 HOV/MANAGED LANES, RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS (ULTIMATE)
MTP REFERENCE: FT1-22.40.2, FT1-22.40.3, FT3-007
REMARKS: REVISE SCOPE FOR CONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT
Project History: MOBILITY 2035-2014 AMENDMENT

DALLAS | DENTON | 0135-10-050 | US 380 | C | VARIOUS | TXDOT-DALLAS

LIMITS FROM: US 377
REV DATE: 11/2015
LIMITS TO: CR 26 (COLLIN COUNTY LINE)
MPO PROJECT ID: 20096
TIP DESCRIPTION: WIDEN 4 TO 6 LANE DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423 AND ADD MEDIAN AND RIGHT TURN LANE
MTP REFERENCE: RSA1-384.4, RSA1-384.41
REMARKS: DELAY CONSTRUCTION TO FY2035
Project History:

DALLAS | DENTON | 0135-10-057 | US 377 | E,R | DENTON

LIMITS FROM: SL 288
LIMITS TO: US 377/US 380 INTERSECTION
TIP DESCRIPTION:
REMARKS: ADD PROJECT TO APP D TO THE 2015-2018 TIP/STIP

Appendix E-3.

FY 2015-2018 TIP Excerpt

Page 2 of 2

Appendix F

Resource-specific Maps and Materials

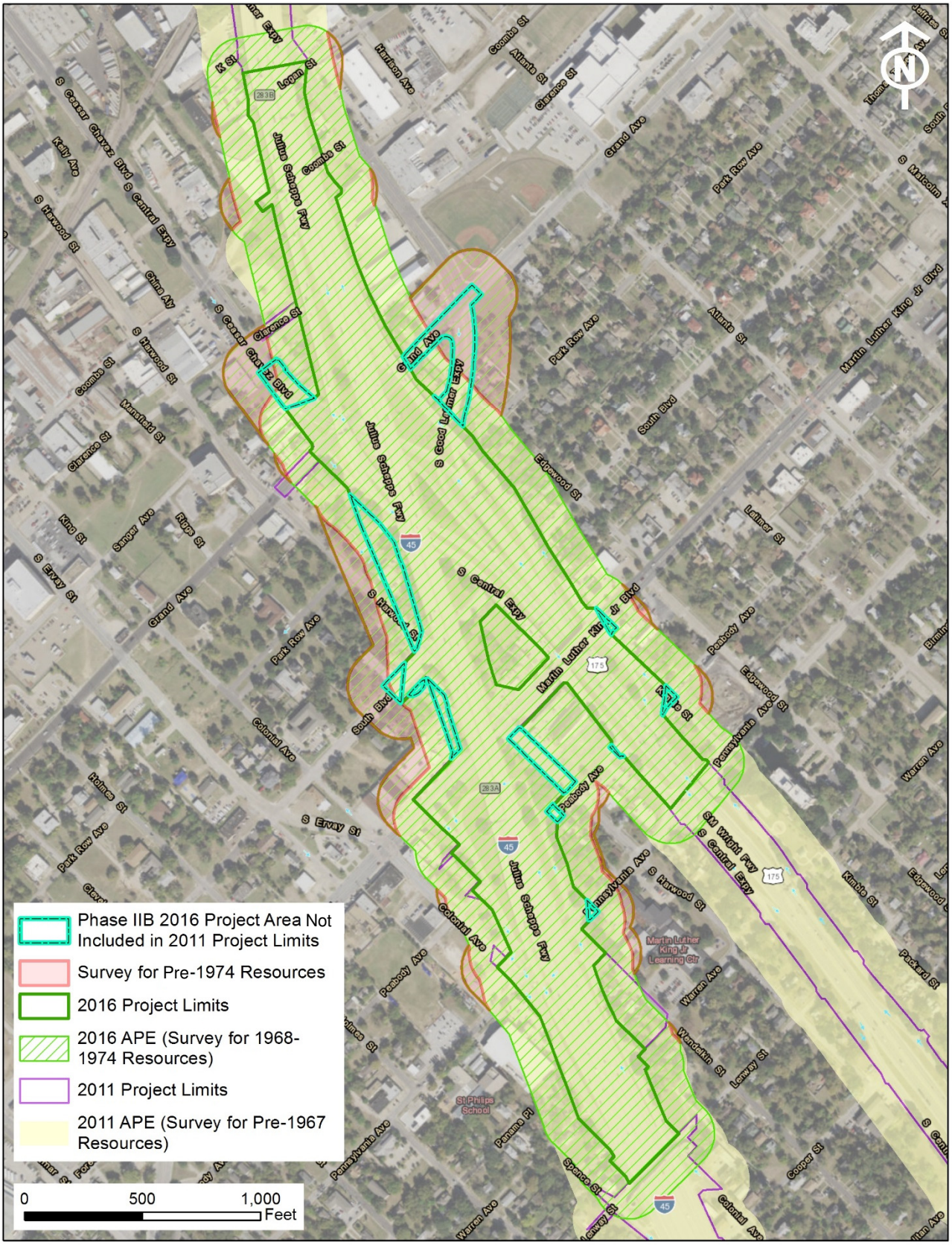
Appendix F-1. Area of Potential Effects (APE) for Historical Resources Survey

Appendix F-2. CO Receptors on Plan View Design Map

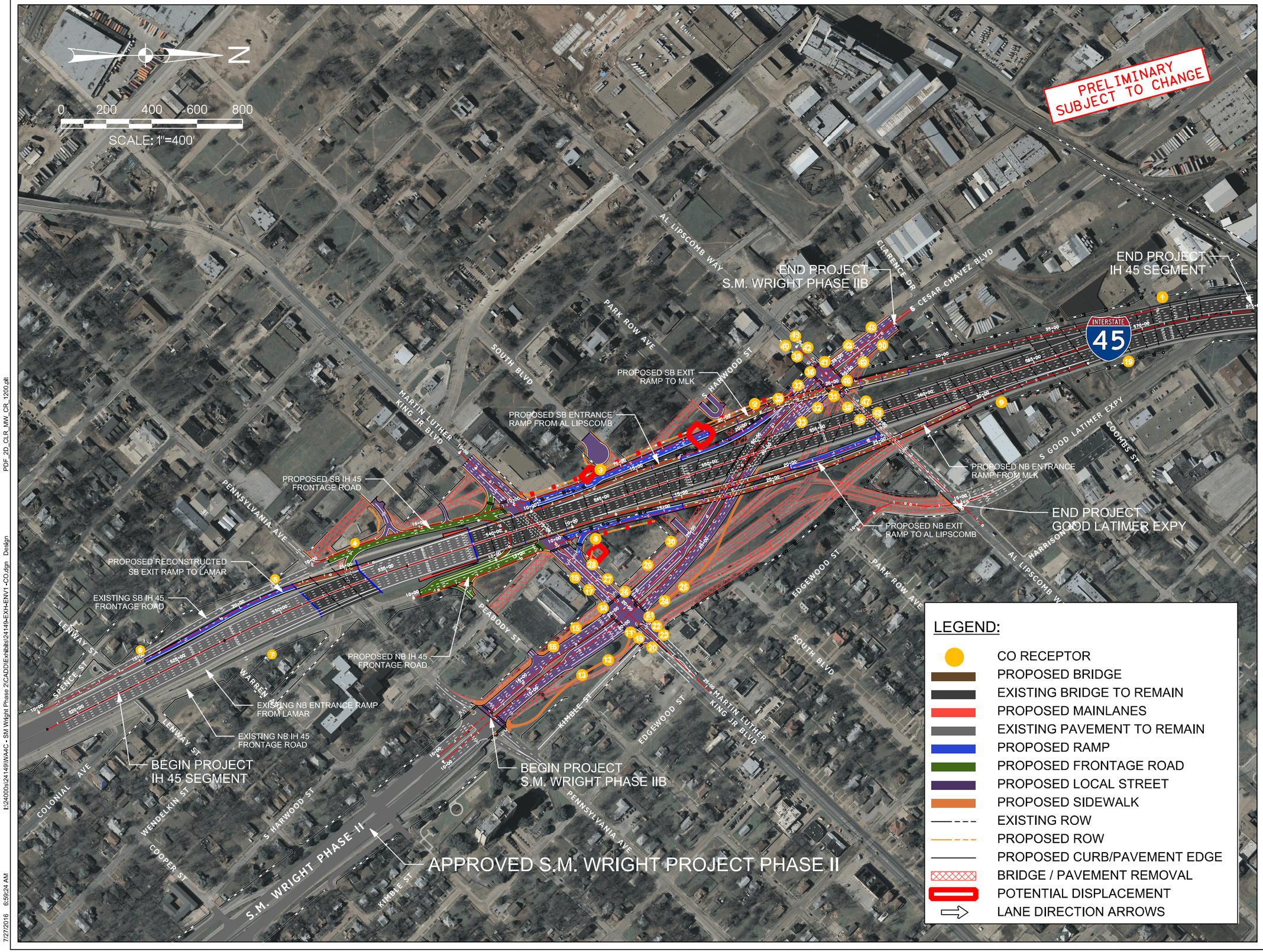
Appendix F-3. Noise Receiver Locations Map

Appendix F-4. Project Area of Influence (AOI) Map

Appendix F-5. EPIC Sheet



Appendix F-1.
Area of Potential Effects (APE) for Historical Resources Survey
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



PDF_2D_CLR_MW_CR_1200.dit

I:\2400ds\24149\WA4C - SM Wright Phase 2\CADD\Exhibits\24149-EXH-ENV1-CO.dgn Design

7/27/2016 6:59:24 AM

Texas Department of Transportation

Appendix F-2.

CO Receptors* on Plan View Design Map

THE BASE MAP FOR THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

PRELIMINARY - FOR INTERIM REVIEW ONLY

S.M. Wright Project Phase IIB

CSJs: 0092-01-059, 0092-14-088

TxDOT Dallas District
City of Dallas, Texas

MAP DATE: 7/27/2016

MAP SCALE: 1" : 400'

* NOTE: All CO receptors were placed in areas that would be accessible to the public, and CO modeling software predicts air quality at a breathing height of 1.8 meters above ground level.

Legend

- Receiver Not Impacted
- Receiver Impacted / Not Benefited by Barrier
- Receiver Impacted / Benefited by Barrier
- Approved Barriers from Previous Phases of the SM Wright Project

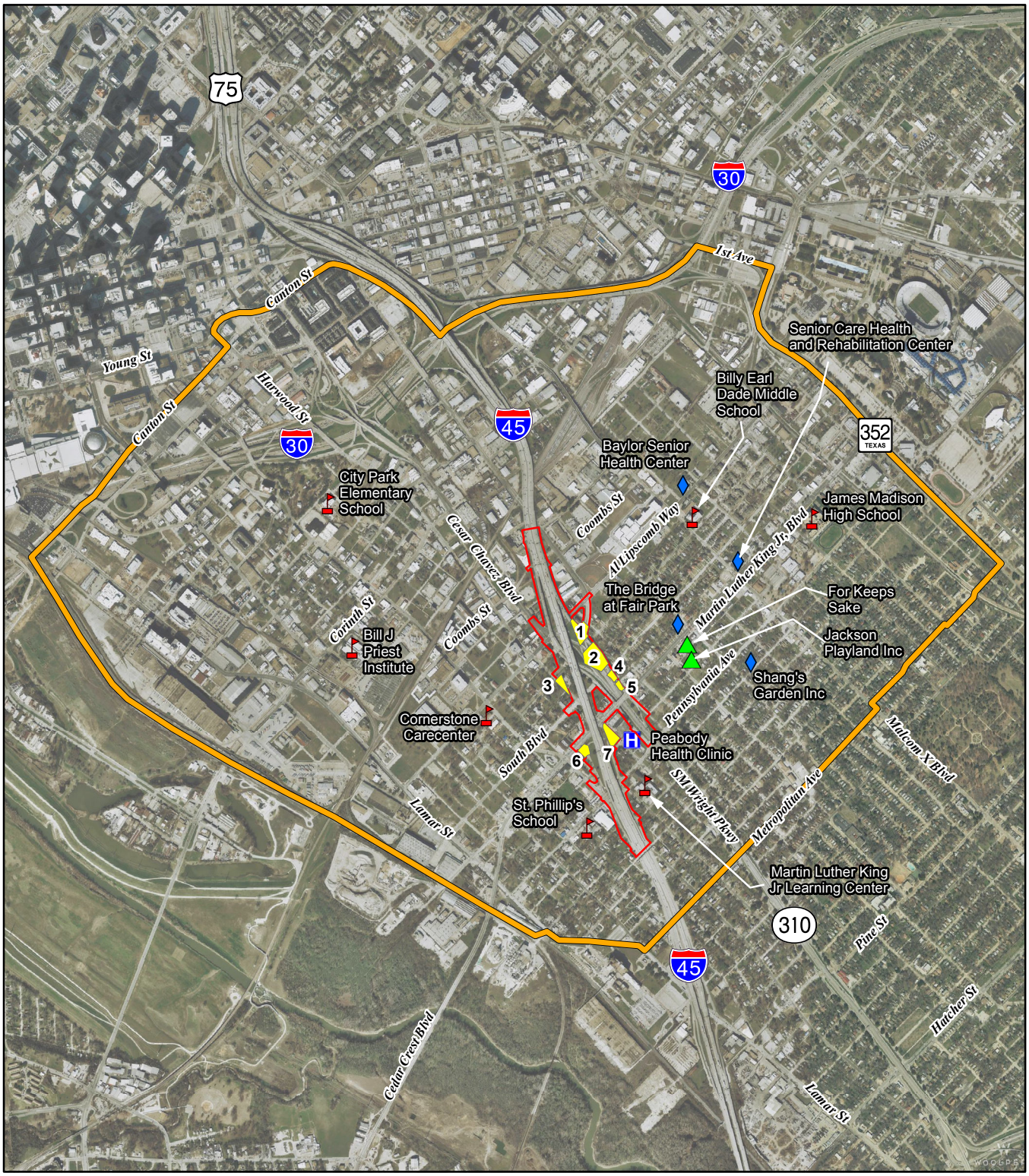
Appendix F-3. Noise Receiver Locations Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 700 1,400
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015



Legend

- School/College
- Hospital/ Medical Center
- Daycare
- Senior Living Facility
- Project-Induced Development
- 1 Project Limits
- Project AOI

Appendix F-4. Project Area of Influence (AOI) Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 2,000 4,000

SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015

DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damge resulting from its use.

Notes To Designer:
1. Do not alter Sheet Design or Font style, size or weight - match text attributes.
2. If additional space is needed for a numbered section, fence and adjust sections up or down as needed for proportioning and readability but do not relocate from its relative position.
3. All areas should be addressed thoroughly and verify the necessary pay items are set up to support actions needed.

Completed: 7/25/2016
Prepared by: Halff Associates, Inc.

I. STORMWATER POLLUTION PREVENTION PLAN-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Perrmit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.

List adjacent MS 4 Operator(s) that receive discharges from this project. They need to be notified prior to construction activities.
(Note: Leave blank only if no adjacent MS 4 Operator(s) are affected.)

1. The project disturbs 5 or more acres of surface area: Contractor must comply with the TCEQ TPDES CGP, prepare a NOI, and submit it to TCEQ. Contractor must implement and maintain a SW3P.
2. MS4 Operator is the City of Dallas. Contractor is required to comply with applicable MS4 requirements.

☐ No Action Required ☒ Required Action

Action Number:

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas. No equipment is allowed in any sream channel below the ordinary High Water Mark except on approved temporary stream crossings or drill pads.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

☒ No Permit Required
☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)
☐ Individual 404 Permit Required
☐ Other Nationwide Permit Required: NWP# _____

Required Actions: List Waters of the US Permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

1.

2.

3.

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices for applicable 401 General Conditions:
(Note: If CORP Permit not required, do not check boxes.)

Erosion	Sedimentation	Post-Construction TSS
☐ Temporary Vegetation	☐ Silt Fence	☐ Vegetative Filter Strips
☐ Blankets/Matting	☐ Rock Berm	☐ Retention/Irrigation Systems
☐ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☐ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☐ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☐ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

☐ No Action Required ☐ Required Action

Action Number:

1.
2. [To be completed after coordination of the HSR report with the SHPO]
3.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical.
Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 & 752 in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal commitments.

☐ No Action Required ☒ Required Action

Action Number:

1. Contractor shall use only seeding mixes specified by TxDOT for revegetation of disturbed areas. These TxDOT seed mixes will use only native and regionally adapted species for revegetating disturbed areas.
2. Contractor is required to be familiar with and comply with the requirements of EO13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS TREATY ACT.

☐ No Action Required ☒ Required Action

Action Number:

1. In addition to complying with standard EPIC sheet MBTA provision (below), Contractor shall avoid removing unoccupied, inactive bird nests, as practicable.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediated area, and contact the Engineer immediately.

Special Note: The Migratory Bird Act of 1918 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 or in whole, without a federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 to October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs and/or young would be observed.

LIST OF ABBREVIATIONS

BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Commission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination System
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corp of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):
Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropiate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act. Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canisters, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation(s) or replacement(s) (bridge class structures not including box culverts)?

☒ Yes ☐ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

☐ Yes ☐ No [Unknown, To Be Determined]

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notifiy DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☐ No Action Required ☒ Required Action

Action Number:

1. Prior to demolition of buildings, any necessary asbestos testing must be completed and appropriate abatement procedures followed.
2. Prior to demolition of buildings, any necessary lead based paint testing must be completed and appropriate abatement procedures followed.
3. Prior to commencing any ground disturbing activity on the property at 1909 MLK Boulevard, Contractor shall ensure that the three PSTs have been removed from the site and that TxDOT has determined that any site contamination has been remediated in accordance with TCEQ standards.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☐ No Action Required ☒ Required Action

Action Number:

1. Contractor shall minimize PM emissions from construction sites by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate.
2. Contractor shall make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of equipment muffler systems.

GENERAL NOTE:

Any change orders and/or deviations from the final design must be reported to the Engineer prior to commencement of construction activities, as additional environmental clearance may be required.

LAST REVISION: 1/15/15

Texas Department of Transportation
Dallas District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	S.M. Wright Project Phase IIB		SH 310 & IH 45
STATE	DISTRICT	COUNTY	
TEXAS	DALLAS	DALLAS	
CONTROL	SECTION	JOB	SHEET NO.
0092-	01-	059, and 0092-14-088	App. F-5

Appendix G

Resource Agency Coordination

Appendix G-1. SHPO Coordination re S.M. Wright Parkway Bridges (8/2015)

Appendix G-2. TCEQ Coordination re S.M. Wright Project Phase IIB (8/2016)

rcvd. 8.18.15

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 18, 2015

SECTION 106:
Review – 100% Schematic Design, Phase II
Consultation – Proposed Programmatic Mitigation Measures Phases II, IIB:
US 175/SM Wright Freeway Bridge System

Dallas County/Dallas District
SM Wright Freeway
Phase II -- CSJ: 0092-01-052; Phase IIB -- CSJ: 0092-01-059

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Ms. Henderson:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-14, and executed by FHWA and TxDOT.

In accordance with 36 CFR 800 and the first amended Programmatic Agreement (PA-TU 2005) between TxDOT, FHWA, the Advisory Council on Historic Preservation (ACHP), and the State Historic Preservation Officer (SHPO), this letter resumes Section 106 consultation for the above referenced project. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

We hereby present 100% schematic design documents for Phase II of the SM Wright project and the effects of the proposed undertaking on seven variable depth rigid frame and tee-beam concrete bridges (hereinafter SM Wright Freeway

Bridge System) determined **eligible** to the National Register of Historic Places (NRHP) within the area of potential effects (APE).

The attached context-sensitive schematic design documents also provide an opportunity for consultation on proposed programmatic mitigation measures for the seven bridges per guidelines outlined in the ACHP's *Program Comment . . . for actions Affecting post-1945 Concrete and Steel Bridge*s and TxDOT's 2014 Statewide Public Involvement Campaign to develop treatment protocols for post-war historic bridges that was jointly conducted with the SHPO and the Historic Bridge Foundation (HBF).

Project Description

The project includes improvements to three freeways located entirely within the City of Dallas, Dallas County, Texas:

--US 175, segment named SM Wright Freeway;
--US 175, segment named CF Hawn Freeway;
--and IH 45.

The first phase of the project, which let in September 2014, includes improvements to IH 45 and the proposed IH 45/CF Hawn Freeway Interchange (CSJs 0092-14-081, 0197-02-108). First phase work includes construction of direct connecting ramps on new location from CF Hawn Freeway to IH 45 that involve widening and re-striping IH 45 and providing a new interchange between IH 45 and CF Hawn Freeway.

In the second phase, scheduled for letting in August 2017 and the subject of the current coordination with your agency, the SM Wright Freeway would be downgraded and converted to a low speed, six-lane urban arterial extending from IH 45 to SH 310 that would be known as the SM Wright Parkway. As a result, the proposed parkway would be located at-grade with signalized intersections and enhanced bicycle and pedestrian facilities in a landscaped setting. The reconstruction to an at-grade parkway during Phase II would require the removal of six of the seven NRHP-eligible variable depth concrete bridges.

Previous Coordination

TxDOT previously coordinated a finding of no adverse effect for the SM Wright project per a letter dated January 18, 2012 with THC concurrence on February 7, 2012 (see attached). The finding and concurrence were based on the

submitted 30% schematic design plans with the expectation of further coordination as design progressed.

New coordination was undertaken in 2013 due to a substantive design refinement near the IH 45 and Lamar Street intersection requiring a *de minimis* impact finding for use of 0.91 acre from the NRHP-eligible former Procter and Gamble manufacturing plant. In a letter dated May 29, 2013, TxDOT determined there was no adverse effect to the manufacturing plant, and that the taking constituted a *de minimis* impact to the historic property (see attached). As there were no further substantive changes affecting historic properties, Phase I let for construction in September 2014.

Current Coordination

Our current coordination with your agency focuses on Phase II of the project, which is limited to the segment encompassing the SM Wright Freeway. Receipt of 100% schematic design plans (see attached) reveals revisions from the 30% schematic phase that include locations for the shared used paths to each side of the parkway, adjustment to turn lanes, reduction in design speed and addition of access roads to the parkway.

While these revisions are not substantive, the Phase II freeway-to-parkway conversion requires the removal of six of the seven NRHP-eligible bridges comprising the US 175 SM Wright Freeway Bridge System constructed in 1956:

--US 175 SB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201326)
--US 175 NB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201075)
--US 175 SB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201327)
--US 175 NB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201076)
--US 175 SB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201325)
--US 175 NB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201054)

The seventh and northernmost bridge in the system at Martin Luther King Jr. Boulevard is slated for removal in Phase IIB of the project under separate CSJ 0092-01-059:

--Martin Luther King Jr. Blvd. over US 175, two-span variable depth rigid frame tee beam bridge (NBI# 180570009201074)

While Phase IIB is still at an early phase of development, TxDOT is coordinating the structure's removal as part of this consultation due to the linkage of all seven bridges as a system (see attached photos).

All seven bridges listed above were determined to be **eligible** to the NRHP under Criterion C, Engineering, at the state level of significance, as they represent a rarity of type, illustrating an important variation in design or method of construction. The bridges at Pennsylvania Ave. and Hatcher St. are also significant as designs of Texas Highway Department engineer W.E. Simmons, recognized as a master Texas Bridge designer of the period. The bridges are determined **not eligible** under Criterion A, as they do not have a direct or significant association with an important transportation system, program or policy identified through contextual research. For your information, the Dallas County Historical Commission had no comment to a February 10, 2015 TxDOT letter requesting comment on the removal of the bridge system (see attached).

Determination of Effects

The Criteria of Adverse Effect were applied to the eligible SM Wright Freeway Bridge System, and qualified TxDOT historians determine that Phases II and IIB of the SM Wright project will have an **adverse effect** on the system. The seven structures will need to be removed for the construction of an at-grade parkway facility. TxDOT is planning mitigation measures discussed below to reflect compliance with the ACHP's *Program Comment,* and to begin implementation of treatment protocols identified in the agency's 2014 Statewide Public Involvement Campaign for post-war bridges.

Mitigation

As a follow-up to the 2014 Statewide Public Involvement Campaign, treatment protocols for post-war bridges are currently being finalized by TxDOT, SHPO, HBF, and the ACHP under a proposed *Programmatic Agreement Regarding Treatment of Historic Bridges Constructed Between 1945 and 1965.*

Under those protocols, the SM Wright Freeway Bridge System is categorized under "Group II: Significant Bridges Requiring Programmatic Mitigation."

Due to the number of bridges being impacted, TxDOT has opted to complete additional mitigation for the SM Wright Freeway Bridge System. As part of these efforts, TxDOT sponsored a public meeting in Dallas on February 26, 2015 to solicit local input about the significance of the bridges and potential mitigation measures. Based on public comments, as well as those from the HBF and the North Central Texas Council of Governments, TxDOT proposes to erect interpretive panels along the proposed SM Wright Parkway with educational information about the bridges' historical and engineering significance. The results of the public meeting and proposed mitigation measures are presented in the attached *Mitigation Research Investigations and Public Involvement Report.*

TxDOT will produce an interpretive panel(s) about the construction of the bridge system. Depending upon funding sources, TxDOT could produce one panel per bridge type in the system (variable depth rigid frame tee beam, and rigid frame slab), or produce two or three panels along the proposed parkway, each highlighting a different aspect of each bridge, such as information about the bridges' engineering, designers, and aesthetics. Work by TxDOT and the City of Dallas regarding the aesthetic design and treatment along the proposed parkway is in the earliest planning stages. Therefore, TxDOT will seek THC's comments on the content and placement of the interpretive panels as the parkway aesthetics are designed.

Conclusion

Since we are concurrently consulting with the HBF on this project, along with Preservation Dallas, the City of Dallas Preservation Office, the Dallas County Historical Commission, and the North Central Texas Council of Governments, TxDOT is providing for a 30-day review period. Our agency hereby requests your signed concurrence with our determination of an **adverse effect** and endorsement of the commitment to continue consultation on appropriate mitigation measures.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2628 or at bruce.jensen@txdot.gov.

Sincerely,

Bruce D. Jensen
Director
Cultural Resource Management Section
Environmental Affairs Division

CONCUR
SECTION 106:
ADVERSE EFFECT WITH MITIGATION

NAME: _____ DATE: 8/28/15
for Mark Wolfe, State Historic Preservation Officer

cc. Kitty Henderson, Historic Bridge Foundation
Mark Doty, City of Dallas Preservation Officer
Katherine Seale, Chair, Dallas Landmarks Commission
Fred Durham, Dallas County Historical Commission
Chris Anderson, North Central Texas Council of Governments
Sandy Wesch, North Central Texas Council of Governments
Jason Diamond, Halff Associates

From: NEPA [mailto:NEPA@tceq.texas.gov]
Sent: Tuesday, August 16, 2016 11:14 AM
To: Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>
Subject: RE: TCEQ EA Review - SM Wright IIB project; CSJ: 0092-01-059, etc.

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: SM Wright IIB project; CSJ: 0092-01-059.

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

The Office of Water has no comment on this project.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.
If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Janie Roman
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov
512-239-3500

From: Lindsey Kimmitt [mailto:Lindsey.Kimmitt@txdot.gov]
Sent: Thursday, August 11, 2016 10:23 AM
To: NEPA <NEPA@tceq.texas.gov>
Subject: TCEQ EA Review - SM Wright IIB project; CSJ: 0092-01-059, etc.

TxDOT requests the TCEQ review the SM Wright IIB project per 43 TAC 2.305. The proposed project includes the reconfiguration of the existing interchange between IH 45, the S.M. Wright Parkway, Cesar Chavez Boulevard, and Good Latimer Expressway. These changes would convert the freeway-to-freeway connections between S.M. Wright Parkway and IH 45 to a diamond-type interchange involving two cross-streets: MLK Boulevard and Al Lipscomb Way (formerly Grand Avenue).We are requesting TCEQ review since the project meets MOU triggers related to water quality impairment and air quality non-attainment status.

An electronic version of the Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Lindsey Kimmitt
TxDOT-Environmental Affairs Division
Strategic Projects Section
512-416-2547

Appendix H

Section 4(f) Documentation

(Materials to be provided when available.)