Texas Department of Transportation

MEMORANDUM

TO: Stan Hall, P. E.
APD Engineer
Dallas District

Date: September 12, 2002

FROM: Elvia R. Gonzalez
Branch Supervisor
Environmental Affairs Division

SUBJECT: NH ( )
Categorical Exclusion
Dallas County
CSJ 2374-02-098

I.H. 635 (Mesquite Section): From I.H. 30 to U.S. 80

Attached is a copy of ENV's letter dated July 25, 2002 indicating FHWA's approval of the Categorical Exclusion on September 6, 2002 for the above-described project. You may now proceed to the next stage of project development.

Attachment

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

July 25, 2002

NH ( )
Categorical Exclusion
Public Hearing
Dallas County
CSJ 2374-02-098

I.H. 635 (Mesquite Section): From I.H. 30 to U.S. 80

Mr. C. D. Reagan
Division Administrator
Federal Highway Administration
Austin, Texas

Dear Mr. Reagan:

Attached are three copies of the Categorical Exclusion document covering the above-described section of I.H. 635 (Mesquite Section) for your review and approval. A public hearing was held on May 7, 2002 at the Mesquite Convention Center in Mesquite, Texas. Also attached is a copy of the public involvement package that includes the verbatim public hearing transcript, required certification, summary and analysis and comment and response report of the public hearing. In addition, copies of coordination letters with the Texas Historical Commission (historic structures and archeology) are attached. Coordination with the Texas Parks and Wildlife Department was initiated by letter dated August 9, 2000 and a "no comment" response was received. No other resource agency coordination is required.

Your approval of the categorical exclusion and public hearing documentation is requested. If you have any questions regarding the attached documents, please contact Elvia Gonzalez of my staff at 416-2610.

Sincerely,

Ann M. Irwin
Deputy Division Director
Environmental Affairs Division

PROJECT
SEP 10 2002
MANAGEMENT

Attachments

Approved: Salvah Deaspo Date: 9/6/02
Federal Highway Administration

INTERSTATE HIGHWAY (IH) 635

FROM: IH 30 TO US 80

DALLAS COUNTY

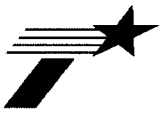
CSJ: 2374-02-098

CATEGORICAL EXCLUSION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

TEXAS DEPARTMENT OF TRANSPORTATION



September 2002

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I. DESCRIPTION OF THE PROPOSED ACTION

A. Description of Proposal

Existing Facility

The Mesquite Section of Interstate Highway (IH) 635 from IH 30 to United States Highway (US) 80 (Mesquite Section) is located on the White Rock Lake and the Mesquite, Texas U.S. Geological Survey Topographic maps. It is within an urban area located in the City of Mesquite in Dallas County, Texas. The existing freeway is an eight-lane, divided highway with four mainlanes and a shoulder in both directions. This section also includes continuous two-lane frontage roads in both directions and contains four ramps. They are:

1. southbound exit ramp from IH 635 to Town East Boulevard;
2. southbound entrance ramp to IH 635 from Town East Boulevard;
3. northbound exit ramp from IH 635 to Town East Boulevard; and
4. northbound entrance ramp to IH 635 from Town East Boulevard.

Currently, Town East Boulevard has three 3.6 meter (m) (12 feet [ft]) lanes in each direction with a left hand turn lane under the IH 635 bridge. Towne Centre Drive bridge over IH 635 currently has two 3.6 m (12 ft) lanes in each direction.

Proposed Improvements

The proposed action consists of a 2.3 kilometer (km) (1.5 mile) long section of IH 635, in the City of Mesquite in Dallas County. The project begins at station 49+096 and ends at station 51+400. Improvements to IH 635 are currently being planned in three separate sections, the West Section (Luna Road to US 75), the East Section (US 75 to south of IH 30), and the Mesquite Section (south of IH 30 to US 80). The Mesquite Section is a stand-alone project that will blend and function coherently with the East (and West) Section improvements. *Figures 1* through *4* (LBJ Study Area, Project Area, and Project Aerial Photographs) show the project area. Separate environmental assessments are being prepared for the West Section and the East Section.

The proposed improvements include the addition of one 3.6 m (12 ft) lane and a 3 m (10 foot) shoulder in both northbound and southbound directions of IH 635. One lane will extend from Town East Boulevard to south of Towne Centre Drive between station 49+920 and 51+400 in the southbound direction, and the northbound lane will extend from south of Towne Centre Drive to the north of Town East Boulevard between station 50+940 and 49+096. These additional lanes will help accommodate the traffic flow resulting from the proposed ramp re-configuration. These lanes function as auxiliary lanes for the Mesquite Section.

The existing ramping configurations will be changed. The southbound exit ramp (Ramp N-TE) to Town East Boulevard will remain at the same location. The southbound entrance ramp (Ramp TE-S) from Town East Boulevard and the northbound exit ramp (Ramp S-TE) to Town East Boulevard will be relocated 600 m (1968 ft) and 266 m (873 ft), respectively, to the south. The northbound entrance ramp (Ramp TE-N) from Town East Boulevard will be relocated approximately 5 m (16 ft) northward. Two additional ramps will be added: the southbound exit ramp to Towne Centre (Ramp N-TC) and the northbound entrance ramp from Towne Centre (Ramp TC-N).

The southbound and northbound frontage roads will be widened by 4.7 m (15 ft) to the inside, creating an auxiliary lane between Ramps N-TE and TE-S and Ramps TE-N and S-TE. Improvements to Town East Boulevard between stations 10+050 and 10+440 are also proposed. These improvements include widening Town East Boulevard up to 2 m (7 ft) on the north and south sides. A southbound to northbound frontage road U-turn is also proposed at the Town East Boulevard as well as at the Towne Centre Drive intersections.

The proposed improvements to Towne Centre Drive bridge include reconstructing the bridge to provide for three 3.6 m (12.0 ft) lanes in each direction including a left turn center lane.

The project will not result in any changes to the horizontal or vertical main alignments. The existing posted speed limit is 60 miles per hour (mph) (97 kilometers per hour [kph]) and the proposed design speed is 110 kph (68 mph).

Figures 5 through *8* (Preliminary Plan View and Typical Sections) show the existing and proposed conditions as described above between IH 30 and US 80.

The design schematic encompassing the proposed improvements described above is available for viewing at the Texas Department of Transportation (TxDOT) LBJ Project Office, 9330 LBJ Freeway, Suite 1080, Dallas, Texas.

Since project inception, the proposed improvements have received continued support from the City of Mesquite, North Central Texas Council of Governments (NCTCOG) and Dallas County. The City of Mesquite has taken a proactive position to expedite the proposed improvements. They have indicated a willingness to participate in the engineering and construction of the project with TxDOT.

B. Purpose and Need for Proposed Action

The purpose of the proposed improvements in the Mesquite Section is to:

- Provide traffic congestion relief in the area;
- Provide balanced and better access to the surrounding facilities and thoroughfares;
- Improve safety concerns (Recurring traffic congestion at the Town East intersection causes a back up on the freeway and thereby creates safety and operational concerns);
- Accommodate year 2020 traffic without further system deterioration;
- Accommodate additional traffic and traffic movements for the adjacent IH 30 and US 80 interchange improvements that are currently in the planning phase; and,
- Make provision to convert a functioning auxiliary lane into a mainlane for future IH 30 interchange improvements.

These proposed improvements need to be taken into context with respect to the entire IH 635 corridor study.

The Dallas-Fort Worth metropolitan area is one of the fastest growing areas in North Texas. IH 635 is one of the major highways serving this area. It is a circumferential (loop) freeway located approximately 10 miles from the Dallas central business district. The northern and eastern parts of the freeway pass through the municipalities of Dallas, Farmers Branch, Garland and Mesquite. There are major shopping malls, businesses, and residential communities along its length. The completion of IH 635 in the early seventies helped accelerate growth in population and employment far beyond what was anticipated. The regional corridor growth rates have resulted in higher than expected traffic demands on IH 635.

IH 635 serves a variety of trip purposes, including long distance trips accessing other regional facilities such as IH 35E, Dallas North Tollway, US 75, IH 30, and US 80. It also serves local trips as origins and destinations for the residential and commercial developments within the corridor. The combined effects of these various trip types and the overall volume of trips using IH 635 have resulted in significant traffic congestion.

In order to address the increasing traffic congestion, the Texas Department of Transportation (TxDOT) performed a Major Investment Study (MIS) which is documented in the December 1996 report, *MIS for the IH 635 (LBJ Freeway) Corridor.* The MIS participants included TxDOT, city elected officials and staff, counties, Dallas Area Rapid Transit (DART), Texas Tollway Authority (TTA), homeowners, business interests, property owners, users and other interested

individuals. These participants worked together to develop alternative solutions and evaluation criteria. The first step was to use quantitative measures (travel demand, travel performance, air quality impacts, and congestion costs) and qualitative measures (right-of-way impacts, visual impacts, accessibility, noise impacts, operational flexibility, and multimodal flexibility) to preliminarily analyze the alternatives and their impact to the corridor. By using these criteria some general conclusions were drawn:

- There will continue to be significant growth in traffic demand within the IH 635 corridor whether or not IH 635 is reconstructed;
- If IH 635 is not improved, most of the traffic growth will occur on arterial thoroughfares in the corridor; and,
- Any additional traffic that can be absorbed on IH 635 will increase the length of the peak periods leading to a continued increase in the hours of congestion each day.

The next step in the MIS was to conduct a more detailed analysis of remaining alternatives. This analysis, which involved all of the aforementioned groups, resulted in the selection of a Locally Preferred Alternative (LPA) which was adopted by the LBJ Executive Board on September 5, 1996 and approved by the Regional Transportation Council in December 1996. The proposed improvements for the LBJ Mesquite Section are part of this adopted LPA. One of the key components of the LBJ MIS was to identify discrete projects that could be advanced independent of the larger section. The Mesquite Section was identified to have independent utility and benefit.

The MIS is available for public viewing at the Texas Department of Transportation, LBJ Project Office 9330 LBJ Freeway, Suite 1080, and Dallas, Texas.

The proposed project involves improvements to IH 635 between IH 30 and US 80 in Mesquite, Texas. The predicted development and travel demand growth for the area indicate that traffic congestion will continue to worsen. The 1997 average daily traffic (ADT) value on IH 635 at Town East Boulevard is 114,800. The 2020 ADT value in the same segment of IH 635 is projected at 192,000. This corresponds to a 67 percent increase in traffic congestion. Additional ADT values for other segments of IH 635 in the Mesquite Section are presented in *Figure 9* (Existing and Projected Average Daily Traffic Volumes). Additionally, a Level-of-Service (LOS) analysis for ramps, mainlanes and auxiliary lanes is shown in Table 1 for existing year (1997) conditions, design year (2020) conditions without proposed ramps, and design year conditions with the proposed ramps. This analysis shows that without improvements, the increasing traffic volumes between 1997 and 2020 cause a decrease in LOS for the mainlanes and the existing ramps.

Traffic stream density determines Level of Service. LOS A describes free-flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. LOS B represents reasonable free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted. LOS C provides for flow with speeds at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance by the driver. LOS D is the level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more limited. LOS E describes operation at capacity. Operations at this level are volatile, there being virtually no usable gaps in the traffic stream. LOS F describes breakdowns in vehicular flow.

Table 1 – Level of Service Analysis Results for Ramps, Mainlanes and Auxiliary Lanes for a Portion of the Mesquite Section

Roadway Identification		Level of Service (LOS)		
		Existing Year (1997)	Design Year (2020) with No-Build Ramps	Design Year (2020) with W/New Ramps
RAMPS	Southbound, Town East Blvd. Exit Ramp (Existing)	C	F	F
	Southbound, Town East Blvd. Entrance Ramp (Existing)	B	F	N/A[1]
	Southbound Towne Centre Dr. Exit Ramp (New)	N/A	N/A	D
	Southbound Town East Blvd. Entrance Ramp (Relocated)	N/A	N/A	D
	Northbound, Town East Blvd. Exit Ramp (Existing)	D	F	N/A
	Northbound, Town East Blvd. Entrance Ramp (Existing)	C	C	D
	Northbound Town East Blvd. Exit Ramp (Relocated)	N/A	N/A	F
	Northbound, Towne Centre Blvd. Entrance Ramp (New)	N/A	N/A	D
MAINLANES	Before SB Town East Blvd. Exit Ramp (Existing)	C/C[2]	E/E	E/E
	After SB Town East Blvd. Entrance Ramp (Existing)	D/C	F/E	N/A
	Before NB Town East Blvd. Exit Ramp (Existing)	D/D	F/F	N/A
	Before SB Towne Centre Drive Exit Ramp (Relocated)	N/A	N/A	D/D
	Before NB Town East Blvd. Exit Ramp	N/A	N/A	E/E
AXLN[3]	Auxiliary lanes north of Town East Blvd. (Weaving Vehicles)	C/C	F/F	F/F

1. *N/A indicates Not Applicable*
2. *LOS X/X indicates Level of Service for SB/NB Traffic*

3. *AXLN stands for Auxiliary Lanes*

An Interstate Access Justification Report for the new ramps proposed in the Mesquite Section was submitted to the Federal Highway Administration (FHWA) for approval (*Appendix B*). The FHWA has provided a determination of engineering and operational acceptability for the ramps and will give final approval upon completion of the environmental process.

The proposed improvements to the Mesquite Section can be divided into four separate categories. These improvements and their benefits are presented in Table 2.

Table 2 – Proposed Improvements and Expected Benefits for the Mesquite Section

Improvements	Expected Benefits
Auxiliary Lanes (Future Mainlane Expansion)	• Improves Traffic operations • Improves regional and local access
Frontage Road Widening	• Improves local traffic operations • Improves access to facility • Improves cross street intersection operations • Utilizes widening to existing frontage roads where possible
Ramp Relocations	• Improves freeway and local traffic operations by better distributing traffic • Improves access to facility • Improves cross street intersections
Cross Street Improvements	• Required to permit mainlane improvements • Improves local traffic operations • Improves access to facility

The Interstate Access Justification Report is available for public viewing at the Texas Department of Transportation, LBJ Project Office 9330 LBJ Freeway, Suite 1080, Dallas, Texas.

C. Right-of-Way Requirements and Utility Adjustments

The proposed facility would maintain the existing controlled access. No additional right-of-way (ROW) is required for the proposed improvements to IH 635 from IH 30 to US 80. However, additional ROW will be required for improvements to Town East Boulevard. Table 3 presents the additional ROW requirements for the proposed improvements to Town East Boulevard. The existing and proposed ROW are identified in *Figures 5* and *6* (Preliminary Plan View).

Table 3 – Additional ROW for Town East Boulevard

Location	Hectare	Acre
Northeast Quadrant	0.0344	0.0850
Southeast Quadrant	0.0256	0.0632
Northwest Quadrant	0.0148	0.0366
Southwest Quadrant	0.0413	0.1020
Total	**0.1161**	**0.2868**

Although the proposed additional ROW area is in a developed area zoned by the City of Mesquite as commercial retail, no business displacements or relocations would occur as a result of the improvements.

Several utility systems exist in the area of the proposed improvements. These utilities include Texas Utility (TXU) overhead and underground electrical lines, Southwestern Bell telephone lines, a 35 centimeter (14 inch) water line, and a TXU transmission line.

Existing utility lines are not expected to pose any problems to the construction, operation, and maintenance of the proposed improvements. Detailed information on the utility lines will be evaluated during the final design phase of the project in order to identify the need to integrate the proposed improvements and utility systems into the final design plans.

Measures to mitigate potentially unavoidable effects and inconveniences resulting from the proposed improvements would entail development of a utility relocation/replacement plan. The utility relocation/replacement plan will be in accordance with adopted TxDOT utility policy. The purpose of such a plan would be to reduce the extent and duration of utility impacts during construction, with particular emphasis on minimizing service interruptions. Development of the plan would occur during the design phase of the project and would require close coordination between the LBJ Project Office, TxDOT Dallas District, the City of Mesquite, and the utility owners. Recommendations within the plan would be incorporated into the construction phase of the project.

D. Project Cost Estimate

Based on the schematic design, the estimated cost for the proposed improvements is $38,483,863. Table 4 further elaborates on the estimated costs for improvements to the Mesquite Section. Utilities such as water lines, sewer lines, gas lines, telephone cables, electrical lines, and other subterranean and aerial utilities may possibly require adjustment. Aerial and/or underground utility construction will be adjusted and the required adjustments may or may not be provided for by the affected utility. Federal, state, and local funds will fund the

design and construction of the project. This project funded from the STP-MM and Category 12, Commission Strategic Priority programs, and is included in the 2002-2004 Transportation Improvement Program, February 2002 STIP Revisions, FY 2003, page 3. This project is a part of the overall program designed to meet the Texas Department of Transportation's compliance with section 133(f) of the Intermodal Surface Transportation Efficiency Act.

Table 4 – Project Cost Estimate

Cost of:	Local Funding	State/Federal Funding	Sub-Total
	(Figures in Year 2000 dollars)		
Construction	6,357,558	22,504,147	28,861,705
E&C* (7%)	-	2,020,319	2,020,319
Right-of-Way	1,080,009	-	1,080,009
Utility Adjustment	400,000	4,660,000	5,060,000
PS&E	1,461,830	-	1,461,830
Subtotal	9,299,397	29,184,466	38,483,863
		Total:	**$ 38,483,863**

*Engineering and Contingencies

E. Local Government Support

This project is consistent with the needs of the City of Mesquite and Dallas County. These two entities have agreed to enter into an Interlocal Agreement demonstrating their support for the proposed improvements.

II. DISCUSSION OF EXISTING FACILITY

A. Existing Facility

IH 635 from IH 30 to US 80 (Mesquite Section) is within an urban area located in the City of Mesquite in Dallas County, Texas. It is an eight-lane, divided highway with four 3.6 m (12 ft) mainlanes and one 3.0 m (10 ft) shoulder in both directions. This section also includes 3.6 m (12 ft) two-lane continuous frontage roads in both directions and four ramps, which include a southbound exit ramp from IH 635 to Town East Boulevard; a southbound entrance ramp to IH 635 from Town East Boulevard; a northbound exit ramp from IH 635 to Town East Boulevard; and a northbound entrance ramp to IH 635 from Town East Boulevard.

IH 635 within the Mesquite Section passes two crossroads, Town East Boulevard and Towne Centre Drive. Currently, Town East Boulevard has three 3.3 m (11 ft)

lanes in both directions with a northbound to southbound frontage road U-turn. Towne Center has two 3.4 m (11.5 ft) lanes in both directions. Existing conditions of the facility are presented in *Figures 5* and *6* (Preliminary Plan View).

IH 635 is a heavily utilized highway. The extremely high volume of traffic has resulted in a significant congestion that has extended beyond normal peak hours to include most of the day. Transportation improvements implemented on and near IH 635 have not been able to satisfy the ever-increasing travel demand in the area and reduce congestion on the facility. Predicted development and travel demand growth for the area indicate that the problem will continue to worsen for the foreseeable future.

There are no open drainage areas within or adjacent to the project area.

B. Surrounding Terrain and Land Use

The land use adjacent to and surrounding the project area is comprised primarily of commercial retail, office space, and educational facilities. Mesquite High School is located on the west side of IH 635, and Town East Mall is located on the east side of IH 635, both between Town East Boulevard and Towne Centre Drive. The remainder of the area adjacent to the project site consists of multi-family units, as well as some vacant areas.

Major employment areas adjacent to the project site include Town East Mall, North Mesquite High School, automobile dealerships, and various commercial/retail establishments.

The topography of the project area is generally flat, while the adjacent terrain exhibits some mild rolling topography. IH 635 between IH 30 and US 80 crosses three streams. There are no airports within or adjacent to the project area.

Soil types within the project area were identified using the Natural Resources Conservation Service (NRCS) (formerly the Soil Conservation Service) Soil Survey of Dallas County (1980). The predominant soil complex in the project area includes the Heiden series and the Houston Black series. The Heiden series is generally described as deep, well-drained, clayey soil formed in clayey marine sediment in upland areas. The Houston Black series is made up of deep, moderately well-drained, clayey soil formed in clayey marine sediment in upland areas.

According to the NRCS, there are five different soil types located within the IH 635 corridor between IH 30 and US 80. These soils and their characteristics are listed in Table 5.

Table 5 – Soils along IH 635 from IH 30 to US 80

ID#	Soil Type	Permeability	Water Capacity	Runoff	Erosion Hazard
34	Ferris-Heiden complex, 5 to 12 percent slopes	Very slow	High	Rapid	Severe
42	Heiden clay, 2 to 5 percent slopes, eroded	Very slow	High	Rapid	Severe
44	Houston Black clay, 1 to 3 percent slopes	Very slow	High	Medium	Moderate
45	Houston Black-Urban land complex, 0 to 4 percent slopes	Slow	High	Medium	Moderate
73	Trinity clay, frequently flooded	Very slow	High	Slow	Slight

Source: SCS, 1980

It is anticipated that no woodlands or other natural plant communities will be removed. It is not anticipated that this project will significantly change land use as it now exists or as planned for future development. This project is consistent with local planning and zoning efforts.

C. Traffic Projections

The baseline year (1997) and design year (2020) average daily traffic (ADT) values are shown in *Figure 9* (Existing and Projected Average Daily Traffic Volumes).

III. Alternatives

A. No Action

The no-build alternative was considered as an option in assessing improvements to IH 635 between IH 30 and US 80. This alternative includes the existing transportation system plus any additional future transportation projects that have been funded for the IH 635 corridor. This option was not considered a viable alternative, since the projected growth in traffic demand would exceed the capacity of IH 635 without any improvements. Under the no-build alternative, any additional traffic that could be absorbed on IH 635 would increase the length of the peak periods, leading to longer periods of congestion.

The no-build alternative would not improve regional mobility. Future increases in traffic will further decrease the Level of Service and increase the delays imposed on motorists. Circuitous traffic patterns and reduced overall efficiency would worsen in this area. Without the proposed improvements, congestion delay would

increase, incidents would likely increase, air quality would decrease, and overall mobility would be impaired.

~~B.~~B. Build Alternatives

Major Investment Study

As discussed on page 3 and 4, a Major Investment Study (MIS) was conducted to evaluate various proposed alternatives to alleviate current traffic congestion and allow for continued growth along the IH 635 corridor from Luna Road to US 80. Coordination with the general public helped TxDOT and its technical team to develop a set of alternatives for the corridor improvements. The first step in the screening process of these concepts involved an evaluation based on quantitative and qualitative measures. The quantitative measures included travel demand, travel performance, air quality impacts, right-of-way impacts, and congestion costs. The qualitative measures included visual impacts, accessibility, noise impacts, operational flexibility, and multi-modal flexibility. Those alternatives that did not meet the evaluation criteria were eliminated from further consideration. The second step in the screening process was to refine the alternatives identified for further development, and then conduct more detailed evaluations on the refined alternatives. From this, the locally preferred alternative (LPA) was adopted for the West, East, and Mesquite Sections. The LPA for the East Section consists of increasing the number of future mainlanes from eight to ten. In the interim the Mesquite Section will provide for auxiliary lanes.

Parallel arterials were also considered as an alternative in assessing improvements to IH 635. There are two major arterial roads that parallel IH 635 between IH 30 and US 80, Belt Line Road and Loop 12. Belt Line Road is approximately 4.8 km (3 miles) from IH 635 and Loop 12 is approximately 2.4 km (1.5 miles) from IH 635. These roads are already being taxed by the overflow of vehicles from IH 635, and would not be a viable alternative to the proposed improvements.

~~IV.~~IV. POTENTIAL SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

A. Regional and Community Growth

The proposed project is located in Dallas County within the City of Mesquite. The estimated 1997 population of Mesquite is 113,400 persons (NCTCOG, 1997). The estimated 1997 population of the area immediately surrounding the project area is 7,635 persons (National Decisions Systems [NDS], 1997). This area is highly developed and the surrounding vicinity will be better served by the improved facility. Population growth for the project area is illustrated in Table 6.

Table 6 – Population

Area	1980	1990	1997	2020	% Growth (1980-1997)	% Growth (1980-2020)
Dallas County	1,556,419	1,852,810	1,976,600	3,206,775	27	106
City of Mesquite	67,053	101,484	113,400	NA	69	NA
Surrounding Project Area	2,665	5,970	7,635	NA	186	NA

NA – Not available
Source: NDS, December 1997; NCTCOG, April 1997

According to the City of Mesquite, there are no major development or re-development plans in the near future for the properties adjacent to the project area, with the exception of that between Towne Centre and US 80 where two retail warehouses are scheduled to be built.

The 1997 estimated median household income in the project area was $34,173 per year, and approximately four percent of the project area was below the poverty level. The labor force in the project area was 4,163 people, 4,080 of whom were employed (NDS, 1997). This area of Dallas County is highly developed. The proposed improvements would not adversely affect future development in areas within and adjacent to the project site.

B. Socio-Economic Impacts

Everything possible will be done to minimize inconveniences to the vehicles using the facility during the construction phase. Access to adjacent businesses may be temporarily inconvenienced during construction; however, there would be no displacements or relocations. During construction, there would be a short-term economic gain to the area due to new job opportunities and a temporary boost to the local economy. Long-term benefits would accrue to road users, who would benefit economically from various improvements designed to reduce congestion, vehicle operating costs, and improve safety.

Approximately 0.1161-hectare (0.287-acre) of additional ROW will be required for implementation of the proposed improvements to Town East Boulevard. No additional ROW will be required for the proposed improvements to IH 635. There will be no division of farm operations as a result of the proposed improvements.

C. Public Facilities and Services

Principal land use adjacent to IH 635 within the project limits is primarily commercial retail, office space, and educational facilities. North Mesquite High School is the only school adjacent to the project area, having a total enrollment of 2,500 students (year 1997). The location of this school is identified in *Figure 10* (Public Facilities).

There are no other public facilities such as churches, hospitals, or fire departments within the project area. The cultural diversity is anticipated to remain unchanged in this area.

The proposed improvements will provide an increase in accessibility of this area of Mesquite and Dallas County to the various religious, educational, medical, and recreational facilities in the surrounding area. Emergency public services will have a safer, more efficient facility to use in the performance of their tasks. The adjustment and relocation of any utilities will be handled so that no significant interruptions will take place while these adjustments are being made.

D. Community Cohesion

The neighborhood communities along and adjacent to the project area were developed between 1970 and 1990. The residential community is comprised of approximately 15 percent single-family residences and approximately 85 percent multi-family residences.

As it presently exists, the proposed project causes no separation or isolation of any distinct neighborhoods, ethnic groups, or any other specific groups. No displacements or relocations will be caused by this project.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the programs on minority and low-income populations. A minority population is defined as a group of people and/or a community experiencing common conditions of exposure or impact that consists of persons classified by the US Bureau of the Census as Negro/Black/African-American; Hispanic; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons. A low-income population is defined as one with a median income for a family of four equal to or below the national poverty level of $17,500 per year.

In general, disproportionate environmental impact occurs when the risk or rate for a minority population or low-income population from exposure to an

environmental hazard exceeds the risk or rate of the general population and, where available, to another appropriate comparison group (US Environmental Protection Agency [EPA], 1997; Department of Transportation [DOT], 1997). For the purposes of this Environmental Assessment, disproportionate adverse impact to minority or low-income populations occurs when the population within the project area is disproportionately and adversely impacted, and the percentage of the population which is minority and/or low-income within the project area is more than double the percentage of the population which is minority and/or low-income within an appropriate comparison group. The appropriate comparison group may vary depending upon the resource; however, in evaluating impacts for most resources, the comparison group is the county within which the project area is located. The exceptions to this are for potential disproportionate adverse impacts related to noise levels, air quality, land use, transportation/traffic, and residential/business relocations where the project area is the comparison group. Table 7 shows the racial distribution for the project area.

Table 7 – Racial Distribution

	Total	% White	% Black	% Asian-Pacific Islander	% Other	% Hispanic Origin	% Living Below Poverty Level
Project Area	7,635	75.56	12.34	5.43	6.67	13.53	4.35
Dallas County	1,852,810	67.10	19.96	2.76	10.18	16.60	13.24

Source: NCTCOG, 1997 and NDS, 1997

A disproportionate environmental impact would not occur as a result of the proposed project.

E. Impact on 4(f) Properties

The proposed project will not require the use of nor substantially impair the purposes of any publicly owned land from a public park; recreational area; wildlife and waterfowl refuge lands; or historic sites of national, state, or local significance, as determined by the federal, state, or local officials having jurisdiction thereof. A section 4(f) statement, therefore will not be required.

F. Lakes, Rivers, and Streams

IH 635 crosses three unnamed tributaries within the Mesquite Section that drain storm water runoff into South Mesquite Creek (third order). These tributaries are identified in *Figure 11* (Area Creeks and Streams). South Mesquite Creek, a perennial waterway, is located west of and parallel to IH 635 outside the project

limits. South Mesquite Creek drains into the East Fork of the Trinity River. The East Fork of the Trinity River, Stream Segment 0819, has been classified by the Texas Natural Resource Conservation Commission (TNRCC) in *The State of Texas Water Quality Inventory '96* as water quality limited, with designated water uses of contact recreation and intermediate aquatic life. There are nine permitted domestic outfalls and no permitted industrial or agricultural outfalls to this stream segment.

IH 635 is adjacent to an area that has been established as a floodplain area by the Federal Emergency Management Agency. This floodplain area is located along South Mesquite Creek (FEMA Map Number 485490 0005F, May 3, 1990). Dallas County and the City of Mesquite are participants in the National Flood Insurance Program. The proposed project will not increase the base flood elevation to a level that would violate applicable floodplain regulations.

South Mesquite Creek is not a navigable waterway. A navigational clearance under Sections 9 and 10 of the Rivers and Harbors Act of 1899 is not applicable. Coordination with the U.S. Coast Guard will not be required.

G. Jurisdictional Waters

The Mesquite Section of IH 635 crosses three unnamed tributaries of South Mesquite Creek which are jurisdictional waters of the United States. The locations and extent of the tributaries are illustrated in *Figure 11* (Area Creeks and Streams). A site investigation was also performed and recorded on TxDOT Wetland Determination Data Forms to determine the presence of jurisdictional wetlands within the project limits. The investigation indicated that there are no jurisdictional wetlands within or adjacent to the project area. The TxDOT Wetland Determination Data Forms are available for review at the LBJ Project Office, 9330 LBJ Freeway, Suite 1080, Dallas, Texas 75243.

The three stream crossings mentioned above are described as follows. Currently, Tributary A traverses IH 635 through three, 2.4 m (8 ft) box culverts. The existing stream channel is lined with concrete riprap within the right-of-way. Tributary B traverses through three, 122-centimeter (cm) (48-inch) reinforced concrete pipes; the channel is also lined with concrete riprap within the right-of-way. Tributary C traverses through three, 2.4 m (8 ft) box culverts. It has been lined with concrete riprap on the east side of the current IH 635 alignment, but is a natural stream to the west of IH 635.

The proposed modifications to these streams involve extending the culvert at Tributary A on the east side of IH 635 by 4 m (13 ft); this will impact approximately 0.007 acres of jurisdictional waters. The culvert at Tributary B would be extended 2 m (6.5 ft) on the east side of IH 635 and 8 m (26 ft) on the west side; approximately 0.002 acres of jurisdictional waters would be impacted

there. Because there are no modifications proposed for Tributary C, no impacts would occur at this location.

The proposed work at Tributary A and Tributary B will be authorized by Section 404 NWP 14 (Public Linear Transportation Projects). Specifically, NWP 14 under the category of public linear transportation projects in non-tidal waters is applicable because the discharge at each tributary will not cause the loss of greater than 0.2 ha (0.5 ac) of waters of the U.S. Prior notification to the USACE for the use of NWP 14 on this project is not required because the discharge of fill material into the tributaries will not exceed 0.04 ha (0.10 ac) in each case, and there are no jurisdictional wetlands involved. Additionally, none of the stream crossings within the project limits is located within a FEMA 100-year floodplain. Therefore, Nationwide General Condition 26 is not applicable to the use of NWP 14 for this project. A Section 404 permit is not applicable to the crossing at Tributary C because no impacts will occur there.

The project will not affect land or water uses within an area covered by the Texas Coastal Zone Management Program, nor will it impact coastal barrier resources. The project will not affect any present, proposed or potential units of the National Wild and Scenic River System. Because none of the tributaries within the project limits are considered navigable waters, permits from the U.S. Coast Guard and USACE under Sections 9 and 10 of the Rivers and Harbors Act of 1899 are not applicable.

H. Water Quality

The proposed project is located within the Trinity River basin. The basin begins with an approximate 209 kilometer (km) (130 mile) headwaters area north and west of Fort Worth, and continues southeast to Trinity Bay in Chambers County, near Houston. Elevations range from sea level at the mouth of the Trinity River basin to over 457 m (1,500 ft) in the upper reaches of the basin. The watershed of the Trinity River basin drains an area of approximately 46,540 km^2 (17,969 sq. miles).

As indicated in Section III F, South Mesquite Creek drains into the East Fork of the Trinity River, Stream Segment 0819. According to the State of Texas Water Quality Inventory, the designated water usage in the stream segment are Contact Recreation and Intermediate Quality Aquatic Habitat. Stream flow in this segment is dominated by domestic wastewater effluent, and water quality has historically been poor. However, the water quality in this stream segment is described as limited because of construction of new wastewater treatment facilities, and the implementation of advanced treatment and effluent dechlorination by major discharges.

The upper Trinity River originates in four branches, which include the Clear Fork, West Fork, Elm Fork, and East Fork. The headwaters of the West and Elm Forks converge in Dallas County to form the main stem of the Trinity River, which then continues in a southeastward direction. The Trinity River is considered an urban river. The amount of water it receives is controlled by the watershed runoff from impervious areas during storms, by releases of water from the series of man-made reservoirs that surround it, and by the discharge effluent from sewage treatment plants.

Because this project will disturb in excess of five acres (2.0 hectares), TxDOT will be required to comply with the EPA's National Pollutant Discharge Elimination System General Permit for Industrial Activity. This will be accomplished by filing a Notice of Intent to comply with EPA stating that TxDOT will have a Storm Water Pollution Prevention Plan in place during construction of the proposed improvements.

The project engineer will ensure that appropriate steps are taken to control water pollution during construction. The amount of disturbed earth will be limited so that potential for excessive erosion is minimized and sedimentation outside the right-of-way is avoided. Existing vegetation will be preserved wherever possible. Temporary erosion and sedimentation control measures such as silt fences, rock berms, sedimentation basins, and/or soil retention blankets will be implemented as needed prior to the initiation of construction. Permanent soil erosion control features will be constructed as soon as feasible during the early stages of the contract through proper sodding and/or seeding techniques. Disturbed areas will be restored and stabilized as soon as the construction schedule permits, and temporary sodding will be considered where large areas of disturbed ground will be left bare for a considerable length of time.

These erosion control measures will be coordinated with the permanent soil erosion control features that are to be a part of the completed project to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods. Moreover, efforts will be made to prevent long-term water pollution by reducing fertilizer and pesticide use during the installation and maintenance of landscaping. Based on low to moderate sloping topography of the area and the space available along the project, vegetative filter strips will be used as post-construction total suspended solid control measures.

The contractor will take appropriate measures to prevent, minimize, and control spillage of hazardous materials in the construction staging area. All materials being removed or disposed of by the contractor will be done in accordance to applicable state and federal laws and in a way that does not degrade ambient water quality. All of these measures will be enforced under appropriate specifications in the plan, specification, and estimate stage of project development.

The project does not cross a source of public water or a tributary to a public water supply; therefore, no impact is anticipated to potable water sources. During construction, soil erosion controls and a Storm Water Pollution Prevention Plan will be used to control runoff to area water bodies, as discussed above. No excessive impact to the area water quality is expected to occur as a result of the facility construction or operation.

I. Threatened/Endangered Species and Wildlife Habitat

During project development, TxDOT will design, use, and promote construction practices that minimize adverse affects on both regulated and unregulated wildlife habitats. Trees within the ROW, but not in the construction zone, will not be removed if possible. These trees will be preserved to try to minimize the impact to wildlife habitat in the area. There are no natural or unique plant communities within the project area.

The project area is located on the White Rock Lake and Mesquite, Texas, U.S. Geological Survey quadrangle maps. A review of information from the US Fish and Wildlife Service and Texas Parks and Wildlife Department's Biological and Conservation Data System information was performed to determine the presence of threatened or endangered species, and designated critical habitat, within and immediately adjacent to the project area. No threatened or endangered plant species have been identified within this portion of Dallas County. Dallas County is within the migratory flyway of various state and federally listed species. This includes the whooping crane (*Grus americana*), interior least tern (*Sterna antillarum athalassos*), American peregrine falcon, (*Falco peregrinus anatum*), arctic peregrine falcon (*Falco peregrinus tundrius*), American bald eagle (*Haliaeetus leucocephalus*), black-capped vireo (*Vireo atricapillus*), and white-faced ibis (*Plegadis chihi*). No sightings of these species have been recorded for the vicinity of the project area. The developed nature of the project area precludes the existence of the required habitat elements for the listed species. Furthermore, a field review confirmed that the specific habitat requirements for these species do not exist within or adjacent to the project area. The listed migratory bird species may occasionally pass through this portion of Dallas County, but it is highly unlikely that they would use the project area in the absence of preferred habitat.

Some species of wildlife have adapted to the city's urbanized environment. These species primarily include small mammals, amphibians, reptiles, and birds. A wide variety of birds, including raptors, wading birds, and songbirds, use this region as both residents and migrants. The project area is in a highly urbanized region of Mesquite. Consequently, only those species tolerant of these conditions will occur in and adjacent to the project area.

J. Historical and Archaeological Sites

The proposed IH 635 project between US 80 and IH 30 is within the existing project ROW. With the exception of additional ROW required for the Town East Boulevard proposed improvements, no additional ROW is required for the proposed improvements to IH 635. No known archaeological or historical sites are recorded on or near the project ROW, and the project site does not pass through any National Register districts.

As a result of previous disturbance, it is unlikely that the area of potential effects contains archaeological sites with sufficient integrity to be eligible for inclusion in the National Register of Historic Places, or to merit designation as a State Archaeological Landmark. A review of the National Register of Historic Places and Historic Preservation in Texas and a preliminary field review indicate that there are no sites of national significance. There are no structures within or near the proposed ROW that will be affected by the proposed improvements. TxDOT will seek concurrence from the State Historic Preservation Office (SHPO) that the proposed undertaking should have no effect on historical properties or State Archaeological Landmarks. In the unlikely event that archaeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT Archaeological staff will be contacted to initiate accidental discovery procedures under the provisions of the Programmatic Agreement between TxDOT, Texas Historical Commission (THC), Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation; and under the Memorandum of Understanding (MOU) between TxDOT and the THC.

K. Aesthetic Considerations

The aesthetics within the project area are influenced primarily by the commercial retail businesses that predominate the area. As directed for all federally assisted projects (where cost-effective and to the extent practicable), regionally native plants will be used for landscaping. Moreover, TxDOT will design and promote construction practices that minimize adverse effects on existing vegetation. It is a TxDOT policy to construct pleasing roadways to blend with the aesthetic quality of the area. The proposed improvements are expected to blend with the character of the community. Coordination with architects has been on-going in developing an urban design that provides a solution for the physical, structural and aesthetic needs for the corridor. The final urban design objectives consider visual organization, timeless design, scale appropriate to speed, static and dynamic perspective, view to and from the road, and the LBJ Corridor image. Additionally, design elements consider bridges, retaining walls, noise abatement walls, barriers, signage, lighting, landscape, and cross street and frontage road streetscape.

L. Prime, Unique, and Special Farmland Impacts

Prime farmland soils, as defined by the U.S. Department of Agriculture, are soils

that are best suited to producing food, feed, forage, fiber, and oilseed crops. They have the quality, growing season, and moisture supply needed to economically produce a sustained high yield of crops when treated and managed using acceptable farming methods. Prime farmland soils produce the highest yields with minimal inputs of energy and economic resources, and farming these soils results in the least damage to the environment. The NRCS establishes Land Capability Classifications to determine the suitability of soils for field crops. Capability classes range from I to VIII, indicating progressively greater limitations and narrower choices for practical use (NRCS, 1990). The NRCS considers those soils with Capability Classes III and IV to be the best soils for crop production. Project area identification of prime farmlands is made by the NRCS. Heiden Clay is the only soil type within the study area identified as prime farmland soil. Since the project area is highly developed, no prime or unique farmland will be affected, and coordination with the U.S. Department of Agriculture NRCS is not required.

M. Air Quality Assessment

The proposed project is located within Dallas County which is designated a "serious" ozone nonattainment area; therefore, the transportation conformity rules do apply.

The proposed action is consistent with the area's financially constrained metropolitan transportation plan known as Mobility 2025 Plan Update and the 2002-2004 Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990, by the US DOT on October 19, 2001. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements of 23CFR – Highways, Parts 450 and 500. The proposed action is included in the 2002-2004 Transportation Improvement Program, February 2002 STIP Revisions, FY 2003, page 3.

The primary pollutants from motor vehicles are volatile organic compounds (VOCs), carbon monoxide (CO), and nitrogen oxides (NOx). Volatile organic compound and nitrogen oxides can combine under the right conditions in a series of photochemical reactions to form ozone (O_3). Because these reactions take place over a period of several hours, maximum concentrations of ozone are often found far downwind of the precursor sources. Thus, ozone is a regional problem and not a localized condition.

The modeling procedures for ozone require long term meteorological data and detailed area wide emission rates for all potential sources (industry, business and transportation) and are normally too complex to be performed within the scope of an environmental analysis for a highway project. Accordingly, concentrations of ozone for the purpose of comparing the results to the national ambient air quality standards (NAAQS) are modeled by the regional air quality planning agency for the State

Implementation Plan (SIP). However, concentrations of carbon monoxide are readily modeled for highway projects and are required by federal regulations.

The topography and meteorology of the area in which the project is located will not seriously restrict dispersion of the air pollutants. The traffic data used in the analysis was obtained from the Texas Department of Transportation (TxDOT) TPP Division and presented in Table 8.

Carbon monoxide concentrations for the proposed action were modeled using a worst case scenario (adverse meteorological conditions and sensitive receptors at the right-of-way line) in accordance with the TxDOT Air Quality Guidelines. Local concentrations of carbon monoxide are not expected to exceed the national standards at any time (Table 9).

1. Congestion Management System

The CMS is a systematic process for managing traffic congestion. The CMS provides information on: transportation system performance; alternative strategies for alleviating congestion; enhancing the mobility of persons and goods to levels that meet state and local needs. The IH 635 improvement project was developed from the NCTCOG's operational CMS, which meets all requirements of CFR 500.109. The CMS was adopted by the NCTCOG in October 1993 and updated in December 1996.

Table 8 – Average Daily Traffic Volumes

Roadway Segment	ADT (in Thousands)	
	1997	2020
IH 30 to Town East Boulevard		
IH 635	145.6	235.9
Town East Boulevard to Towne Centre		
SB Frontage Road	4.1	27.9
NB Frontage Road	17.6	29.6
IH 635	128.3	181.8

Table 9 – Project Carbon Monoxide Concentrations

Year	1 HR CO (PPM) Standard 35 PPM	1 HR % NAAQS	8-HR CO (PPM) Standard 9 PPM	8-HR % NAAQS
1997	9.0	25.7%	4.4	48.9%
2020	9.7	27.7%	4.7	52.2%

**The NAAQS for CO is 35 ppm for one hour and 9 ppm for eight-hours. The analysis includes a one hour background concentration of 3.7 ppm and an 8-hour background concentration of 2.3 ppm.*

Operational improvements and travel demand reduction strategies are commitments made by the region at two levels: program level and project level implementation. Program level commitments are inventoried in the regional CMS, which was adopted by the NCTCOG; they are included in the financially constrained Metropolitan Transportation Plan, and future resources are reserved for their implementation.

The NCTCOG in conjunction with other local public and private organizations performed an analysis to estimate the effectiveness of the Regional ETR (Employee Trip Reduction) Program within the Mesquite Section corridor. It concluded that the ETR Program reduced peak-period vehicle trips in the study area corridor by 6.5 percent. The effectiveness of this program was evaluated on the following factors: 1) employment characteristics of the corridor, including predominate employment, and employment density; 2) traffic characteristics of the corridor, including levels of congestion in the corridor; and, 3) alternative modes available to the corridor.

The CMS element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) detailing type of strategy, implementing responsibilities, schedules, and expected costs. At the project programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides programming of these projects at the appropriate time with respect to the single occupant vehicle (SOV) facility implementation and project specific elements.

Committed congestion reductions strategies and operational improvements within the IH 635 improvement study boundary will consist of signalization and intersection improvements. The Texas Department of Transportation and where appropriate, the local community will manage these projects under the CMAQ program, which are included in the regional CMS. Individual projects are presented in *Appendix C.*

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and the NCTCOG will continue to promote appropriate congestion reduction strategies through the CMAQ program, the CMS, and the Metropolitan Transportation Plan. According to the NCTCOG, the congestion reduction strategies considered for this project will help alleviate congestion in the SOV study boundary but would not entirely eliminate the congestion.

Therefore, the proposed improvements to the Mesquite section of IH 635 are justified. The CMS analysis for added SOV capacity projects in the TMA is on file and available for review at the NCTCOG.

N. Noise Assessment

This analysis conforms to Federal Highway Administration (FHWA) Regulation 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction," and Texas Department of Transportation (TxDOT) 1996 Guidelines for Analysis and Abatement of Highway Traffic Noise.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dBA." Table 10 presents some common A-weighted noise levels.

Also, 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 "$L_{eq}(h)$".

Table 10 – Common Sound/Noise Levels

Outdoor	DBA	Indoor
Pneumatic hammer	100	Subway Train
Gas lawn mower at 1 meter		
	90	Food blender at 1 meter
Downtown (large city)	80	Garbage disposal at 1 meter
Lawn mower at 30 meters	70	Vacuum cleaner at 3 meters
		Normal speech at 1 meter
Air conditioning unit	60	Clothes dryer at 1 meter
Babbling brook		Large business office
Quiet urban (daytime)	50	Dishwasher (next room)
Quiet urban (nighttime)	40	Library

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.

- Consideration and evaluation of measures to reduce noise impacts.

The FHWA Noise Abatement Criteria (NAC) for various land uses, as published in 23 CFR Part 772, are presented in Table 11. These criteria are used as one of two means to determine when a traffic noise impact will occur.

Table 11 – Noise Abatement Criteria Hourly A-Weighted Sound Level – Decibels (dBA)

Activity Category	L_{eq} (1 Hr)	Description of Activity Category
A	57 dBA (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the lands are to continue to serve their intended purpose.
B	67 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospital.
C	72 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	---	Undeveloped lands.
E	52 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospital and auditoriums.

Source: Code of Federal Regulations, Title 23 Part 772, Revised August 1982

A noise impact occurs when either the absolute or relative criterion is met:

Absolute criterion: The predicted noise level at a receiver approaches, equals or exceeds the NAC. "Approach" is defined as one dBA below the NAC. For example: a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dBA or above.

Relative criterion: The predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. "Substantially exceeds" is defined as more than 10 dBA. For example: a noise impact would occur at a Category B residence if the existing level is 54 dBA and the predicted level is 65 dBA (11 dBA increase).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

Noise Modeling

The FHWA approved traffic noise model was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Existing and predicted traffic noise levels were modeled at 24 Category C and E receivers (*Figures 12 and 13*) that represent the residences, school, and commercial businesses adjacent to the highway project that might be impacted by traffic noise and that may potentially benefit from reduced noise levels. The daily traffic volumes for the computer modeling analysis are presented in Table 12.

Table 12 – Average Daily Traffic (ADT) Volumes

Roadway Segment	ADT (in Thousands) 1997	2020
IH 30 to Town East Boulevard		
IH 635	145.6	235.9
Town East Boulevard to Towne Centre		
SB Frontage Road	4.1	27.9
NB Frontage Road	17.6	29.6
IH 635	128.3	181.8
Towne Centre to US 80		
SB Frontage Road	2.6	4.1
NB Frontage Road	2.3	3.7
IH 635	141.8	226.4

Noise Levels

Land use along the corridor is primarily commercial. Mixed in with the commercial developments are one school, and three (3) apartment complexes. Examination of aerial photos and site visits to the project indicate that the areas of frequent human outdoor activity at the apartment complexes and the North Mesquite High School are shielded from the roadway; therefore, NAC Category E (interior) was used for these receivers.

As indicated in Table 13, predicted design hour $L_{eq}(h)$ noise levels exceed existing levels by only 1 to 3 decibels; however, the NAC was approached, equaled or exceeded at 20 receivers. Therefore, the project will result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of soundwalls.

Before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. In order to be feasible, the measure should reduce noise levels by at least five dBA at impacted receivers; and to be reasonable it should not exceed $25,000 for each benefited receiver.

Traffic Management

Traffic management control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dBA per five mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on Interstate highways.

Alignment Alterations

Alteration of horizontal and/or vertical alignments of the existing alignment would displace existing businesses and residences, require additional right-of-way and not be cost effective/reasonable.

Buffer Zones

The acquisition of sufficient undeveloped land adjacent to the project to preclude future development that could be impacted by highway traffic noise would not be cost effective/reasonable.

Mitigation Measures

Noise walls: This is the most commonly used noise abatement measure. For this project, soundwalls could have a detrimental impact on nearby businesses by restricting views. For that reason a noise wall would not be feasible and reasonable for Receivers N1 through N4, N8 through N12, and N22 through N25. However, a noise wall was determined to be both feasible and reasonable for Receivers N13 through N21. Based on preliminary calculations, one (1) continuous noise wall 709 meters (2,326 ft) in length ranging in height from 2.8 meters (9.2 ft) to 3.7 meters (12.1 ft) would provide at least a 5-decibel reduction for 45 apartment units (Table 14). The estimated cost for this noise wall is $435,600 with a cost per benefited receiver of $9,680. The final decision to construct the proposed noise wall will be made upon completion of the project design and the public involvement process.

Table 13– Traffic Noise Levels (dBA Leq)

Receiver	NAC Category	NAC Level	Existing 1997	Future 2020	Change (+/-)	Noise Impact
N1 Commercial	C	72	75	77	2	Y
N2 Commercial	C	72	73	74	1	Y
N3 Commercial	C	72	71	73	2	Y
N4 Commercial	C	72	73	74	1	Y
N5 School	E	52	48	48	0	N
N6 School	E	52	46	46	0	N
N7 (See note below)	-	-	-	-	-	-
N8 Commercial	C	72	73	75	2	Y
N9 Commercial	C	72	74	75	1	Y
N10 Commercial	C	72	76	79	3	Y
N11 Commercial	C	72	74	77	3	Y
N12 Commercial	C	72	73	75	2	Y
N13 Apartments	E	52	48	51	3	Y
N14 Apartments	E	52	50	52	2	Y
N15 Apartments	E	52	51	53	2	Y
N16 Apartments	E	52	51	52	1	Y
N17 Apartments	E	52	51	53	2	Y
N18 Apartments	E	52	49	51	2	Y
N19 Apartments	E	52	49	50	1	N
N20 Apartments	E	52	50	51	1	Y
N21 Apartments	E	52	48	49	1	N
N22 Commercial	C	72	77	79	2	Y
N23 Commercial	C	72	74	76	2	Y
N24 Commercial	C	72	74	77	3	Y
N25 Commercial	C	72	75	76	1	Y

Note: Receiver ID N7 was not assigned.

Table 14 – Noise Wall Proposal (Preliminary)

Barrier No.	Figure #	# Benefited Receivers	Length (meters)	Height (meters)	Total Cost	$/ Benefited Receiver
1	13	45	709	2.8 – 3.7	$435,600	$9,680
* Based on estimated construction costs of $205.00 per square meter.						

Construction Impacts

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included 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 muffler systems.

A copy of this traffic noise analysis will be provided to local officials to ensure, to the maximum extent possible, future developments are planned, designed and programmed in a manner that will avoid traffic noise impacts. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

O. Hazardous Waste/Substance

Pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA), a preliminary investigation was conducted to identify sites within the project study area which are "at risk" of environmental contamination by hazardous wastes/substances. Sites considered likely to be contaminated and within the proposed ROW are categorized as "high risk" (e.g., landfill, military base, chemical manufacturing facility). Sites are categorized as "low risk" if available information indicates that some potential for contamination exists, but the site is not likely to pose a contamination problem to highway construction. The following federal and state databases and records were searched at the given distances for relevant information:

- **RCRIS (TSD)** - Resource Conservation and Recovery Information System - Non-Corrective Action Treatment, Storage, and Disposal (TSD) Facilities (1.6 km [1.0 mile])
- **RCRIS (CA)** - Resource Conservation and Recovery Information System - TSDs Subject to Corrective Action (1.6 km [1.0 mile])
- **RCRIS (SG)** - Resource Conservation and Recovery Information System - Small Quantity Generators (1.6 km [1.0 mile])
- **RCRIS (LG)** - Resource Conservation and Recovery Information System - Large Quantity Generators (1.6 km [1.0 mile])
- **CERCLIS** - Comprehensive Environmental Response, Compensation, and Liability Information System (0.80 kilometer [0.50 mile])
- **NPL** - National Priorities List (1.6 km [1.0 mile])

- **HWS** - Texas Registry of Superfund Sites (0.80 kilometer [0.50 mile])
- **SWF** - Texas Municipal Solid Waste Landfill Report (1.6 km [1.0 mile])
- **RST** - Texas Petroleum Storage Tanks (0.40 kilometer [0.25 mile])
- **LRST** - Texas Leaking Petroleum Storage Tanks (0.40 kilometer [0.25 mile])
- **SPILLS** - Texas Spills Report (0.40 kilometer [0.25 mile])
- **ERNS** - Emergency Response Notification System (0.40 kilometer [0.25 mile])

The environmental database search revealed four RCRIS (SG) sites, four RST sites, two LRST sites, and three SPILLS sites, for a total of 13 sites. Of these sites, four RCRIS_SG sites, four RST sites, two LRST sites, and two SPILLS sites were within 0.4 km (0.25 mi) of the project area and one SPILLS site was within 0.8 – 1.6 km (0.5– 1 mi) of the project area. *Figures 14* and *15* (Hazardous Material Sites) show the proximity of these sites to the project area. The environmental database report revealed that no RCRIS (TS), RCRIS (CA), RCRIS (LG), CERCLIS, NPL, HWS, SWF, or ERNS sites are located within or immediately adjacent to the project limits at the above stated distances. The Hazardous Materials Investigation Report is available for viewing at the TxDOT LBJ Project Office, 9330 LBJ Freeway, Suite 1080, Dallas, Texas.

Commercial businesses in the vicinity of the project area handle many regulated materials. Sites of concern primarily include auto repair shops, convenience stores, gas stations, and dry-cleaning services. Of the regulated sites identified within the search radii indicated above, there is one LRST site, three RST sites, and two RCRIS (SG) sites, for a total of six sites located directly adjacent to the roadway. Table 15 identifies these potential sites and summarizes their current case status. There are no known high-risk sites located within the project limits. Based upon information gathered for this review, the hazardous material sites are not expected to affect the proposed construction and the proposed construction is not expected to impact these sites.

Table 15 – Potential Hazardous Waste Sites Located Adjacent to IH 635

Map ID	Facility Name	Location	Priority/Status
LRST			
9945	Town East Ford	18411 LBJ Freeway	Priority: Soil contamination only; required full site assessment and RPA. Status: final concurrence issued; case closed.
RST			
2850	Chevron FAC No. 105980	18049 LBJ Freeway	Four USTs In-Use.
2852	Town East Ford Sales	18411 LBJ Freeway	Five USTs Removed.
2916	Shell Oil Co. Retail Facility	1921 N. Town East Boulevard	Six USTs In-Use.
RCRIS (SG)			
2179	Town East Ford	18411 LBJ Freeway	Facility not reported in RAATS.
8033	Chevron U.S.A. Inc. No. 105980	18049 LBJ Freeway	Facility not reported in RAATS.

LRST – Leaking Registered Storage Tank
RAATS – RCRA Administrative Action Tracking System
RCRIS (SG)–Resource Conservation and Recovery Information System, Small-Quantity Generator
RAP – Remedial Action Plan
RST – Registered Storage Tank
UST – Underground Storage Tank
Source: ERIIS, 1997a and 1997b; EPA, 1997

In addition to conducting a search of federal and state environmental databases to determine potential hazardous waste and substance sites within the project limits, a site inspection was conducted on February 4, 1999. The land use adjacent to and surrounding the project area is comprised primarily of commercial retail (e.g., restaurants, strip centers) and office space. The remainder of the area consists of multi-family units, as well as some vacant areas. Mesquite High School is located on the west side of IH 635, between Town East Boulevard and Towne Centre Drive. Various business locations (e.g., automotive repair shops, gas service stations, etc.) within the project limits use hazardous substances as part of their operations. There are several businesses which own underground storage tanks or generate some quantity of hazardous waste, primarily related to fueling and car maintenance and repair activities. These businesses include Shell, Chevron, and Town East Ford. There are numerous pole-mounted transformers, possibly containing polychlorinated biphenyls (PCBs), within the project limits. There was no indication of stressed vegetation or other obvious surficial signs (e.g., stained soil) of environmental contamination observed within the project limits.

As mentioned in Section I C, there are several existing underground utility systems, including TXU electrical lines and a 35 cm (14 in) water line. These utilities will be evaluated during the design phase of the project. Details to mitigate potential unavoidable effects resulting from the proposed improvements would entail development of a utility relocation or replacement plan. Recommendations within the plan would be incorporated into the construction phase of the project.

The land adjacent to IH 635 between IH 30 and US 80 has become progressively urbanized over the past 30 years. Land use immediately adjacent to the project alignment is primarily commercial and retail. No previously closed businesses or industrial facilities that could have generated hazardous wastes have been identified within the project area.

According to the NRCS, there are five different soil types located within the IH 635 corridor between IH 30 and US 80. These soils and their characteristics are listed in *Table 5*. The predominant soils within the project vicinity are Heiden clay and Houston Black clay. The permeability of these soils is slow or very slow, which would indicate a lower potential for allowing transmission of subsurface contaminants from outside sources onto the proposed ROW.

As stated in Section I C, 0.1161 ha (0.2868 ac) of additional ROW will be required for the proposed improvements to Town East Boulevard. Table 3 details the specific breakdown for the additional ROW. There will be no displacements or relocations due to the proposed improvements.

The removal and disposal of hazardous materials found on the construction site, including parcels of land to be acquired for this project, will comply with applicable federal, state, and local laws. Hazardous materials that require special handling will be removed only by certified abatement contractors. The TxDOT Dallas District has procedures intended to minimize cost and construction delays when petroleum-contaminated soils are encountered during roadway construction. The Dallas District has a contractor to remove underground tanks, and a contract to excavate and haul petroleum-contaminated soils. These contracts are not intended to replace any mitigation that can take place prior to ROW acquisition; but do reduce the cost if petroleum contamination is encountered during construction. This procedure has reduced the degree of risk so that leaking underground storage tanks are not considered high risk for TxDOT construction activities. There are no known high risk sites located within the project limits.

The contractor will take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials in the construction staging area. All spills, including those of less than 94.6 liters (25.0 gallons) will be cleaned immediately, and any contaminated soil will be immediately removed

from the site and be disposed of properly. Designated areas will be identified for spoils disposal and materials storage and will be protected from inflow and runoff. Materials resulting from the destruction of existing roads and structures will be stored in these designated areas. All materials being removed and/or disposed of by the contractor will be done so in accordance with state and federal laws and by the approval of the TxDOT Project Engineer.

P. Items of Special Nature

There are no items of special nature or interest such as navigation or airway-highway clearances, special permits, or agreements involved with this project.

V. Public Involvement

Through out the project development process from a feasibility study to the planning and designing stage, continuous public involvement was pursued in order to reach a consensus solution for the local transportation needs. As a continued pursuit of this effort, an opportunity for a public hearing was afforded to the general public by publishing a notice in all major local newspapers (See Appendix D). This notice ran from August 9, 2001 to August 30, 2001 in the following newspapers.

1. The Dallas Morning News (English)
2. The Mesquite Morning News (English)
3. The Garland Morning News (English)
4. The Mesquite News (English)
5. El Sol De Texas (Spanish)

In response to this notice, two property owners representing Town East Mall and the Concerned Business of the Town East Retail and Restaurant Area (CBTERRA) in the Mesquite Section requested a public hearing (Appendix D, page D4 and D5). Subsequent to the PH requests, a design charette was held on the East Section which addressed the design of the IH 635/IH 30 interchange and local access and egress concerns which could affect the Mesquite Section. As a result of the design charette, all attendees unanimously agreed to incorporate the following two design changes to improve the local access and egress concerns:

1. In the East Section schematic, shift the eastbound/westbound IH 30 direct Connector to southbound IH 635 further south by approximately 121 meters (400 feet).
2. In the Mesquite Section schematic, shift the proposed new southbound Towne Centre Drive Exit ramp further south by approximately 121 meters (400 feet).

Subsequent to the implementation of design charette results in Mesquite Section schematic, the two requestors did not send a letter rescinding their request for a public hearing for the Mesquite Section. Subsequently a Public Hearing was held on May 7, 2002 at the Mesquite Convention Center, 1700 Rodeo Drive, Mesquite, Texas 75149.

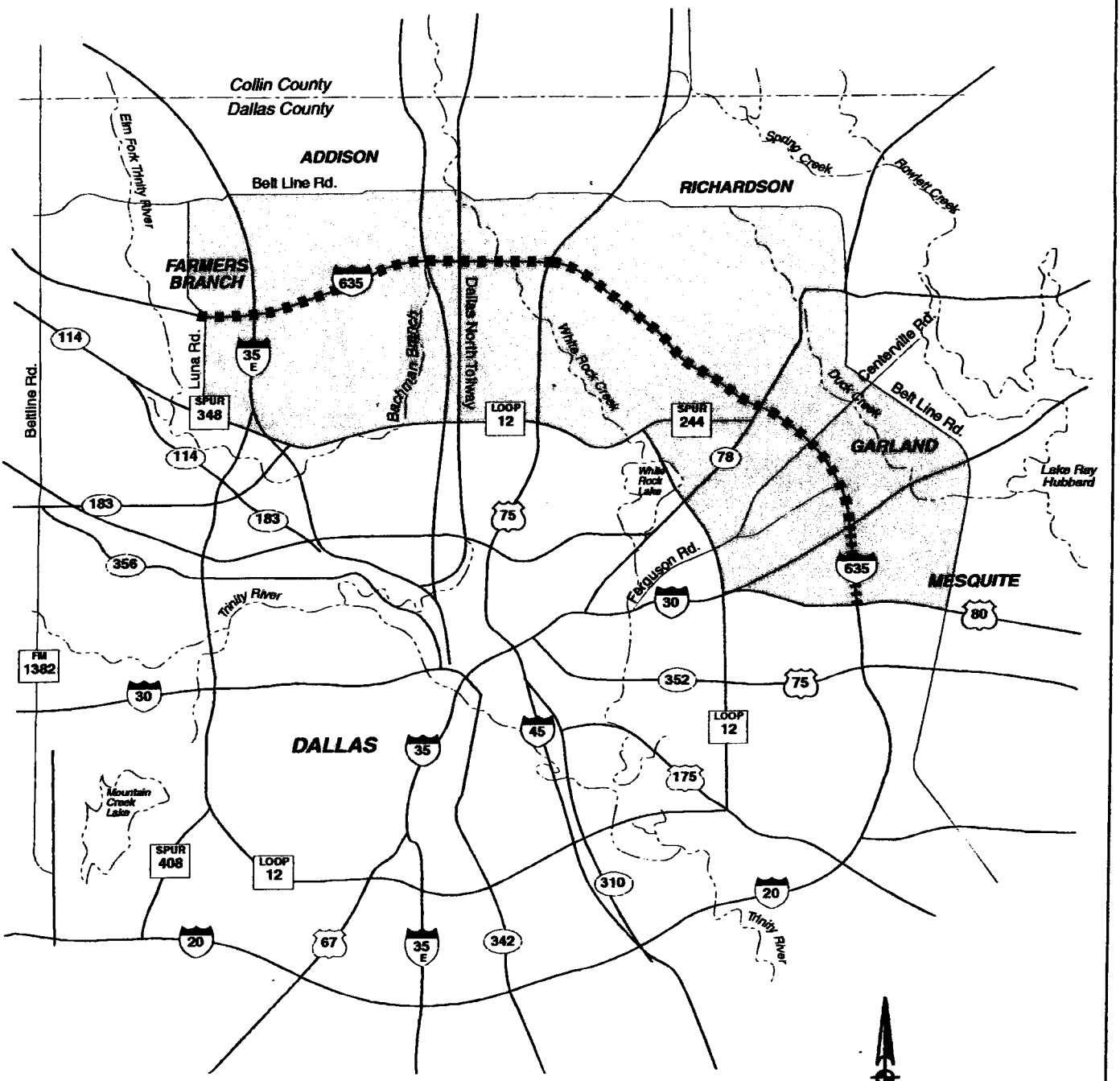
The impact of this geometric change on the environmental assessment has been evaluated and incorporated. The evaluation concluded that the relocation of the southbound Towne Centre Drive exit ramp has no impact on the eligibility of Categorical Exclusion status of the project.

VI. CONCLUSION

The engineering, social, economic, and environmental investigations conducted thus far indicate that this proposed project qualifies under the criteria as a Categorical Exclusion. Significant environmental effects are not expected to occur.

APPENDIX A

FIGURES



Categorical Exclusion
Mesquite Section
Appendix A
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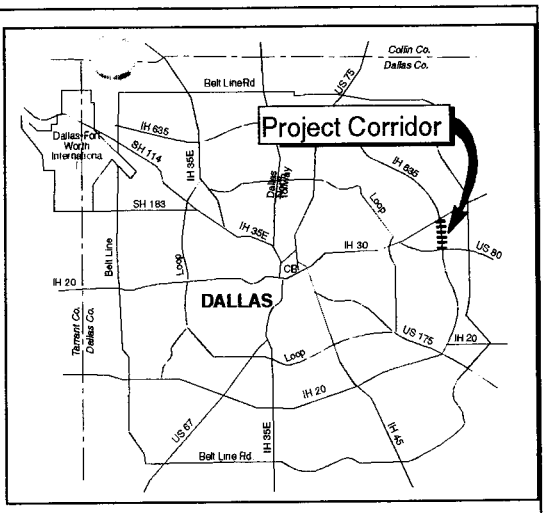
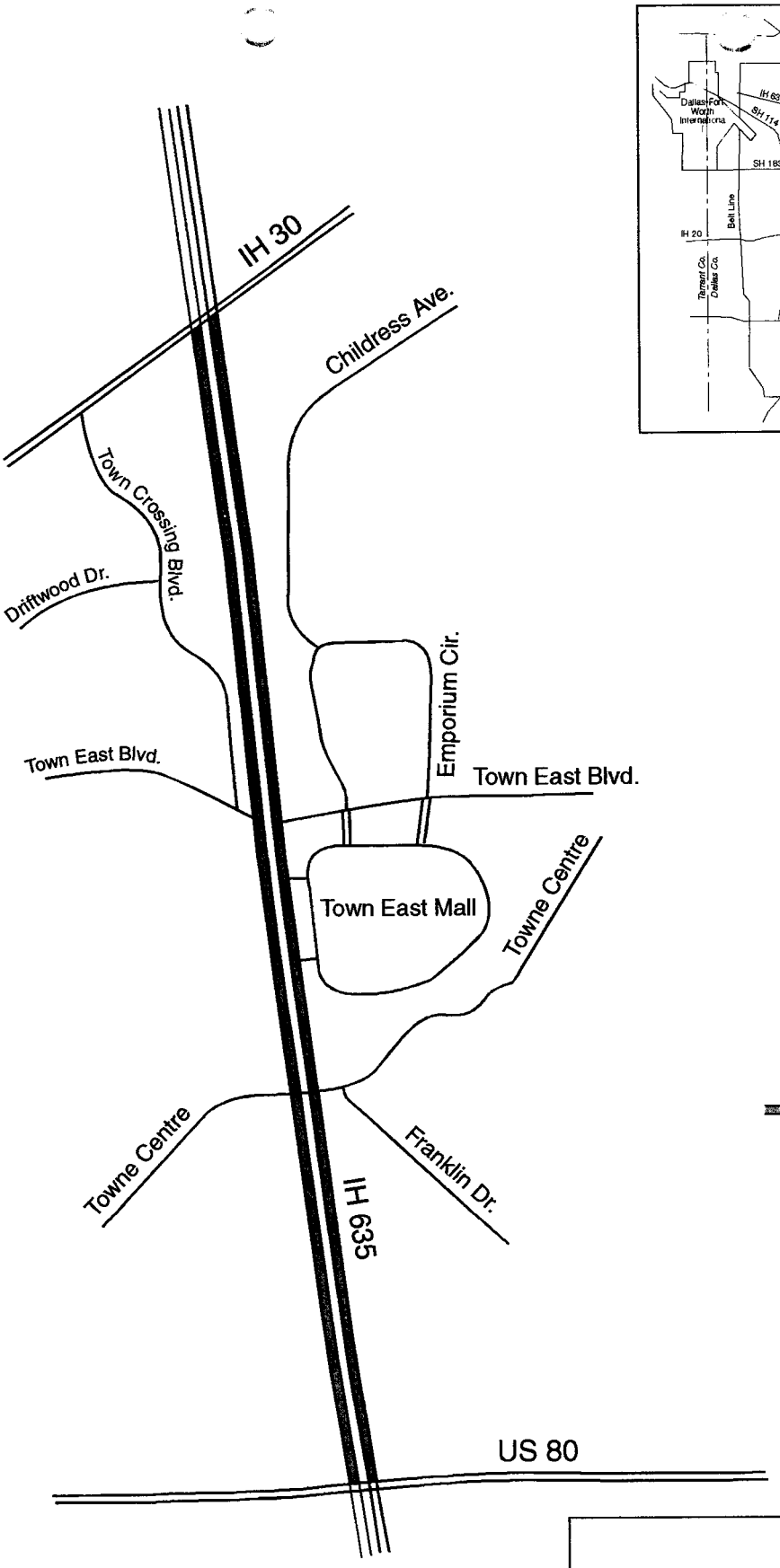
IH 635
from Luna Road to US 80

LBJ Study Area

Figure 1	Job. No. 61-18001-200	April 2000





Not To Scale

Legend

IH 635

Categorical Exclusion
Mesquite Section
Appendix A
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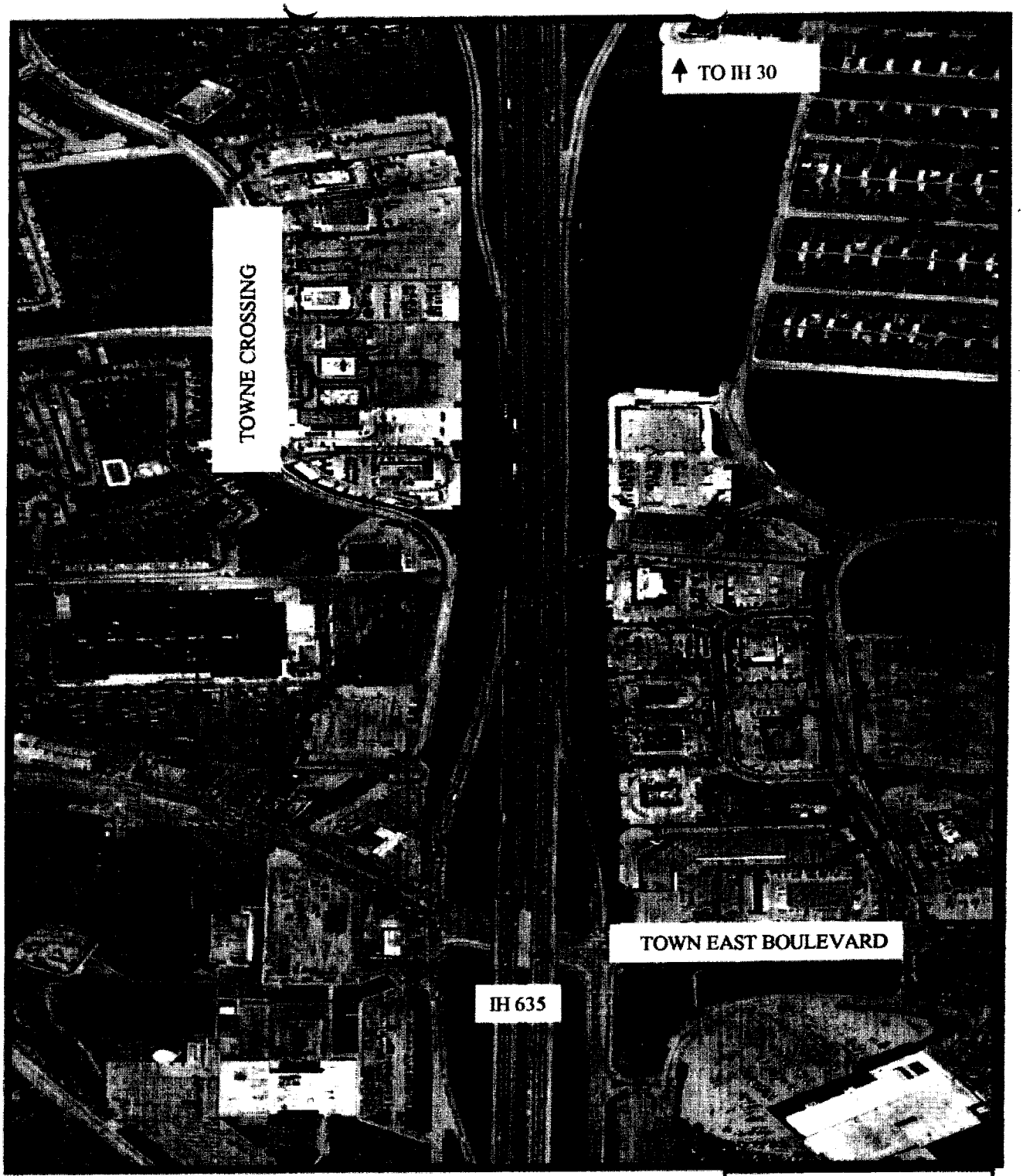
IH 635
from IH 30 to US 80

Project Area

Figure 2	Job. No. 61-18001-200	August 2000



Source: Texas Department of Transportation, 1993

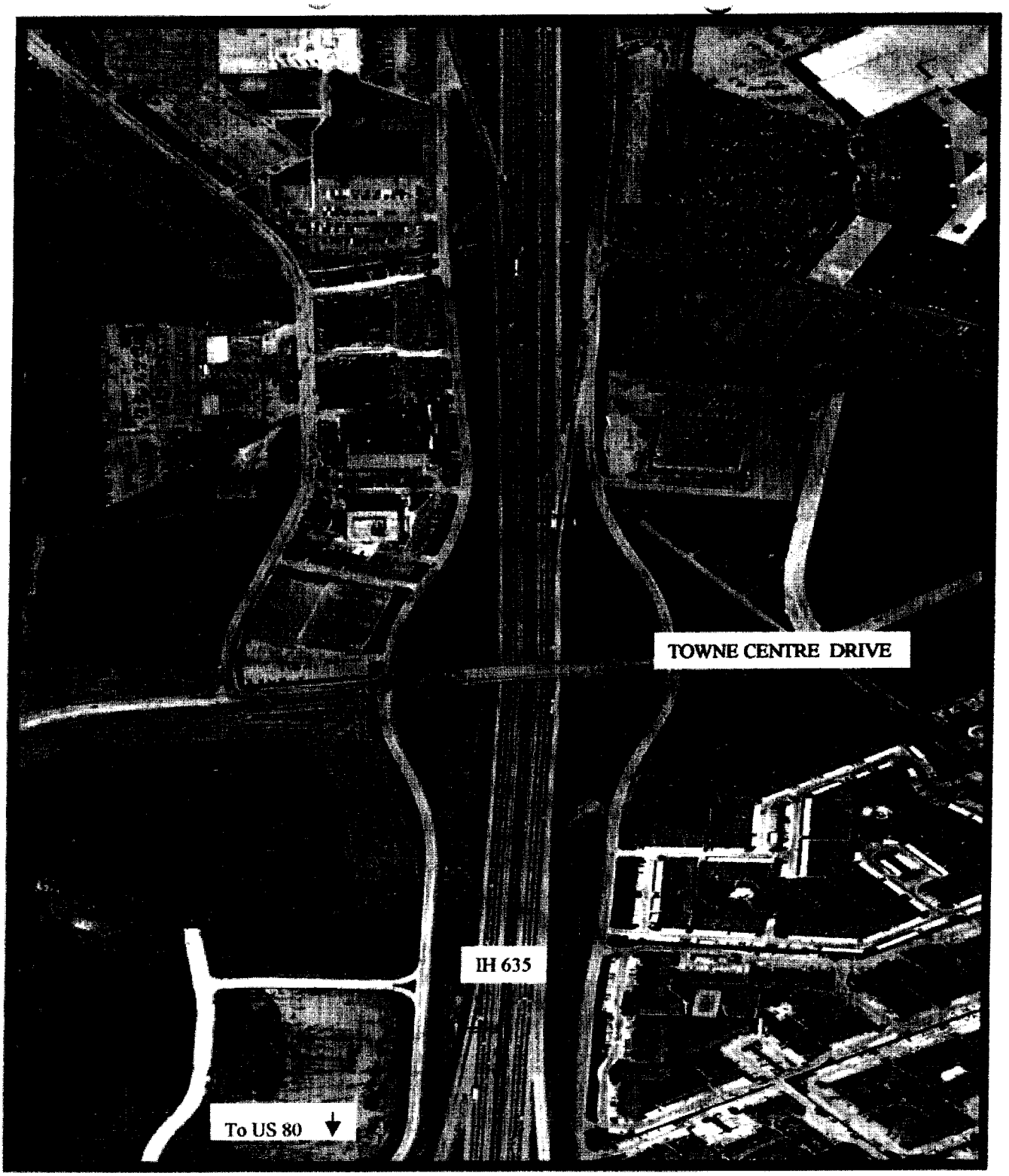
Not to Scale

Categorical Exclusion
Mesquite Section
Appendix A
Page A3 of A15

IH 635 from South of IH 30 to Town East Boulevard

PROJECT AERIAL PHOTOGRAPH

FIGURE 3	JOB NO: 61-18001-200	JULY 1999



Source: Texas Department of Transportation, 1993

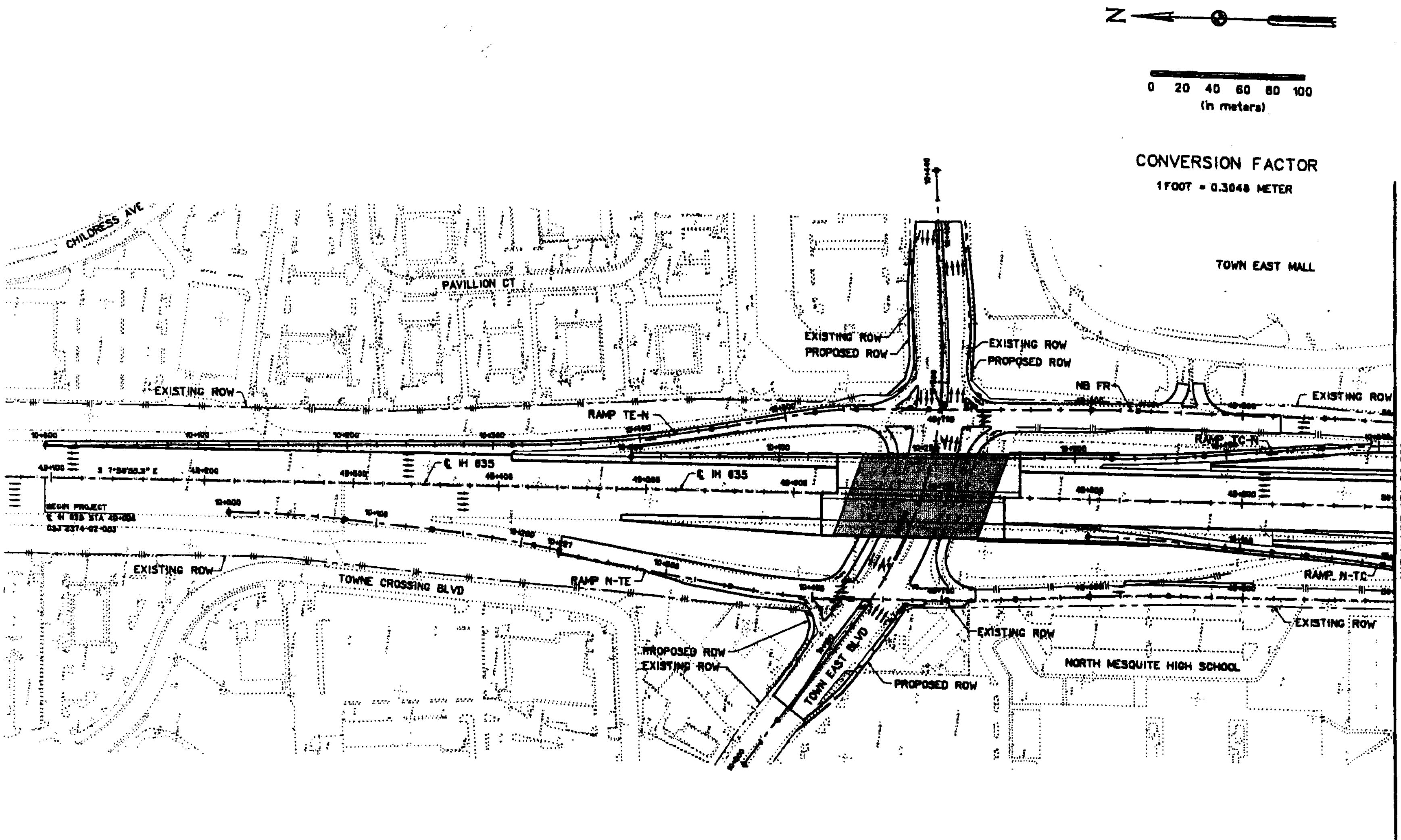
Not to Scale

Categorical Exclusion
Mesquite Section
Appendix A
Page A4 of A15

IH 635 from South of IH 30 to Town East Boulevard

PROJECT AERIAL PHOTOGRAPH

FIGURE 4	JOB NO: 61-18001-200	JULY 1999



LEGEND

PROPOSED
EXISTING

Categorical Exclusion
Mesquite Section
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Texas Department of Transportation
635 LBJ Corridor Transportation Study

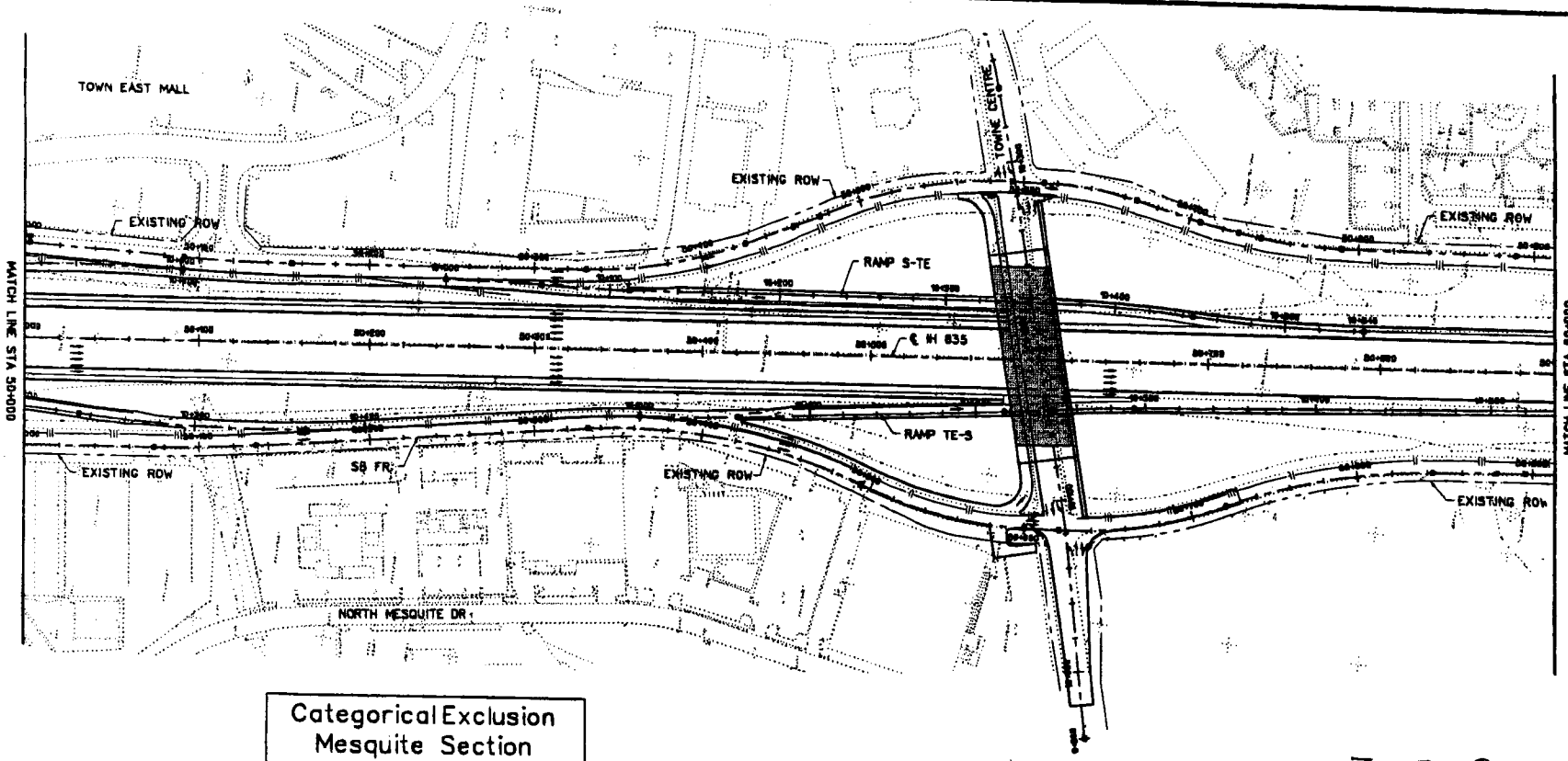
IH 635 PRELIMINARY PLAN VIEW

IH 30 TO US 80

Figure 5

NOVEMBER 2001

SHEET 1 OF 4



Categorical Exclusion
Mesquite Section
Appendix A
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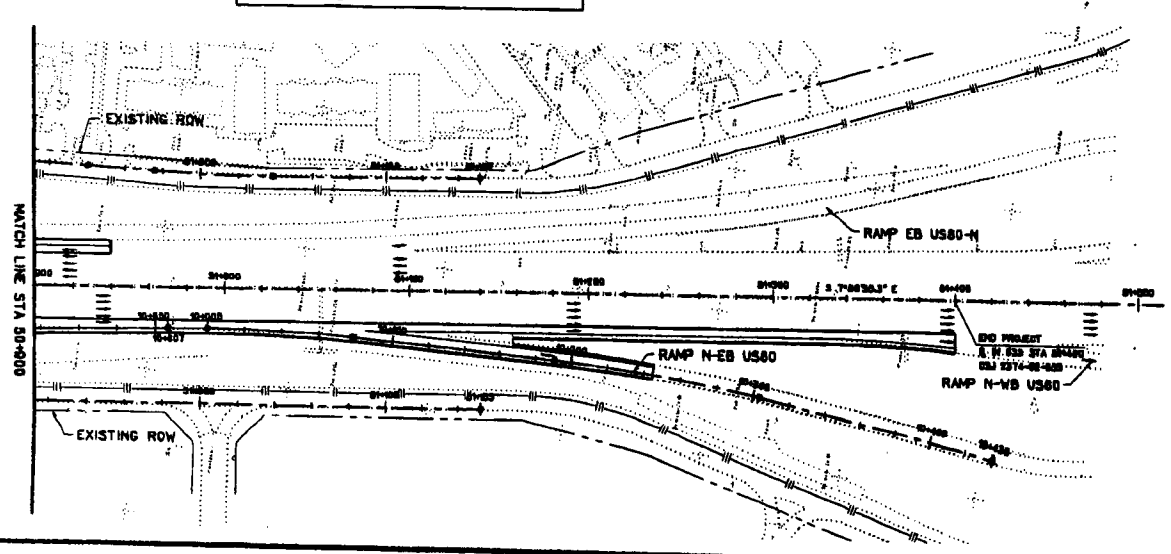


N

0 20 40 60 80 100
(in meters)

LEGEND

PROPOSED ———

EXISTING .....

CONVERSION FACTOR

1 FOOT = 0.3048 METER

Texas Department of Transportation

635 LBJ Corridor Transportation Study

IH 635 PRELIMINARY
PLAN VIEW

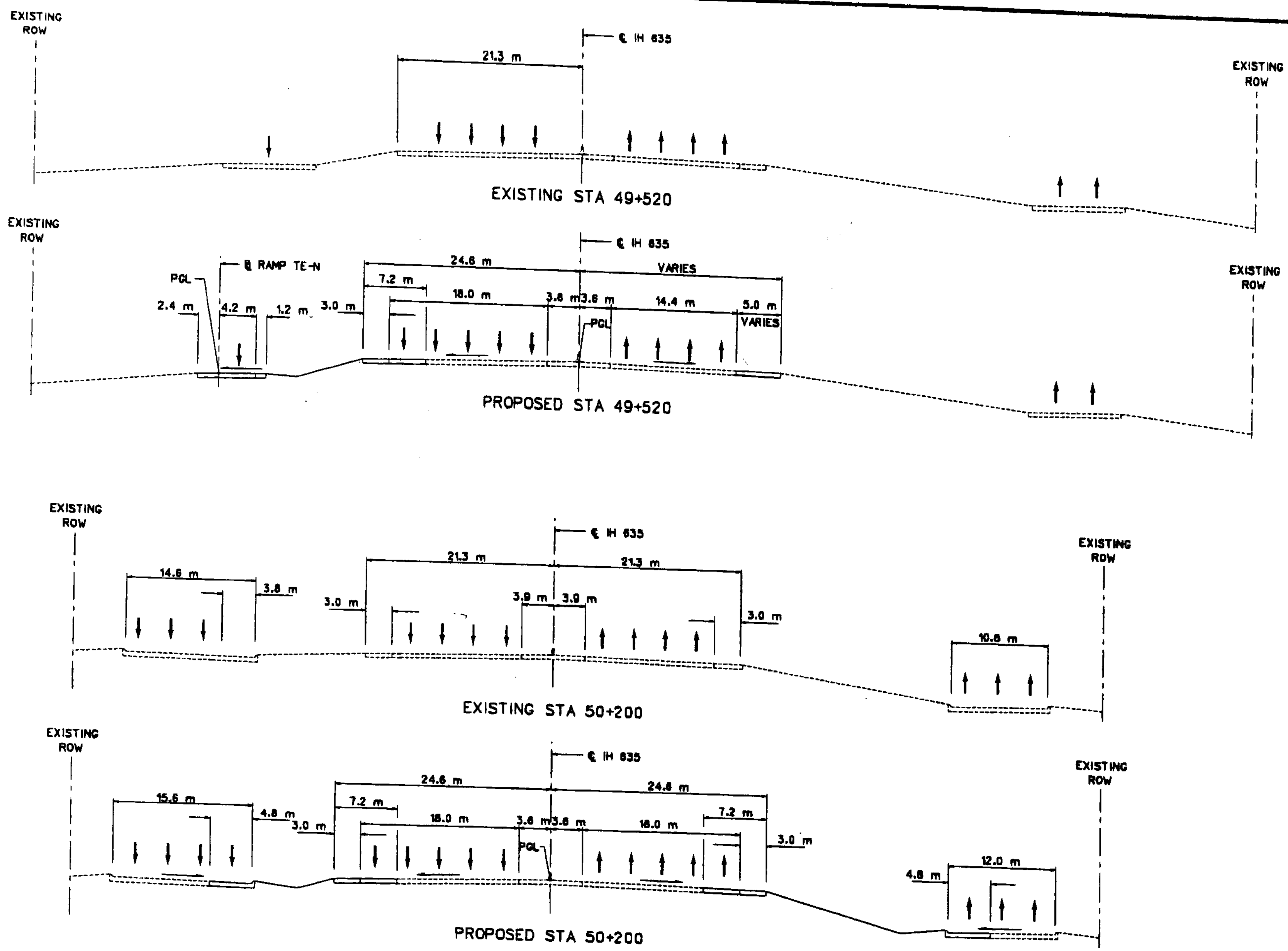
IH 30 TO US 80

Figure 6

NOVEMBER 2001

SHEET 2 OF 4

30-NOV-2001



CONVERSION FACTOR
1 FOOT = 0.3048 METER

Categorical Exclusion
Mesquite Section
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NOT DRAWN TO SCALE

Texas Department of Transportation

635 LBJ Corridor Transportation Study

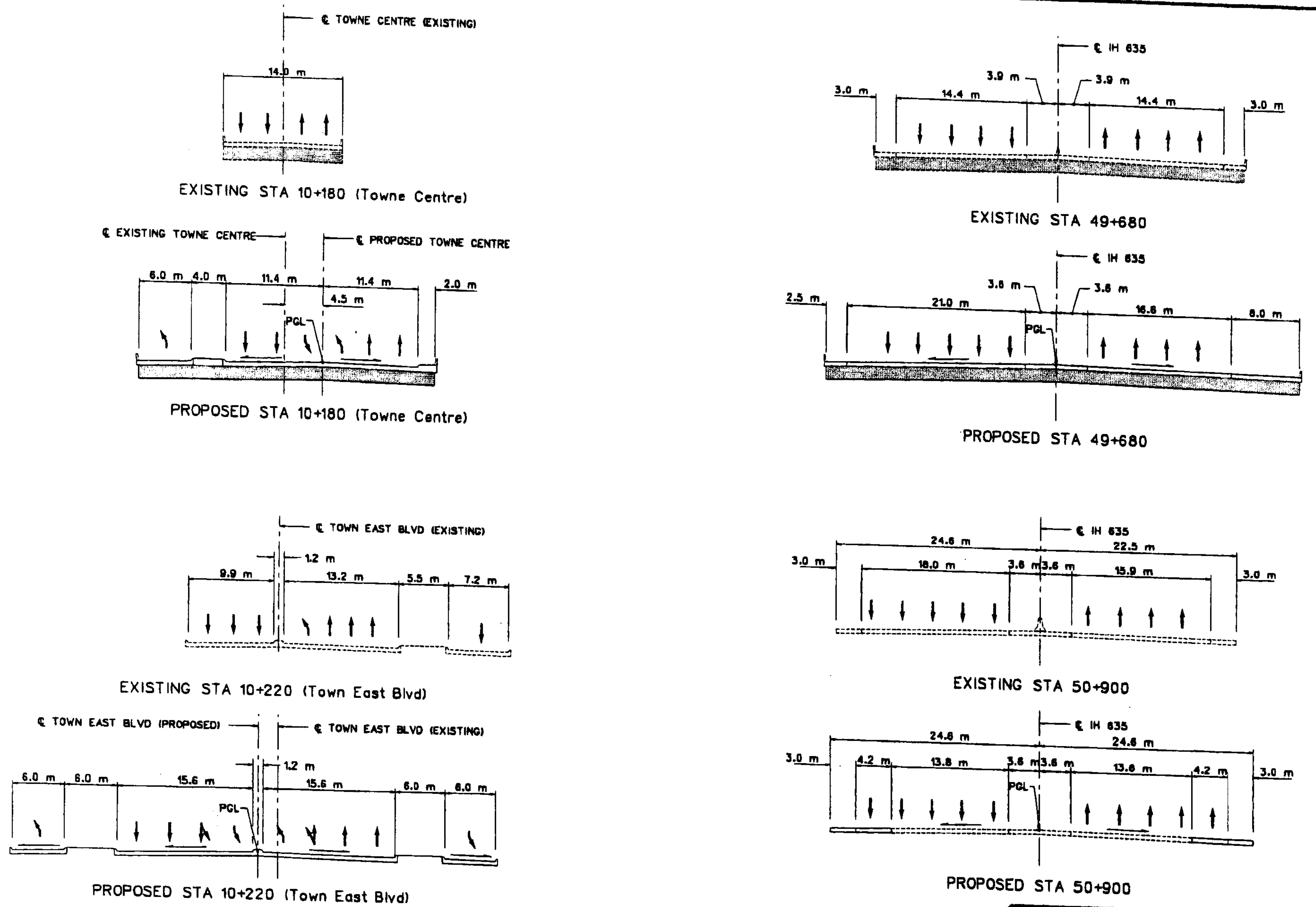
IH 635 PRELIMINARY TYPICAL SECTIONS

IH 30 TO US 80

Figure 7

NOVEMBER 2001

SHEET 3 OF 4



CONVERSION FACTOR

1 FOOT = 0.3048 METER

Categorical Exclusion
Mesquite Section
Appendix A
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NOT DRAWN TO SCALE

Texas Department of Transportation

635 LBJ Corridor Transportation Study

IH 635 PRELIMINARY TYPICAL SECTIONS

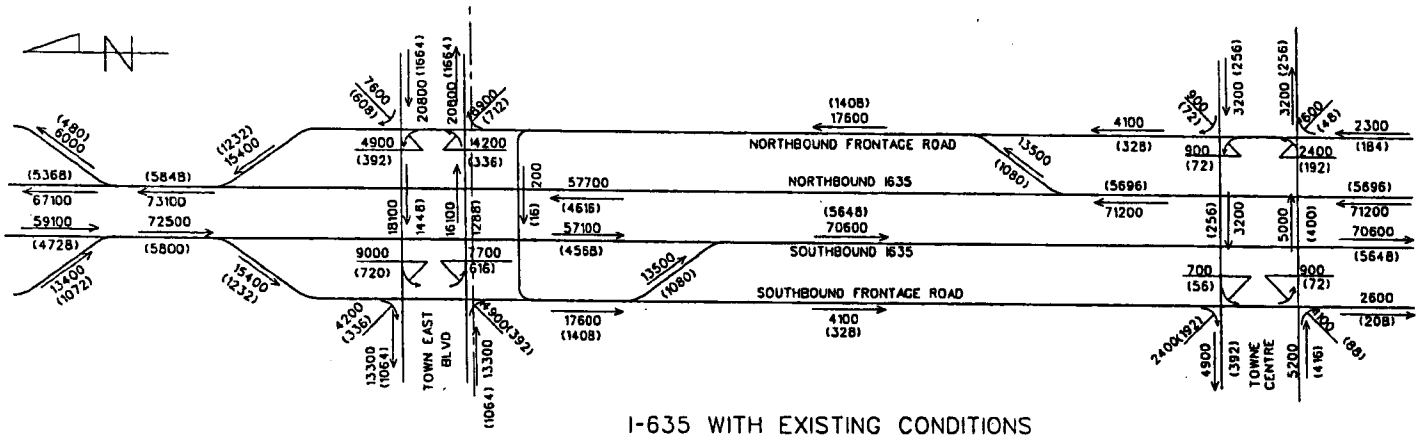
IH 30 TO US 80

Figure 8

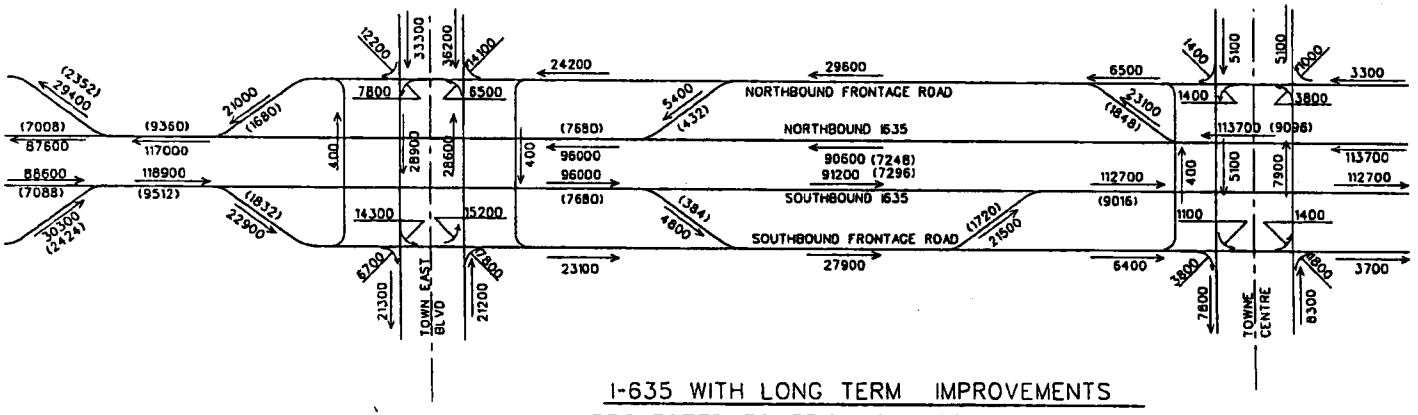
NOVEMBER 2001

SHEET 4 OF 4

11712 G:\lbj\mets\chem\east\codd\cutsheets\lsepb14.dgn 30-NOV-2001



I-635 WITH EXISTING CONDITIONS
TRAFFIC VOLUMES (YEAR 1997)



I-635 WITH LONG TERM IMPROVEMENTS
PROJECTED TRAFFIC VOLUMES (YEAR 2020)

GENERAL NOTES :

1. THE AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND THE PEAK HOUR DAILY TRAFFIC VOLUMES ARE SHOWN THUS:
   ADT VOLUME.....XXXXX
   PEAK HOUR VOLUME.....(XXXXX)
2. THE YEAR 1997 AND 2020 ADT VOLUMES WITH THE PROPOSED RAMPS WERE SUPPLIED BY TxDOT'S TRANSPORTATION PLANNING AND PROGRAMMING DIVISION(TP&P)IN AUSTIN.
3. THE YEAR 2020 ADT VOLUMES WITHOUT THE PROPOSED RAMPS WERE CALCULATED BY THE LBJ PROJECT OFFICE USING 1997 ADT VOLUMES AND A TP&P SUPPLIED GROWTH FACTOR OF 1.598 (FOR 23 YEARS) EQUIVALENT TO 2.6 % GROWTH PER YEAR.
4. PEAK HOUR DAILY TRAFFIC VOLUMES WERE NOT AVAILABLE. THESE VOLUMES WERE ESTIMATED BASED ON AN AVERAGE K FACTOR OF 0.08 FOR THE CORRIDOR.

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

Categorical Exclusion
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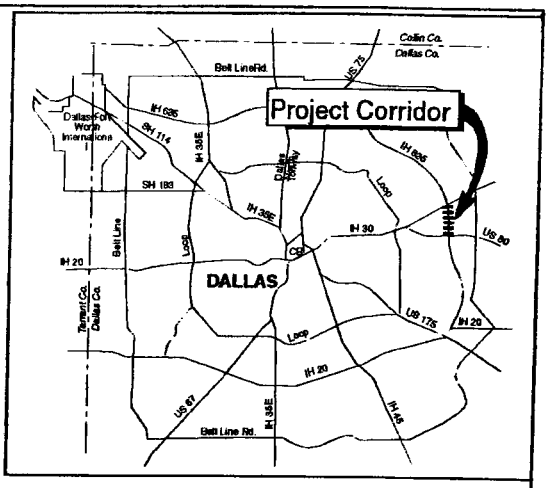
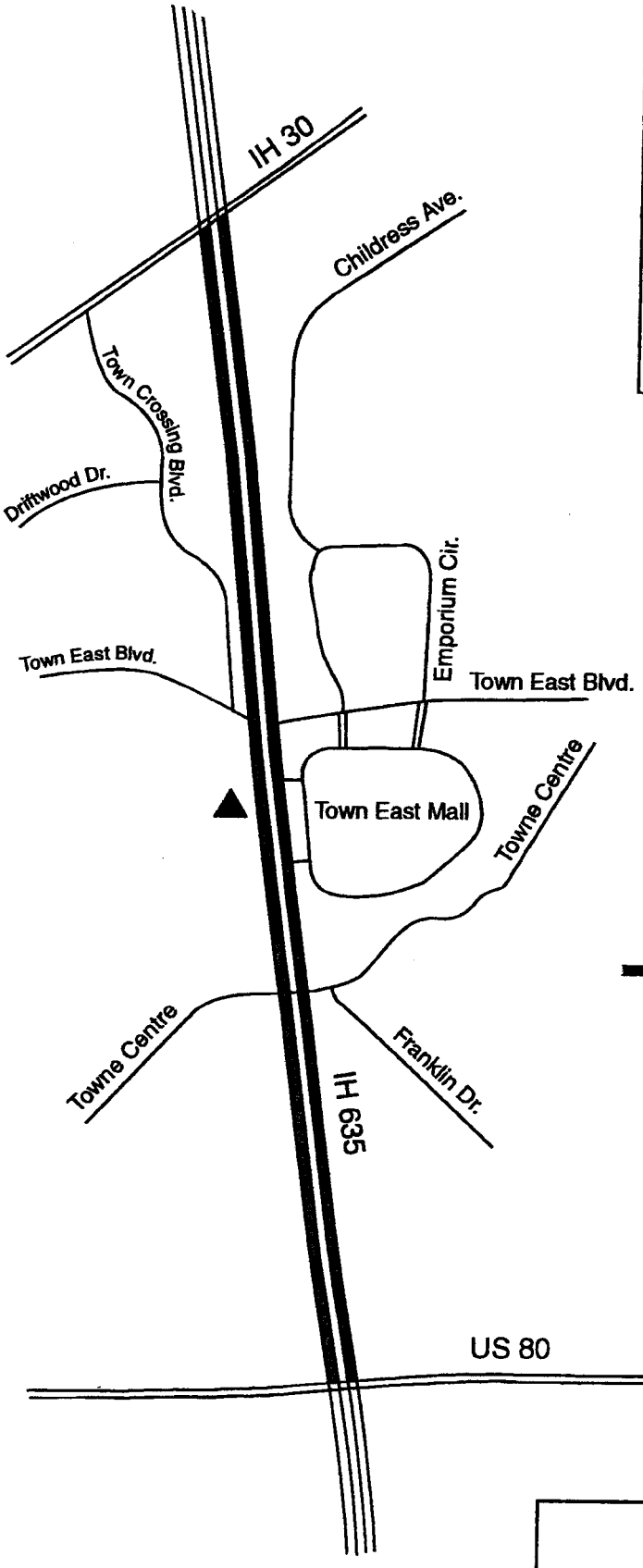
LBJ Corridor Transportatin Study

TRAFFIC VOLUMES
MESQUITE SECTION
IH 30 to US 80

FIGURE 9 | MARCH 2000





Not To Scale

Legend

IH 635

North Mesquite High School

Categorical Exclusion
Mesquite Section
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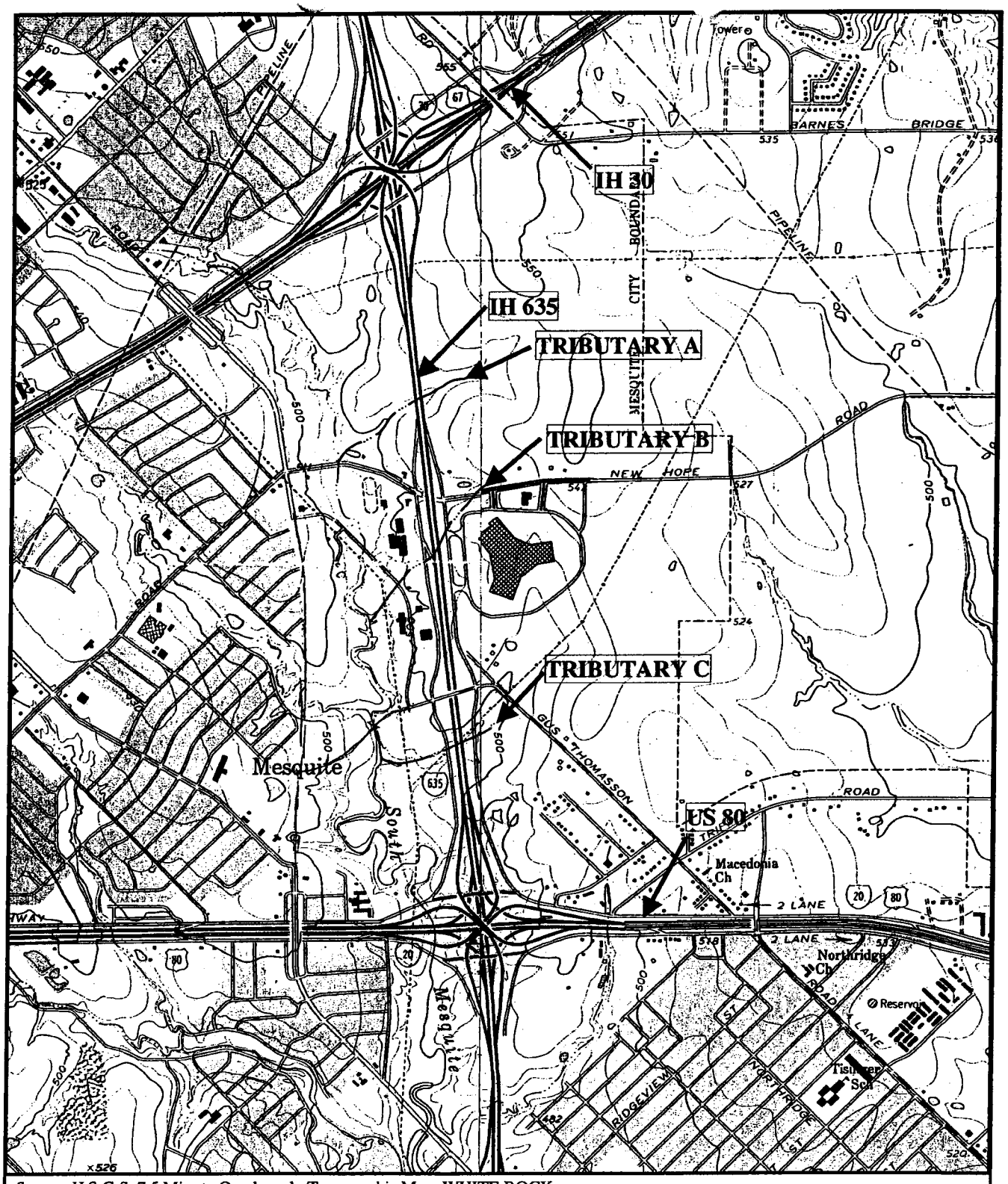
IH 635
from IH 30 to US 80

Public Facilities

Figure 10	Job. No. 61-18001-200	April 2000



Source: U.S.G.S. 7.5 Minute Quadrangle Topographic Map, WHITE ROCK LAKE, TX, 1973 and MESQUITE, TX 1973.

SCALE: 1cm = .24 km
1" = .38 mi
(Approximate)

Categorical Exclusion
Mesquite Section
Appendix A
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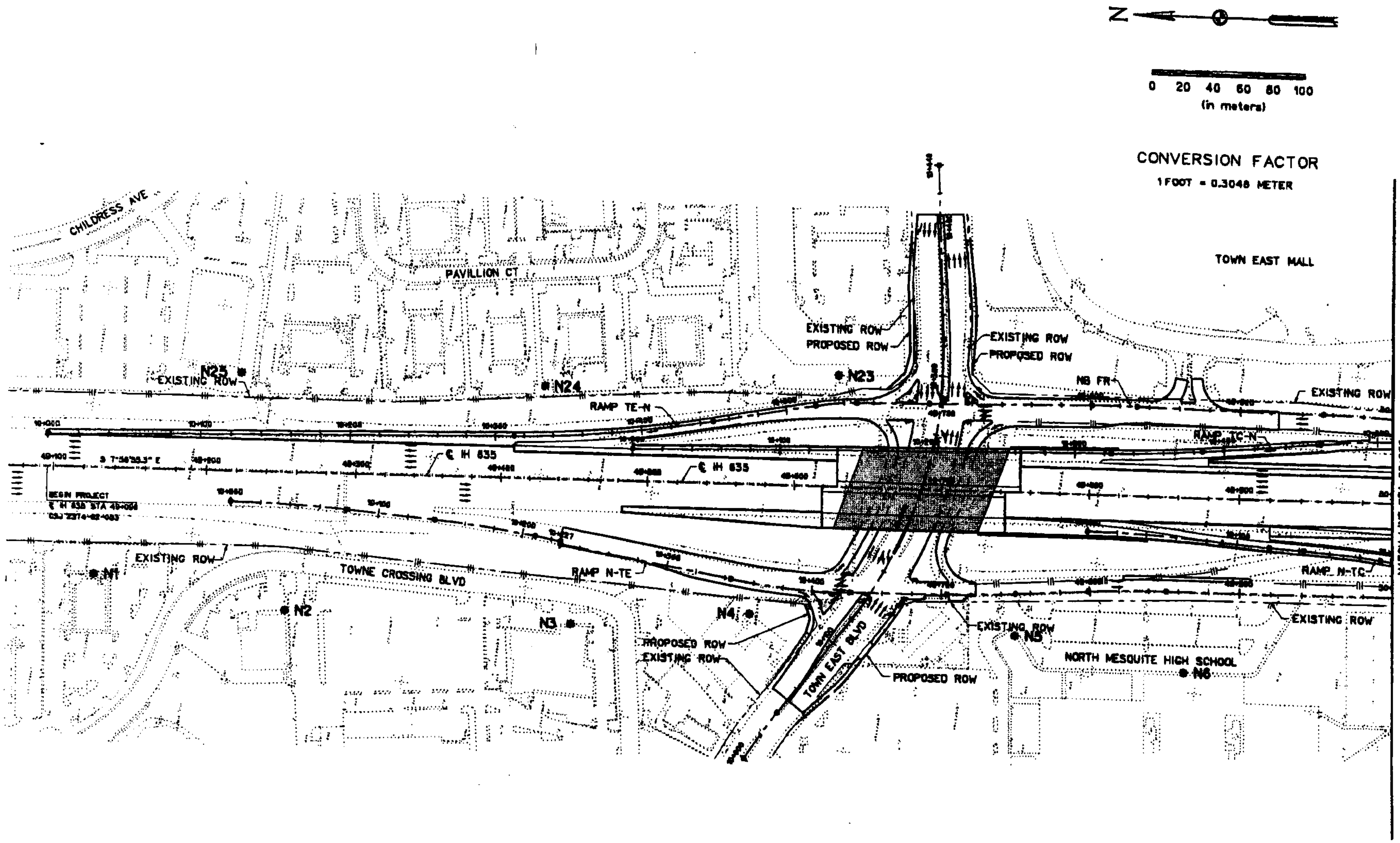
IH 635
from IH 30 to US 80

Area Creeks and Streams

Figure 11	Job No: 61-18001-200	May 2000



LEGEND

PROPOSED	
EXISTING	
● NX	MODELED RECEIVERS
PROPOSED NOISE WALL	

Categorical Exclusion
Mesquite Section
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Texas Department of Transportation

635 LBJ Corridor Transportation Study

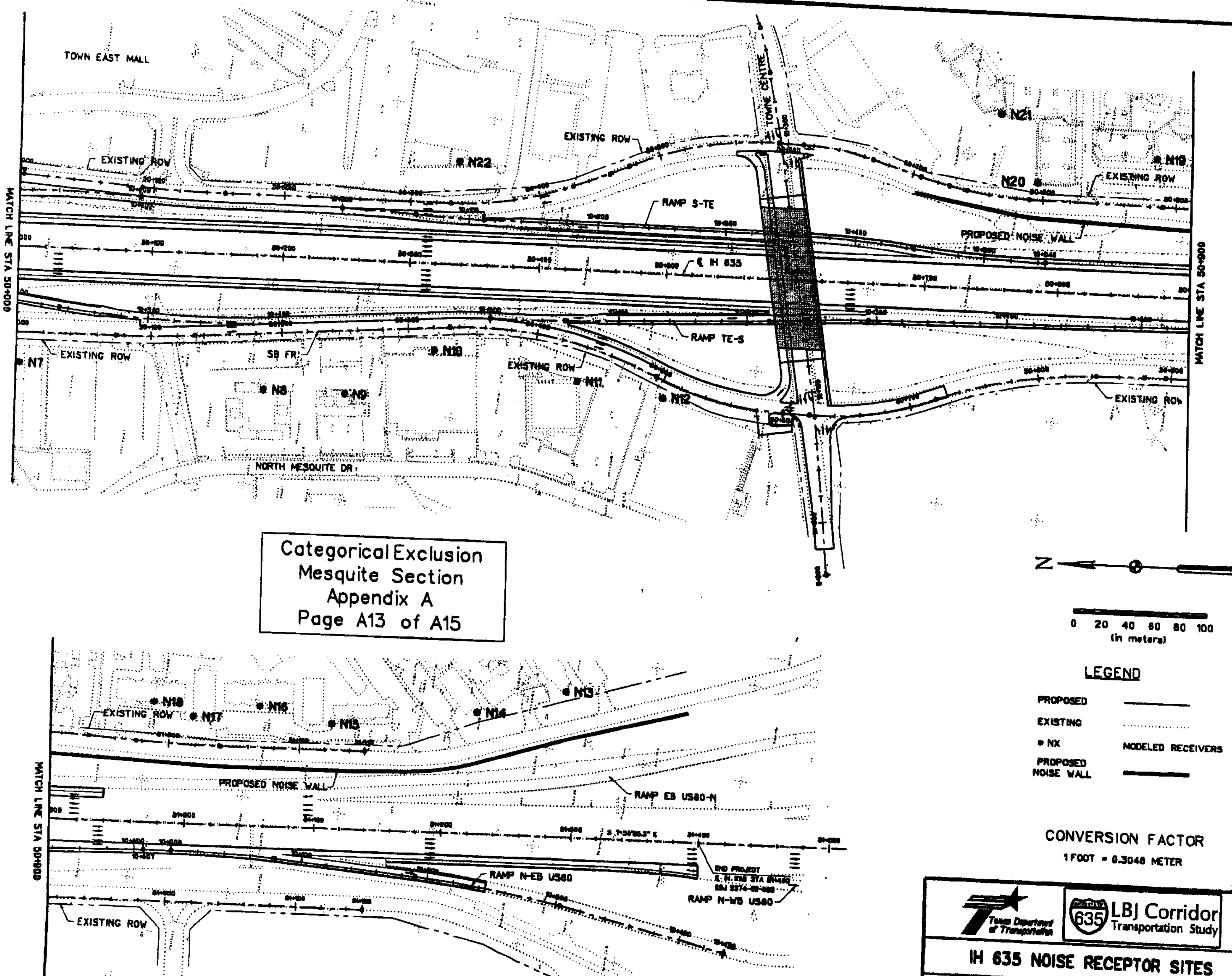
IH 635 NOISE RECEPTOR SITES

IH 30 TO US 80

Figure 12

NOVEMBER 2001

SHEET 1 OF 2



Categorical Exclusion
Mesquite Section
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Texas Department of Transportation

635 LBJ Corridor Transportation Study

IH 635 NOISE RECEPTOR SITES

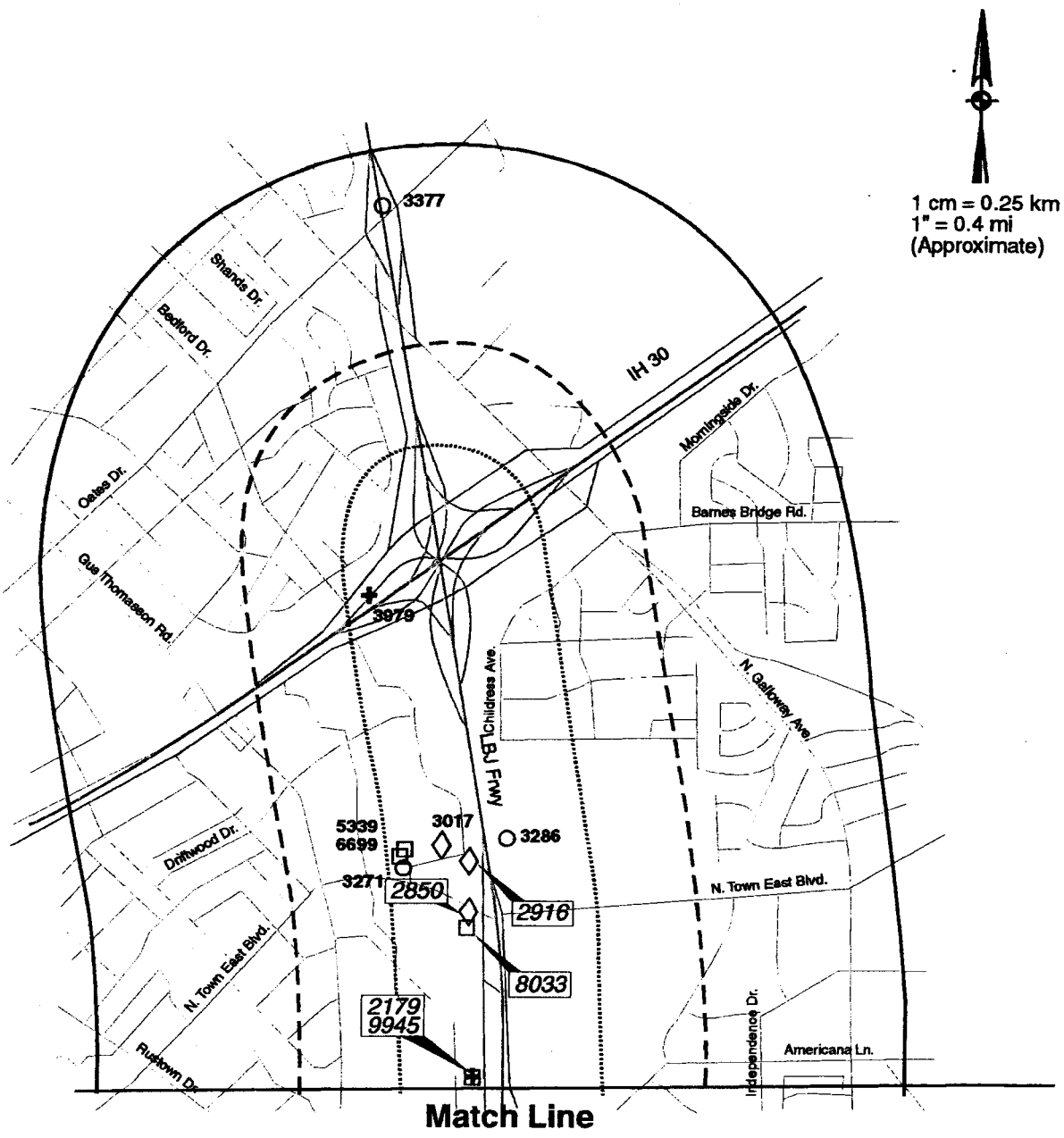
IH 30 TO US 80

Figure 13

NOVEMBER 2001

SHEET 2 OF 2

11712 G:\lbj\metzchem\east\cadd\cutsheets\sepk12noise.dgn 30-NOV-2001



Legend

- RCRIS_SG
- SPILLS
- LRST
- RST
- 1-mile Radius
- 0.5-mile Radius
- 0.25-mile Radius
- # Adjacent to Project Area

Sources: ERIIS, 1997a and 1997b; EPA, 1997

Categorical Exclusion
Mesquite Section
Appendix A
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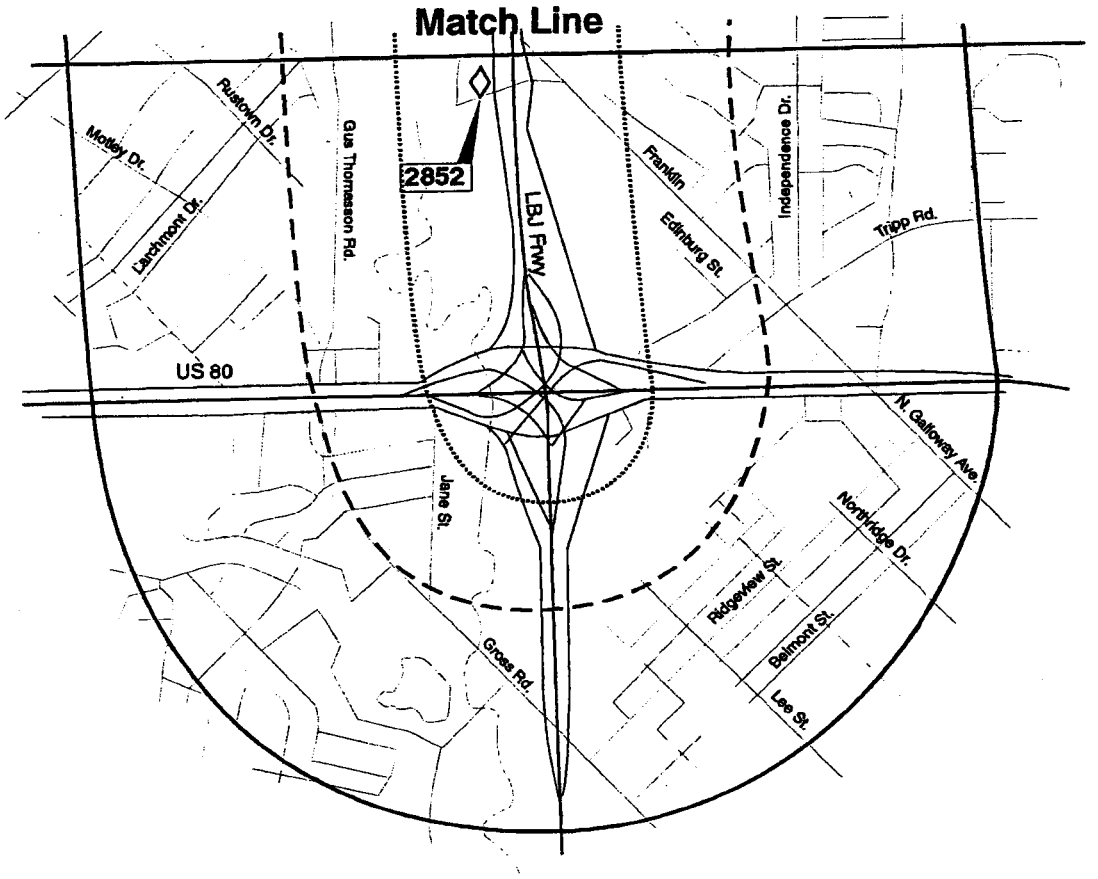
IH 635 from IH 30 to Town East Boulevard

Hazardous Material Sites

Figure 14	Job. No. 61-18001-200	April 2000



1 cm = 0.25 km
1" = 0.4 mi
(Approximate)

Legend

- □ RCRIS_SG
- ○ SPILLS
- ✚ LRST
- ◇ RST
- ——— 1-mile Radius
- — — — 0.5-mile Radius
- ..... 0.25-mile Radius
- [#] Adjacent to Project Area

Sources: ERIIS, 1997a and 1997b; EPA, 1997

IH 635
from Town East Boulevard to US 80

Hazardous Material Sites

Figure 15	Job. No. 61-18001-200	Date: August 2000

Categorical Exclusion
Mesquite Section
Appendix A
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APPENDIX B

FHWA LETTER

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division Office
300 East 8th Street,
Rm 826
Austin, Texas 78701

January 11, 2000

In Reply Refer To:

HA-TX

Dallas County
CSJ: 2374-02-098
IH 635
Interstate Access Justification

Mr. Robert L. Wilson, P.E.
Director, Design Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Attention: Mr. Ramin Z. Thomasian, P.E.

Dear Mr. Wilson:

Your December 9, 1999, letter transmitted the Interstate Access Justification Report for the above referenced project. The proposed project will improve local access and traffic circulation, improve the LOS on IH 635, and reduce the bottleneck at IH 635 at Town East Boulevard. A determination of engineering and operational acceptability is given for the proposed access revisions. Final approval will be given upon completion of the environmental process.

If you have any questions regarding this matter, please contact Sal Deocampo at (512) 916-5988.

Sincerely yours,

Walter C. Waidelich, Jr.
District Engineer

APPENDIX C

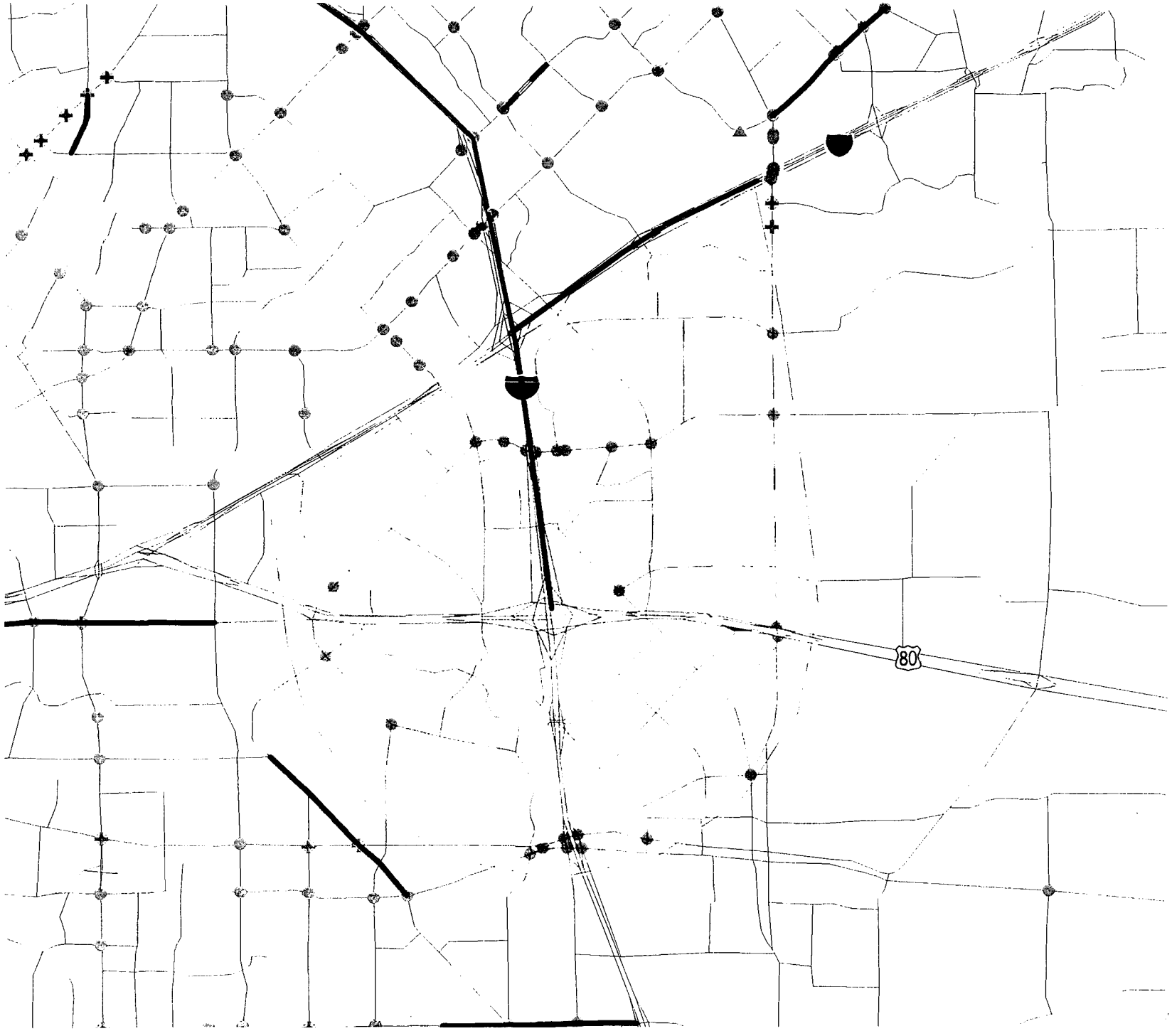
CMS INTERSECTION IMPROVEMENTS

IH 30 to US 80-Programmed Congestion Management System Projects

Project Code	Improvement Type	Locations
1901	SIGNAL	TOWN EAST BLVD. @ FORNEY RD.
1909.0005	SIGNAL	TOWN EAST BLVD. @ IH 635 SERVICE ROAD
1909.0005	SIGNAL	TOWN EAST BLVD. @ IH 635 SERVICE ROAD
1909.0006	SIGNAL	TOWN EAST BLVD. @ TOWN CENTER
1909.0001	SIGNAL	TOWN EAST BLVD. @ EAST EMPORIA CIR.
1909.0002	SIGNAL	TOWN EAST BLVD. @ WEST EMPORIA CIR.
1909.0003	SIGNAL	TOWN EAST BLVD. @ GALLOWAY
1909.0007	SIGNAL	TOWN EAST BLVD. @ TOWN CROSSING
9994	SIGNAL	BRUTON @ PEACHTREE
1904	SIGNAL	TRIPP RD @ FRANKLIN DR.
1890	SIGNAL	BELT LINE RD. @ GRUBB
1893	SIGNAL	GALLOWAY @ TOWN EAST BLVD.
1907	SIGNAL	US 80 @ BELT LINE RD.
1909.0004	SIGNAL	TOWN EAST BLVD. @ GUS THOMASSON
3104.0001	SIGNAL	BARNES BRIDGE @ BELT LINE
3107	SIGNAL	BELT LINE @ TOWN EAST
9994	SIGNAL	BRUTON @ PEACHTREE
1907	SIGNAL	US 80 @ BELT LINE RD.
3104.0007	SIGNAL	IH 635 @ SH 352/SCYENE
3104.0007	SIGNAL	IH 635 @ SH 352/SCYENE
3104.0008	SIGNAL	MILITARY PKWY. @ SH 352/SCYENE
3104.0011	SIGNAL	PEACHTREE @ SH 352/SCYENE
1894	SIGNAL	GROSS RD. @ SH 352/SCYENE
3104.0005	SIGNAL	IH 635 @ MILITARY
3104.0005	SIGNAL	IH 635 @ MILITARY
237402096	BRIDGE	IH 635 @ GROSS RD.
1902	SIGNAL	TOWN EAST BLVD. @ SKYLINE DR.
009502085	CAPACITY	US 80 FROM 0.4 MILES WEST OF BELTLINE RD. TO 0.2 MILES WEST OF BELTLINE RD.
009502086	SAFETY	US 80 FROM TOWN EAST BLVD TO KAUFMAN CO LINE
009510035	SAFETY	US 80 FROM GROSS ROAD TO TOWN EAST BLVD
009510900	SAFETY	

Source: NCTCOG, 2000.

Programmed CMS Projects-IH 635 from IH 30 to US 80



SOV Analysis Information

Project Number:84
Project Size:Large

Legend

- BRIDGE
- GRADE SEPERATION
- INTELLIGENT TRANSPORT
- INTERCHANGE
- INTERSECTION
- LANDSCAPING / MAINTENANCE
- R.O.W. AQUISTITION
- RAILROAD CROSSING
- SAFETY
- SIGNAL
- BARRIER / GUARDRAIL
- BIKEWAY / PEDESTRIAN TRAIL
- CAPACITY
- ENGINEERING
- HOV
- INTELLIGENT TRANSPORTATION
- INTERCHANGE
- LANDSCAPING / MAINTENANCE
- R.O.W. AQUISTITION
- RECONSTRUCTION / REHAB.
- SAFETY
- TRANSIT
- PROJECT LIMITS

0.5 0 0.5

Miles

N

North Central Texas Council of Governments Transportation

APPENDIX D

PUBLIC INVOLVEMENT

TABLE OF CONTENTS

NOTICE AFFORDING OPPORTUNITY FOR PUBLIC HEARING

The Texas Department of Transportation, in cooperation with the City of Mesquite is planning improvements to I.H. 635 (LBJ Freeway) from I.H. 30 to U.S. 80, with the construction limits from North of Town East Blvd. to U.S. 80, a distance of 1.4 miles within Dallas County. Due to scheduling, funding and logical sequencing the project will need to be broken into two phases. **Phase 1** will be for Towne Centre Drive and associated ramp and roadway improvements; and **Phase 2** will be for Town East Blvd and associated ramp and roadway improvements.

Phase 1 for Towne Centre Drive will consist of replacing the existing 4-lane overpass with a new 6-lane structure to include a U-turn on the north side; reconstructing the Towne Centre Drive intersection approaches and frontage road intersections; relocating and reconstructing the southbound Town East Blvd. entrance ramp and southbound auxiliary lane; constructing a new Towne Centre Drive southbound exit ramp; and relocating and reconstructing the northbound Town East Blvd. exit ramp and northbound auxiliary lane from U.S. 80 interchange to the exit ramp.

Phase 2 for Town East Blvd. will consist of reconstructing the Town East Overpass; constructing a southbound and northbound auxiliary lane over Town East Blvd.; constructing a new Town Centre Drive northbound entrance ramp; reconstructing the Town East Blvd. frontage road cross street intersections and portion under the overpass; reconstructing the Town East Blvd. intersection approaches to the frontage road intersections; and reconstructing and revising the profile of the northbound frontage road approaching Town East Blvd.

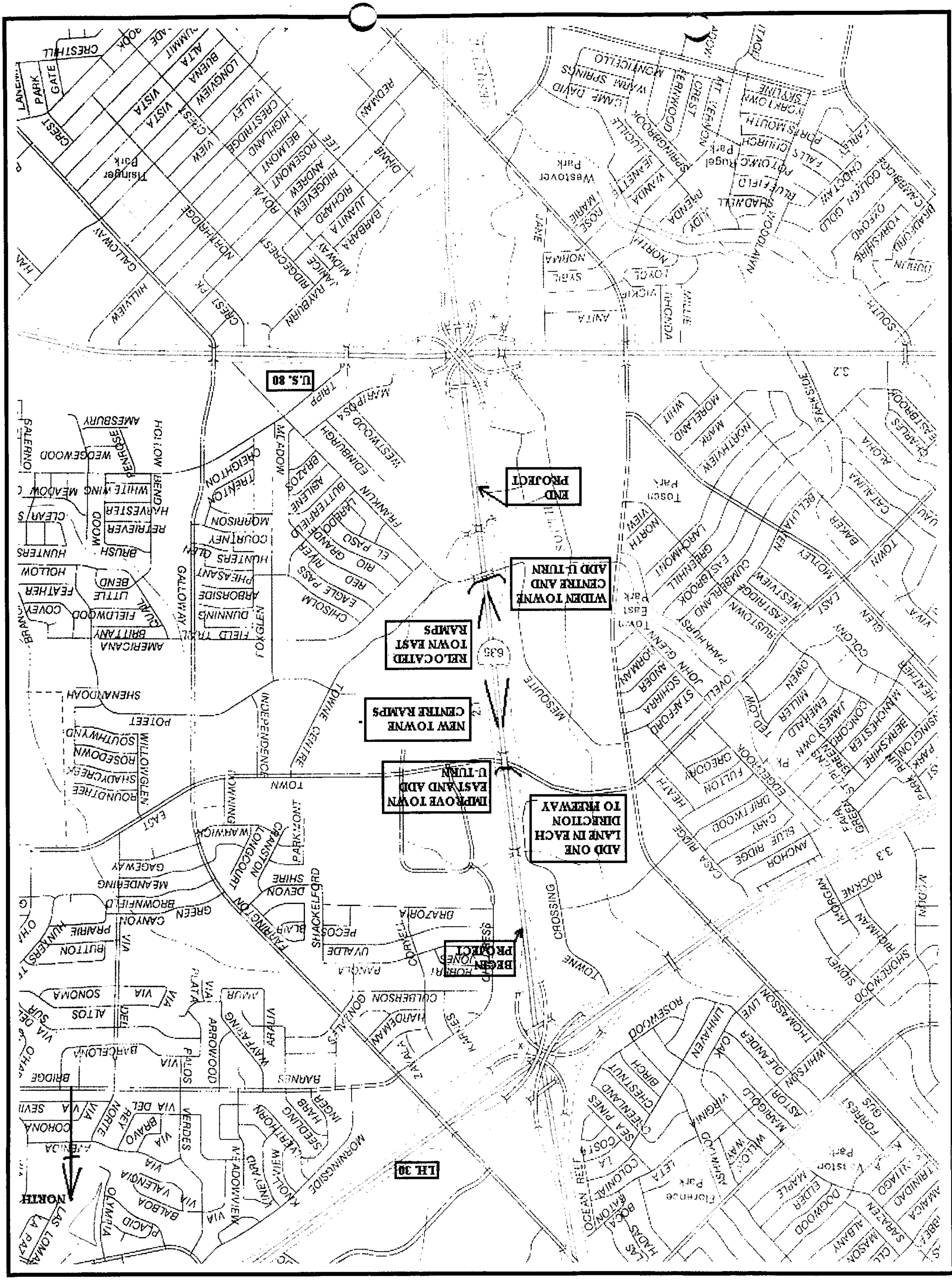
The existing right-of-way (ROW) width is typically 350 feet and varies along I.H. 635 and will be adequate for the proposed improvements to I.H. 635 (LBJ Freeway); no additional ROW will be required for the I.H. 635 improvements; however, additional ROW of 0.2868 acres (0.1161 hectares) will be required for improvements to Town East Blvd. Although the proposed additional ROW area is in a developed area zoned by the City of Mesquite as commercial retail, no businesses or houses will be displaced or relocations would occur as a result of the proposed

improvements. Information concerning services and benefits, which may be available to affected property owners as well as information about the tentative schedule for right of way acquisition and construction, can be obtained from the LBJ Project Office.

The earliest possible date to begin construction for **Phase 1** is June of 2002. Construction for **Phase 2** will begin after ROW acquisition and utility relocation is complete. Each phase of the project will be scheduled to minimize traffic disruption during the holiday shopping season.

Note that this project is part of the LBJ corridor, which includes another project called the East Section. The limits of the East Section are from U.S. 75 to I.H. 30. This notice is not for the East Section of the LBJ corridor.

Information about the proposed project, schematic drawings, and the environmental assessment are available for public inspection and copying at the Texas Department of Transportation (TxDOT) Dallas District office located at 4777 E. Hwy 80, Mesquite, Texas 75150-6643 and at the LBJ Project Office located at 9330 LBJ Freeway, Suite #1080, Dallas, Texas 75243. Schematic drawings showing the proposed improvements and geometric design are also on file with the City of Mesquite, located at 1515 N. Galloway Avenue, Mesquite, Texas 75149. Any citizen can request that a public hearing be held to discuss the social, economic, and environmental effects of the proposed location and design by submitting a written request to the LBJ Project Office. Requests must be delivered or postmarked by **September 10, 2001**. If a public hearing is held, persons who require special communication or accommodation needs are encouraged to contact Mark Ball, District Public Information Officer (214) 320-4481 at least two days before the public hearing. The Texas Department of Transportation's LBJ Project Office mailing address is: 9330 LBJ Freeway, Suite #1080, Dallas, Texas 75243, Attn: Matthew E. MacGregor, P.E. If additional information is required in regards to this project, please contact Matthew E. MacGregor, P.E. at (972) 437-0101.



APPENDIX D
MESQUITE CAT EX

TOWN EAST MALL

September 10, 2001

Mr. Matthew E. MacGregor Fax: 972-437-5402
LBJ Project Manager
Texas Department of Transportation
9330 LBJ Freeway, Suite 1080
Dallas, TX 75243

Subject: TXDOT IH-635 Improvements from
North of Town East Boulevard to US 80
Request for Public Hearing

Dear Mr. MacGregor:

Due to the uncertainty of the effect that the subject improvements would have on the eventual design of the IH-30/IH-635 interchange and of the long-term accessibility of Town East Boulevard from and to IH-30 and other concerns, I request a public hearing on the subject project.

Please let me know how notice of the public hearing will be provided and who in the area will receive the notice.

Sincerely,

MJ. Foster BW.

Jim Foster, SCSM
General Manager

Texas Department of Transportation
LBJ Project Office
SEP 12 2001
Dallas, Texas
RECEIVED

Fc: Mr. Charles Tucker, PE 214-320-6625

2063 Town East Mall • Mesquite, Texas 75150
Office (972) 270-4431 • Fax (972) 686-8974

EL FENIX
CORPORATE OFFICE
Since
1918

El Fenix Corporation / Executive Offices: 11075 Harry Hines Blvd. / Dallas, Texas 75229
Phone (972) 241-2171 / Fax (972) 241-3031
www.elfenixtexmex.com

September 10, 2001

Mr. Matthew E. MacGregor
LBJ Project Manager
Texas Department of Transportation
9330 LBJ Freeway Suite 1080
Dallas, Texas 75243

Subject: TxDOT IH-635 Improvements from North of Town East Boulevard to US 80 - Request for Public Hearing

Dear Mr. MacGregor:

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Please let me know how notice of the public hearing will be provided and who in the area will receive the notice.

Sincerely,

Susan I. Martinez
CBT Chair

Abed Abukar
DART
P.O.Box 660163
Dallas, TX 75266

Charles W. Anderson
8235 Douglas Ave., # 1040
Dallas, TX 75225

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Turner, Collie & Braden, Inc.
17300 Dallas Parkway, #1010
Dallas, TX 75248

Judy Busocker
Al's Formal Wear
7807 Main St.
Houston, TX 77030

Senator John Corona
Texas State Senator
2208 Routh Street
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FHWA
300 E. 8th St., Rm. 826
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4055 Cochran Chapel
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801 East Campbell, #425
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Mesquite City Council
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Mesquite, TX 75185

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TxDOT - Austin - DES

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HNTB
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Plano, TX 75093

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Paul Williams
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Robert Wunderlich
City of Garland
P.O.Box 469002
Garland, TX 75046

Stewart Wysong
General Growth Properties
225 E. John Carpenter Frwy.,
#400

LBJ Corridor Study

IH 635 – IH 30/ Town East Blvd. Area
Design Charette/Value Engineering Workshop
Follow-Up Meeting

Mesquite Arts Center
October 26, 2001
9:00 am to 12:00 noon

Name	Organization	Address	Phone (Off. & FAX)
Tom O'Grady	HNTB Corp.	5910 W. Plano Pkwy #200 Plano TX 75093	ON FILE
MARK A. MAREK	TXDOT-DESIGN DIVISION	125 E. ELEVENTH ST AUSTIN TX 78701	512-416-2653
Judy Brisocker	Brudes Mart	7807 Main St Houston. TX 77030	(817) 284-7064
Abed AbuKar	DART	1401 pacific Ave. Dallas TX 75266	214-749-3576
JOHN V. BLAIN JR.	Dean International	5350 Co. Rd 279 Kaufman TX 75142	214 750 0123 or 972 563-3936
Terry Watson	Kimley-Horn	12700 Park Central Dallas TX 75251	972-770-1300
RICHARD MUELLER	DEAN INTERNATIONAL	8080 Park Lane II DALLAS	972 239-3820 ~~972~~ 214-750-0123 214-750-0124
BRUCE NOLLET	TxDOT	4777 E. HWY 80 MESQUITE, 75150	(2) 320-6166 (2) 320-4410
TED BARRON	City of Mesquite		

Name	Organization	Address	Phone (Off. & FAX)
Scott Huffman	TC&B	Fort Worth Office	817-332-8977 (off.) 817-332-8979
STANFORD LYNCH	DEAN INTERNATIONAL	BOBO PARK LANE, DALLAS	214-750-0123 214-750-0124
BRIAN R. BAUTH	TxDOT	4777 E. HWY 80 MESQUITE, TX 75150	214-320-6189 214-320-6625
ANDY OBERLANDER	TxDOT	"	214-320 4438 214-320-6615
EARL DELAND	CITY OF MESQUITE	P.O. BOX 850137 MESQUITE, TEX	972-216-6217 972-216-8100
Jerry Dittman	City of Mesquite	"	972-329-8733
Matt MacGregor	TxDOT	LBJPO	972-457-0101 972-457-5402
Rick Slaven	ZM Companies	3401 ARMSTRONG Dallas, TX 75205	214-443-1999
Jay Rhea	TxDOT	Dallas	214 320-6610
SUSAN MARTINEZ	EL FENIX	11075 HARRY HINES DALLAS, TX 75229	972/241-2171
Tom Palmer	City of Mesquite	PO BOX 850137 MESQ TX 75185-0137	9/216-6340
John Monaco	" " "	"	972-279-7203
MARK MIDDLETON	TTI	101 N DAVIS SUITE 110 ARLINGTON TEXAS 76013	817 462-0513

Name	Organization	Address	Phone (Off. & FAX)
Robert Wunderlich	City of Garland	200 Main St, Garland 75040	972-205-2432 972 205-2823 (Fax)
Tim Starr	City of Dallas		214-670-5662 214-670-3800
Terry Sams	TxDOT		214-320-6231 6615
Timothy M Tumulty	City of Mesquite	1515 N. Galloway Ave Mesquite TX 75149	(972) 216-6217 (972) 216-8100
Rick Berry	City of Mesquite	"	(972) 216-6215
Jim Foster	Town East Mall	2063 Town East Mall Mesq. 75150	972 270 4431
Ron Wang	TxDOT-LBJPO		972-457-0101
Nabeel Khwaja	CTR	Dallas Dist.	214-320 6188
Vijay Deolapure	TxDOT-LBJPO	9330 LBJ Freeway Dallas TX 75243	(972) 437-0101
Robert Jenkins	TC&B	1200 Summit Ste 600 Fort Worth 76102	(817) 332-8977
Kathy Ingle	LBJ Corridor Champion		972-393-0227

Texas Department of Transportation

LBJ Project Office
9330 LBJ Freeway • Suite 1080 • Dallas, Texas 75243
Phone (972) 437-0101 • Fax (972) 437-5402

December 4, 2001

LBJ Project – Mesquite Section
CSJ: 2374-02-098
IH 635 From: North of Town East Blvd.
To: U.S.80
Dallas County

Mr. Jim Foster, SCSM
General Manager
Town East Mall
2063 Town East Mall
Mesquite, Texas 75150

Dear Mr. Foster:

On September 10, 2001,we received a letter (copy attached) from you requesting a public hearing for the Mesquite Section. In your letter you expressed concern due to the uncertainty of the effect that the subject improvements would have on the eventual design of the IH-30/IH-635 interchange.

Following receipt of your letter, TxDOT, the City of Mesquite, you and many other community and business representatives participated in a "Design Charette" and a "Follow-Up" meeting. The results and recommendations of both events are being incorporated into the ongoing schematic development and environmental documentation process. It was indicated to us at that time that your uncertainty with regard to the Mesquite Section had been removed as a concern. We would like to schedule a meeting with you to determine if you have any remaining concerns for the Mesquite Section prior to proceeding to schedule a public hearing.

Please respond to this letter or call me at (972) 437-0101 at your earliest convenience. We trust that our continued cooperation on transportation issues for this area can be reflected in our spirit of teamwork, moving the Mesquite Section toward implementation in a timely manner.

Sincerely,

Matthew E. MacGregor
LBJ Project Manager

Attachment

cc: Jay Nelson, Stan Hall, Tim Tumulty, Mesquite 2374-02-098

Texas Department of Transportation
LBJ Project Office
9330 LBJ Freeway • Suite 1080 • Dallas, Texas 75243
Phone (972) 437-0101 • Fax (972) 437-5402

December 4, 2001

LBJ Project – Mesquite Section
CSJ: 2374-02-098
IH 635 From: North of Town East Blvd.
To: U.S.80
Dallas County

Ms. Susan I. Martinez
CBT Chair
c/o El Fenix Corporation
11075 Harry Hines Blvd.
Dallas, Texas 75229

Dear Ms. Martinez:

On September 10, 2001,we received a letter (copy attached) from you requesting a public hearing for the Mesquite Section. In your letter you expressed concern due to the uncertainty of the effect that the subject improvements would have on the eventual design of the IH-30/IH-635 interchange.

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Sincerely,

Matthew E. MacGregor
LBJ Project Manager

Attachment

cc: Jay Nelson, Stan Hall, Tim Tumulty, Mesquite 2374-02-098

LBJ Project Office
9330 LBJ Freeway • Suite 1080 • Dallas, TX 75243
Tel. 972-437-0101 • Fax 972-437-5402

November 6, 2001

«DEAR» «FIRST» «LAST»
«Company»
«ADDRESS1»
«CITY», «STATE» «Zip»

Dear «DEAR» «LAST»:

I want to thank everyone for their consensus building skills in resolving the I-30 to Town East Blvd. access issue. Everyone's ongoing cooperation and support at the Charette Follow-Up meeting held Friday, October 26, 2001, shows what we can do when we work together. To recap in bullet form, the following is what we collectively agreed to put forth in the East Section Schematic.

1. Add a ramp to the EB/WB I-30 direct connector that would provide access to Town East Blvd. as an exit ramp to the SB collector distributor road. In the presentation this was shown as "Option 3".
2. Shift the Mesquite Section Towne Centre Drive exit ramp south to maintain/improve the merge/weave distance with respect to the EB/WB I-30 direct connection ramp to I-635.
3. Add a WB Gus Thomasson by-pass ramp to facilitate the movement of Town East Blvd. traffic returning to WB I-30 without going through the Gus Thomasson signalized intersection.
4. Add an EB Galloway by-pass ramp to facilitate the movement of Town East Blvd. traffic returning to EB I-30 without going through the Galloway signalized intersection.

Our plan of attack for including what we agreed to is as follows.

1. Submit "Option 3" to Austin Design Division for their review, input, approval and forwarding to the FHWA for approval consideration. Generally, when a TxDOT District and the Local Community are in agreement on an option, Austin and the FHWA support it.
2. After receiving our expected approval for the above-mentioned items we will make the required changes to the East Section schematic and present them at the East Section public hearing next spring.

Once again we want to thank everyone for his or her participation in the "Charette". If you have any questions about the agreed upon direction, please do not hesitate to call me at 972-437-0101.

Sincerely,

Matthew E. MacGregor, P. E.
LBJ Project Manager

/ch

Abed Abukar
DART
P.O.Box 660163
Dallas, TX 75266

Charles W. Anderson
8235 Douglas Ave., # 1040
Dallas, TX 75225

Chris Bergeron
Turner, Collie & Braden, Inc.
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