Final Environmental Assessment

IH 35E Phase II
From US 77 South to US 77 North
Ellis County, Texas

CSJs: 0048-04-090, 0048-04-092, 0048-04-093, and 0048-04-094

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

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Acronyms

APE	area of potential effects
AADT	annual average daily traffic
BMP	Best Management Practice
CO	carbon monoxide
CWA	Clean Water Act
CFR	Code of Federal Regulations
CBC	concrete box culvert
CMP	congestion management process
CMAQ	Congestion Mitigation and Air Quality
CGP	Construction General Permit
EMST	Ecological Mapping Systems of Texas
DHHS	Department of Health and Human Services
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EO	Executive Order
ETC	estimated time of completion
FM	Farm to Market
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FONSI	Finding of No Significant Impact
PA-TU	First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings
FWCA	Fish and Wildlife Coordination Act
GWCC	Groundwater Contamination Case
ID	identification
IPAC	Information for Planning and Consultation
ISA	Initial Site Assessment
IH	Interstate Highway
LPST	leaking petroleum storage tank
lf	linear feet
MOU	Memorandum of Understanding
MTP	Metropolitan Transportation Plan
MBTA	Migratory Bird Treaty Act
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NHPA	National Historic Preservation Act
NHD	National Hydrologic Dataset
NMFS	National Marine Fisheries Service
NRHP	National Register of Historic Places
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory

NWP	Nationwide Permit
NCTCOG	North Central Texas Council of Governments
NOI	Notice of Intent
OHWM	Ordinary High Water Mark
PM	particulate matter
PS&E	Plans, Specifications, and Estimates
PCN	Pre-construction Notification
PA	Programmatic Agreement
PSL	Project Specific Location
RCB	reinforced concrete box
RCP	reinforced concrete pipe
SOV	single occupancy vehicle
SGCN	Species of Greatest Conservation Need
SAL	State Antiquities Landmark
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality
TxDOT	Texas Department of Transportation
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TXNDD	Texas Natural Diversity Database
TPWD	Texas Parks & Wildlife Department
TPDES	Texas Pollutant Discharge Elimination System
TWDB	Texas Water Development Board
TBD	to be determined
TSS	total suspended solids
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UST	underground storage tank
US or U.S.	United States
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WOTUS	Waters of the U.S.

1.0 Introduction

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles (see **Appendix A**). The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and to determine whether such consequences warrant the preparation of an Environmental Impact Statement (EIS). The EA is prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). The EA will be made available for public review and TxDOT will consider any comments submitted following the comment period. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 Project Description

2.1 Existing Facility

The existing facility (see **Appendix B**) consists of a six-lane divided freeway with three 12-foot main lanes in each direction, 10-foot outside shoulders, and 10-foot inside shoulders, with discontinuous frontage roads along the length of the project. The existing facility has a typical right of way width of 300 feet.

2.2 Proposed Facility

The proposed project would connect sections of the existing, discontinuous one-way frontage roads along the southern portion of the project on IH 35E at Waxahachie Creek, at the Union Pacific Railroad/Business 287 crossing, and at the intersection with US 77 North (see **Appendix C**). The proposed frontage roads would include a 12-foot inside lane and 14-foot outside lane with a 2½-foot curb and gutter (see **Appendix D**). Six-foot sidewalks would also be included along the frontage roads, and new pedestrian bridges would be added along the frontage roads on US 287, both east and west of IH 35E.

Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (Farm-to-Market [FM] 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and FM 664 (Ovilla Road) where no overpass currently exists. Proposed activities would also include various interchange improvements consisting of the addition of U-turn bridges at the existing FM 66 and FM 1446 overpasses and two new direct-connectors at the US Highway 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required.

Federal regulations require that federally funded transportation projects have logical termini. 23 CFR 771.111(f)(1). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The limits for the proposed improvements to IH 35E are from US 77 South to US 77 North, and these limits were chosen because they are interchanges with a major U.S. Highway.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. 23 CFR 771.111(f)(2). This means a project must be able to provide benefit by itself, and must not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project can stand on its own without the implementation of other traffic improvements as the project provides improved mobility along IH 35E. The proposed project does not irretrievably commit federal funds for other transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. 23 CFR 771.111(f)(3). This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements because the proposed improvements would not preclude the future widening of the interstate or the development of other transportation modes or routes.

The proposed project is consistent with the NCTCOG's financially constrained 2045 Metropolitan Transportation Plan (MTP) and the 2019–2022 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by the FHWA and Federal Transit Administration (FTA) on November 21, 2018. Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

3.0 Purpose and Need

3.1 Need

The proposed project is needed because the lack of continuous frontage roads and outdated interchange designs have led to a decrease in mobility throughout the corridor as traffic volumes have increased.

3.2 Supporting Facts and/or Data

Traffic data for the baseline year 2020 and future year 2040 are an annual average daily traffic (AADT) of 100,251 and 124,333 vehicles per day, respectively. The future (2040) projections for traffic volumes indicate a 24-percent increase from the 2020 levels, and this increased volume would lead to even further decreases in mobility along the interstate. The frontage roads along this stretch of IH 35E are discontinuous, which leads to congestion on the main lanes and inefficient traffic flow throughout the

corridor, including at the intersections. In addition, the interchange reconstruction is needed to address deficiencies in vertical clearance for current and future traffic, as well as to improve traffic flow.

3.3 Purpose

The purpose of the proposed project is to improve mobility on IH 35E within the city of Waxahachie, Ellis County, Texas.

4.0 Alternatives

4.1 Build Alternative

The Build Alternative is described in **Section 2.0** and includes the reconstruction of five interchanges within the corridor, improvements to the frontage roads, and ramp modifications. The completion of continuous frontage roads and improvements to various interchanges throughout the corridor, including direct connectors at IH 35E/US 287, would improve mobility along the IH 35E corridor.

4.2 No Build Alternative

The No Build Alternative would result in TxDOT taking none of the actions described in **Section 2.0**, and consequently the mobility improvements anticipated as a result of the Build Alternative would not occur. The build alternative is, therefore, the preferred alternative. The No Build Alternative would not result in the impacts to the natural and human environment described in the following sections. Despite not meeting the purpose and need for the proposed project, the No Build Alternative is carried forward for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

The Build and No Build Alternatives were the only alternatives considered for this project.

5.0 Affected Environment and Environmental Consequences

Environmental issues were a primary focus in the planning, design, and environmental analysis processes. In support of this EA, the following technical reports were prepared and may be inspected and copied upon request at the TxDOT Dallas District Office:

- TxDOT 2017. Public Meeting Summary
- TxDOT 2018a. Community Impact Assessment Technical Report Form
- TxDOT 2018b. Archeological Resources Survey Report
- TxDOT 2018c. Hazardous Materials Initial Site Assessment and Impact Evaluation
- TxDOT 2018d. Air Quality Technical Report
- TxDOT 2018e. Traffic Noise Analysis Technical Report
- TxDOT 2018f. Biological Evaluation Form and Tier I Site Assessment
- TxDOT 2018g. Water Resources Technical Report

- TxDOT 2018h. Checklist for Section 4(f) De Minimis for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties
- TxDOT 2018i. Indirect and Cumulative Impacts Technical Report
- TxDOT 2019. Historical Resources Survey Report

Resource categories with the potential to be affected by the implementation of the proposed project are summarized in the following sections.

5.1 Right of Way/Displacements

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required (see **Appendix C**).

The proposed project would not result in residential displacements and would not separate or divide neighborhoods. One business could be impacted in a manner that could prevent it from continuing to operate. There is a trading post operating from temporary structures on a lot adjacent to the IH 35E northbound frontage, approximately 600 feet north of the intersection with South Rogers Street. If the trading post could relocate one of its structures by moving it approximately 50 feet further from the frontage road, the business would be able to continue operating on that lot. Otherwise, the proposed right of way acquisition would displace the existing business, as the proposed right of way overlaps with the structure where the trading post stock is housed. The trading post is not unique to the area. There are several retail facilities selling used goods where employees could find comparable positions and customers could find similar merchandise. Therefore, the possible displacement is unlikely to impact the surrounding community.

No Build Alternative

Under the No Build Alternative, no right of way or easements would be acquired and no residential or commercial displacements would occur.

5.2 Land Use

The primary land uses along the IH 35E corridor are commercial and industrial, with many businesses selling industrial and agricultural equipment and supplies, and some general retail along the length of the project. On the north end of the project area, many businesses support to the trucking industry, selling haul trucks and trailers, and offering service and repair. Dispersed throughout the project corridor are typical businesses dependent on through-traffic such as hotels, convenience stores, and gas stations.

At the north end of the project, three schools are located along the corridor: Life High School, Life Middle School, and Life School Red Oak Elementary. Dunaway Elementary School is located approximately 1,400 feet from the proposed project right of way near the project's southern terminus, along with a concentration of assisted living and elderly care facilities (Waxahachie Senior Center,

Country Lane Seniors, Pleasant Manor Health & Rehab Center, Renfro Healthcare Center). Presbyterian Children's Home and Services is located west of the southbound frontage road, near the intersection of IH 35E and Brookside Drive.

The project is not anticipated to change the overall land use character of the IH 35 corridor, which is a mix of industrial, commercial, and residential land uses, as noted earlier. The majority of new development in the corridor is healthcare or education related. The Baylor Scott & White Medical Center is relatively new, as is the Life High School. These types of developments would seem to indicate a trend towards population growth in this suburban area south of Dallas, and the Texas State Data Center projects a 43-percent growth rate for Ellis county (which includes Waxahachie) between 2020 and 2040; the projected growth rate for Texas for the same period is 32 percent. Given this trend, the corridor is likely to continue to develop, and the proposed improvements would not conflict with current or future land use.

No Build Alternative

Under the No Build Alternative, additional right of way or easements would not be acquired and no land uses would be converted to transportation use.

5.3 Farmlands

The proposed project would convert soil types subject to the Farmland Protection Policy Act to a nonagricultural, transportation use. However, the combined scores of the relative value of the farmland and the site assessment completed by TxDOT do not warrant further consideration for protection and no additional sites need to be evaluated.

No Build Alternative

Under the No Build Alternative, no important farmland soil types would be converted to transportation use.

5.4 Utilities/Emergency Services

There are numerous underground and aboveground utilities along the corridor and utility adjustments would be necessary. These adjustments would be determined during the detailed design and right of way phases of the proposed project, and coordination with utility owners would be necessary. Utility adjustments would be accomplished with the least disruption in service as is practicable.

The Baylor Scott & White Hospital and Ellis County ESD #6 Fire Department are the primary providers of emergency services in the project area, and both would benefit from improved mobility along the IH 35E corridor. Baylor Scott & White Hospital would benefit from improved mobility at the US 287/IH 35E interchange due to the direct connectors which would increase operational efficiency by allowing drivers to move from one facility to the other without having to exit and pass through the intersections. The continuous frontage roads and the intersection improvements would remove traffic conflict points and allow cars to more easily move out of the way to allow emergency vehicles to pass. The

improvements to operational efficiency and traffic flow are expected to reduce emergency response times and allow emergency responders more route choices in case of traffic congestion.

5.5 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities that comply with TxDOT's policy for bicycle and pedestrian accommodations and the U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations are proposed as part of the proposed project, as described in **Section 2.0**. Bicycles would be accommodated on the 14-foot outside lanes on the frontage roads, and six-foot sidewalks would be included along the length of the project. Pedestrian bridges would also be included across US 287 both east and west of IH 35.

5.6 Community Impacts

Access and Travel Patterns

The proposed improvements at FM 66, FM 1446, Lofland Drive, Butcher Road, and Sterrett Road would include new left turn lanes and new frontage road U-turns. The improvements would benefit the residential areas east and west of the intersections by removing conflict points and improving traffic flow. The connection of northbound and southbound frontage roads over the railroad and Business 287 would serve as an improvement to mobility and ease of use of the proposed facility. The proposed US 287/IH 35E direct connectors would improve the operational efficiency of the highways by allowing drivers to move from one facility to the other without having to exit the highways.

Changes to access and travel patterns are expected to be minor, as the proposed project seeks to improve mobility and traffic flow at the intersections along the interstate. Traffic from adjacent parcels and intersecting roadways would continue to utilize the frontage roads to access IH 35E, and in some areas benefit from increased mobility where existing frontage roads would be made continuous and where on- or off-ramps would be relocated. The addition of sidewalks may encourage the use of alternate modes of transportation within the study area, as there are no walking and cycling facilities along the existing facility. No changes in bus routes are anticipated as a result of the proposed project.

Community Cohesion

The proposed project would have minor impacts on community cohesion by making travel to and from the north and south ends of the community and across IH 35E more convenient overall. The improved overpasses at FM 66, FM 1446, Hotel Drive, Lofland Drive, Butcher Road, and Sterrett Road would allow for greater mobility across the highway, which could alleviate a sense of separation created by the existing IH 35E.

No Build Alternative

The No Build Alternative would not result in beneficial impacts to the surrounding community, as described above for the Build Alternative. Taking no action to improve the frontage roads and

intersections along the corridor would lead to increased traffic congestion and decreased mobility over time and would not provide an alternative mode of transportation for non-drivers.

5.6.1 Environmental Justice

An environmental justice analysis was completed in accordance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." None of the block groups adjacent to the project area have a median household income below the 2018 Department of Health and Human Services (DHHS) poverty guideline for a family of four ($25,100). According to the 2010 Census, 10 of the 22 populated census blocks within the community study area have a minority population over 50 percent (TxDOT 2018a). These blocks are considered minority populations for the purposes of the environmental justice analysis.

The proposed project would not have a disproportionately high and adverse effect on environmental justice populations. Increases in traffic noise would be mitigated through noise abatement measures. No residential displacements are expected, and the possible commercial displacement previously discussed in this document is not located in a minority block. No negative changes in community connectivity are expected. The highway has been in existence for over 50 years and is located at the periphery of most of the developed land in Waxahachie. Making discontinuous frontage roads continuous and improving ramps would make it easier for drivers to get on and off the highway, allowing for increased travel from the north and south ends of the community. The improvement of six overpasses would also make it easier for members of the community to travel across the highway, and the sidewalks planned along the proposed project would serve to increase walkability for pedestrians.

5.6.2 Limited English Proficiency

About seven percent of residents over the age of five in the block groups adjacent to the project area have indicated that they speak English less than "very well." Of these, approximately 92 percent speak Spanish; one percent speak other Indo-European languages; two percent speak Asian or Pacific Island languages; and six percent speak other languages. A church for Spanish speakers (Iglesia Adventista Del Septimo Dia) as well as Dunaway Elementary School, a bilingual (Spanish/English) school, were observed within the community study area.

A public meeting was hosted on July 13, 2017. A Spanish translator was available; however, no requests for translation services were received. All public meeting notices were provided in both English and Spanish; newspaper notices were published in both English- and Spanish-speaking papers; a Spanish speaker has been available at all public involvement efforts; and materials have been provided in both English and Spanish during all public involvement efforts. Future public involvement efforts will provide the same accommodations to ensure LEP persons are provided with opportunities for meaningful involvement in the environmental process. A public hearing is planned for the proposed project, and Spanish translation services will be available.

5.7 Visual/Aesthetics Impacts

The proposed project would represent a minor change in the visual landscape, as IH 35 has been and would continue to be the dominant feature in the viewshed. In instances where new overpasses are proposed (Hotel Drive and FM 664), the visual landscape would be altered somewhat; however, this area is already characterized by the IH 35 main lane overpass over the Union Pacific railroad and Business 287. In other locations where cross-street overpasses currently exist (Lofland Drive, Butcher Road, and Sterrett Road), the proposed project would include the IH 35 main lanes being constructed over the cross-streets, and this would not represent a substantial difference in the overall visual landscape.

No Build Alternative

Under the No Build Alternative, the visual landscape would remain the same and would still be dominated by IH 35.

5.8 Cultural Resources

Potential effects to cultural resources were evaluated in accordance with the First Amended Programmatic Agreement among the Federal Highway Administration (FHWA), TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU) and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission (THC).

5.8.1 Archeology

In June and July 2018, under Antiquities Permit #8433, archeologists conducted a survey for the proposed improvements (TxDOT 2018b). In consultation with TxDOT, it was determined that 12.87 acres of the area of potential effects (APE) would require archeological survey (12.86 acres of proposed right of way, 0.008 acres of existing drainage easements, and 0.004 acres of temporary construction easements). Investigations consisted of pedestrian survey supplemented with 27 shovel tests and seven backhoe trenches. All but six shovel tests were negative for cultural materials. During the survey, one new archeological site was recorded within the APE (Site 41EL277). Site 41EL277 is a historic period site, likely dating to the late nineteenth to early twentieth century, consisting of a trash scatter and associated outbuilding. The trash scatter is mostly contained within the APE of the proposed project, though deposits likely extended beyond. Segments of this site within the APE do not meet the criteria for listing on the National Register of Historic Places (NRHP) or merit designation as a State Antiquities Landmark (SAL). Due to access constraints at the time of the survey (denial of right of entry), field investigations were limited to 6.35 acres of the 12.87 acres of areas previously coordinated as warranting survey. All of the 6.35 acres is proposed right of way, located on 15 parcels. In addition to surveying these areas, archeologists, when practical, assessed inaccessible areas of proposed right of way from adjacent existing right of way and recommend that 1.58 acres of proposed right of way, located on 10 parcels, no longer warrant survey. For the surveyed areas and areas observed from adjacent properties, based on the results of the current survey, it is recommended that no archeological

historic properties (36 CFR 800.16(1)) or SALs (13 TAC 26.12) would be affected by the proposed project and that no further archeological investigations are recommended prior to construction. Due either to visibility limitations or minimal disturbance, it is recommended that 4.94 acres of proposed right of way, located on six parcels, still warrant survey. This survey should be conducted once right of entry is obtained or right of way is acquired. Coordination with the THC under the PA-TU and MOU was initiated, and THC concurred with the findings of the survey report on March 28, 2019 (see **Appendix G**).

In the unlikely event that significant cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the significance of the discovery and the potential need for additional investigation, if necessary.

No Build Alternative

Under the No Build Alternative, impacts to archeological resources would not occur.

5.8.2 Historic Properties

The potential effects of the proposed project to historic resources have been evaluated by qualified historians, in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The APE is limited to the existing right of way in areas where no new right of way/easements or vertical changes greater than five feet in profile are required. Where new right of way/easements or vertical changes greater than five feet in profile are proposed, the APE is 150 feet from those areas, including all parcels partially or wholly therein.

A total of 83 individual resources on 38 parcels were identified within the APE based on a reconnaissance survey conducted on June 13–14, 2018 and December 31, 2018 (TxDOT 2019). All historic-age resources (constructed in 1975 or earlier) were evaluated according to the NRHP criteria for eligibility. Five properties with a total of 30 individual resources have been recommended eligible for listing in the NRHP. Recommended NRHP-eligible resources include: the M-K-T Lines Underpass on US 77 (Resource 03), the Presbyterian Children's Homes and Services (Resources 18a–18p), a house, barn, and garage outbuilding at 1117 Cantrell Street (FM 1446) (Resources 22a–22c), a former gas station (Resource 33), and the Estess Ranch (Resources 36a–36g).

Based upon an evaluation of project impacts to the recommended NRHP-eligible resources, the project is anticipated to have no adverse effects to Resource 3, Resources 18a–18p, Resources 22a–22c, Resource 33, and Resources 36a–36g. The proposed project would introduce a visual change to the setting of Resource 3 but would not adversely affect the qualities for which it is recommended eligible. Small portions of right of way are anticipated to be acquired at Resources 18a-18p, Resources 22a–22c, Resource 33, and Resources 36a–36g, but the proposed right of way acquisition would not affect any contributing elements of the eligible resources. Therefore, the project is considered to have a *de minimis* impact to these four resources. See **Section 5.9** for a discussion of the Section 4(f) documentation related to these historic properties. Coordination with the THC under the PA-TU and the MOU was initiated on January 24, 2019 and concluded on February 04, 2019 (see **Appendix G**).

No Build Alternative

The No Build Alternative would not result in the minimal impacts as described above for the Build Alternative, nor would other impacts directly related to not making the proposed improvements be anticipated.

5.9 DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26

The proposed project would not impact properties protected by Section 6(f) or Chapter 26 of the Parks and Wildlife Code.

Historic Sites Eligible for the National Register

A total of 83 individual historic resources on 38 parcels were identified within the APE based on a reconnaissance survey conducted on June 13–14, 2018 and December 31, 2018. All historic-age resources (constructed in 1975 or earlier) were evaluated according to the NRHP criteria for eligibility. Five properties with a total of 30 individual resources have been recommended eligible for listing in the NRHP. Recommended NRHP-eligible resources include: the M-K-T Lines Underpass on US 77 (Resource 03), the Presbyterian Children's Homes and Services (Resources 18a–18p), a house, barn, and garage outbuilding at 1117 Cantrell Street (FM 1446) (Resources 22a–22c), a former gas station (Resource 33), and the Estess Ranch (Resources 36a–36g).

Based upon an evaluation of project impacts to the recommended NRHP-eligible resources, the project is anticipated to have no adverse effects to Resource 3, Resources 18a-18p, Resources 22a–22c, Resource 33, or Resources 36a–36g. The proposed project would introduce a visual change to the setting of Resource 3 but would not require right of way acquisition and would not adversely affect the qualities for which it was recommended eligible. Small portions of right of way are anticipated to be acquired at Resources 18a-18p, Resources 22a–22c, Resource 33, and Resources 36a–36g, but the proposed right of way acquisition would not affect any contributing elements of the eligible resources. Therefore, the project is considered to have a *de minimis* impact to these four resources.

Resources 18a–18p – Presbyterian Children's Homes and Services

The proposed design for the project indicates that a portion of right of way would be required along the eastern edge of the property (Property ID 193823) for improvements to the frontage road of IH 35E. Therefore, there would be a permanent use under Section 4(f). The proposed right of way acquisition is approximately 0.198 acres of the 148-acre property, or 0.1 percent of the entire parcel. In the area of the Presbyterian Children's Homes and Services, the IH 35E frontage road would be widened to three one-way lanes to incorporate the construction of a new southbound entrance ramp to IH 35E under the current Brookside Road bridge over the interstate. Sidewalks would also be incorporated along the frontage road.

The area of proposed right of way acquisition along the IH 35E frontage road includes a small portion of undeveloped acreage along the front property line with scattered trees and a wire fence. The fence is likely of historic age but is not a contributing element to the determined NRHP eligible property. The contributing resources of the Presbyterian Children's Homes and Services campus have an extensive setback from the IH 35E frontage road (approximately 1,000 feet [or 0.19 miles] to the nearest building) and are accessed via a long, curving drive (Reynolds Circle). The resources are primarily shielded from view of the frontage road by a line of dense trees extending across the property, a non-historic-age vinyl rail fence lining the drive, the location of the individual resources within a circular site plan along Reynolds Circle, and the distance of the resources from the property entrance at IH 35E.

The Presbyterian Children's Homes and Services has been determined NRHP eligible under Criteria A and C for its over 100-year association with Presbyterian orphanages and care facilities serving Texas and as an intact example of mid-twentieth-century modern design by premier Texas regional modern architects Arch Swank and O'Neil Ford. The area of proposed right of way acquisition is minimal and largely shielded from view of the resources. The proposed right of way acquisition would not affect the characteristics or associations for which the property has been determined NRHP eligible and would not affect the integrity of the property's design, materials, workmanship, feeling, location, setting, or association. Therefore, the proposed project and right of way acquisition would have no adverse effects to the property, and the permanent use would be considered de minimis under Section 4(f).

Resources 22a–22c – 1117 Cantrell Street (FM 1446)

The proposed design for the project indicates that a portion of right of way acquisition would be required across much of the eastern edge of the property for improvements to the IH 35E frontage road. Therefore, there would be a permanent use under Section 4(f). TxDOT will acquire a total of approximately 0.04 acres of the parcel for new right of way, or approximately 1.4 percent of the total parcel. In the area of 1117 Cantrell Street, TxDOT would widen the existing frontage road and add sidewalks. In addition, TxDOT plans to improve the intersection of IH 35E and Cantrell Street and reconstruct the existing Cantrell Street bridge over the interstate. Although right of way acquisition would be required along the majority of the eastern property line along the southbound IH 35E frontage road, TxDOT would not be requiring right of way from the front of the property.

TxDOT and the THC determined the residence and barn at 1117 Cantrell Street eligible for the NRHP under Criterion C as an example of an early home of prominent Waxahachie citizens. The contributing resources are set back from the road and would not be directly affected by the project. The areas of proposed right of way acquisition along the IH 35E frontage road do not include any contributing elements to the property. The percentage of right of way acquisition is minimal in comparison to the overall size of the property. The proposed acquisition would not undermine any future proposed use of the property and would not affect the integrity of the property's design, materials, workmanship, feeling, or setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to 1117 Cantrell Street and the permanent use would be considered de minimis under Section 4(f).

Resource 33 – 3425 S. IH 35E

The proposed design for the project indicates that a small portion of right of way would be required at the western (front) edge of the property (Property ID 175664) for improvements to the existing IH 35E frontage road. Therefore, there would be a permanent use under Section 4(f). Approximately 0.048 acres of the 1.062-acre parcel would be acquired for new ROW, or approximately 4.5 percent of the total parcel. Proposed improvements in the area of the resource include reconfiguration of the existing northbound IH 35E entrance ramp, improvements to the existing frontage road lanes, and reconstruction of the two existing entrance driveways from the frontage road.

The area of proposed right of way acquisition along the IH 35E frontage road does not include any contributing elements of the property and consists of the two existing concrete entrance driveways, a portion of the concrete parking lot, and a grass strip adjacent to the frontage road. Currently, the detached canopy of the former gas station is approximately 15 feet from the edge of the existing right of way. With the proposed right of way acquisition, the canopy would be approximately ten feet from the edge of the proposed right of way and approximately 25 feet from the edge of the proposed improvements on the IH 35E frontage road. The property has been determined NRHP eligible under Criterion C as an intact example of a former Texaco gas station reflecting the 1960s Matawan design. The proposed right of way acquisition and reconstruction of the two concrete entrance driveways to the property would not directly impact the original canopy or the former gas station building itself and would not adversely affect the setting along the transportation corridor. The property would retain integrity of design, materials, workmanship, feeling, and setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to the property, and the permanent use would be considered de minimis under Section 4(f).

Resources 36a–36g – Estess Ranch

The proposed design for the project indicates that a portion of right of way acquisition would be required across much of the eastern (front) edge of the property (Property ID 190475) both north and south of the main entrance gate for improvements to the IH 35E frontage road. Therefore, there would be a permanent use under Section 4(f). A total of approximately 3.05 acres of the 304-acre parcel would be acquired for new right of way, or approximately one percent of the total parcel. In the area of the Estess Ranch, the frontage road would be reconfigured from two to three one-way (southbound) lanes for a portion of the frontage road; two new IH 35E southbound entrance ramps would be constructed; the southbound main lanes of IH 35E would be reconfigured slightly east of their current alignment; a new southbound entrance ramp from the US 77 connector would be constructed; and the driveway entrance to the property from the frontage road is proposed for reconstruction in the same location.

Although right of way acquisition would be required along the majority of the eastern (front) property line along the southbound IH 35E frontage road, no right of way acquisition would be required within the vicinity of the existing entrance gate, stone entry walls and posts, and white iron fencing. The nearest area of proposed right of way acquisition would be approximately 55 feet from the existing iron fencing and approximately 148 feet from the stone entry wall on the south side of the entry drive. The

entrance walls and posts are a contributing element to the determined NRHP-eligible property. The walls and posts would not be impacted by the right of way acquisition or driveway reconstruction.

The Estess Ranch has been determined NRHP eligible under Criterion C as an intact and operational mid-twentieth-century agricultural complex. The contributing resources have a large setback and would not be directly affected by the project. The areas of proposed right of way acquisition along the IH 35E frontage road do not include any contributing elements to the property and consist of portions of large agricultural fields enclosed with barbed wire fencing. The percentage of right of way acquisition is minimal in comparison to the overall size of the approximately 304-acre property. The proposed acquisition would not undermine the agricultural use of the property or adjacent fields and would not affect the integrity of the property's design, materials, workmanship, feeling, or setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to the Estess Ranch, and the permanent use would be considered de minimis under Section 4(f).

Coordination with Owner of Jurisdiction

The Owner with Jurisdiction over these historic properties is the THC, and TxDOT has coordinated the proposed project and the use of these properties in a letter determining the effects to be *de minimis* (see **Appendix H**).

No Build Alternative

Under the No Build Alternative, impacts to properties protected by Section 4(f) would not occur.

5.10 Water Resources

The proposed project area lies within the Trinity River drainage basin. The Trinity River originates from four forks: West Fork starting in Archer County, Clear Fork starting in Parker County, Elm Fork starting in Montague County, and East Fork starting in Cooke County. The total drainage area is approximately 17,969 square miles and runs south/southeast across Texas to the Trinity Bay (TCEQ 2002). Surface water features within the proposed project area are entirely within the Trinity drainage basin and include unnamed tributaries to Red Oak Creek, North Grove Creek and an associated unnamed tributary, South Grove Creek, Mustang Creek and an associated unnamed tributary, Waxahachie Creek and multiple associated unnamed tributaries.

The Trinity Aquifer underlies the proposed project. The Trinity aquifer is a major aquifer that extends across much of the central and the northeastern part of Texas. It is composed of limestone, sands, gravels, clay, and conglomerates. Recharge to the Trinity is very slow primarily from infiltration of precipitation on the surface and seepage from streams and ponds where the head gradient is downward (Ryder 1996). The aquifer is primarily used for public water systems, as well as for irrigation, livestock, and other domestic purposes (TWDB 2018).

The Environmental Protection Agency (EPA) defines a sole or principal source aquifer as one which supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. According

to data published by the EPA for Region 6, the Trinity aquifer is not considered a sole-source aquifer (EPA 2017).

5.10.1 Clean Water Act Section 404

A review was conducted of the National Wetland Inventory (NWI) and the National Hydrologic Dataset (NHD) maps, the Ellis County Soil Survey (USDA 1964), and USGS 7.5-minute quadrangle sheets (Lancaster, Waxahachie, and Forreston). A review of recent aerial photography determined that potential waters of the U.S. exist within the vicinity of the proposed project. Field reconnaissance conducted on January 25 through 27, 2017, confirmed this determination.

Seventeen potential Waters of the U.S. crossings were identified within the proposed project area. Wetland boundaries and stream Ordinary High Water Marks (OHWMs) were determined in the field according to the United States Army Corps of Engineers (USACE) 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2).

Drainage design for the proposed project shows that there would be placement of temporary or permanent dredge or fill material into potentially jurisdictional waters of the U.S. (see **Table 5.10-1**). The placement of temporary or permanent dredge or fill material into these potentially jurisdictional waters of the U.S. would be authorized under a USACE Section 404 Nationwide Permit (NWP) 14, Linear Transportation Projects, with a Pre-construction Notice (PCN). The existing culverts at Sites 4 (North Grove Creek) and 6 (South Grove Creek) would be removed and replaced with bridge structures that would span the OHWM of these features. The proposed bridge expansion at Waxahachie Creek would also completely span the OHWM and no permanent impacts are expected to occur.

Table 5.10-1: Potential Impacts to Waters of the U.S. within Proposed Construction Limits

Feature ID and Name	Existing Structure	Proposed Work or Structure	Permanent Fill		Temporary Fill		NWP	PCN (Y/N)
			Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)	Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)		
Site 1: Wetland/Stream Complex 1	10x10’ CBC	None	0.00	0.00	TBD	TBD	N	N
Site 2: Unnamed Tributary 1	Existing structure size approx. 24” pipe	1–30”, 24”, and 36” RCP	0.00	0.00	TBD	TBD	N	N
Site 3: Unnamed Tributary 2	Existing structure size approx. 60” pipe	60” RCP with new headwalls	0.002 ac/ 33.63 lf	0.00	TBD	TBD	Y	N
Site 4: North Grove Creek	3–60” RCP	Existing 3–60” RCP to be removed and Bridged	0.00	0.00	TBD	TBD	N	N

Table 5.10-1: Potential Impacts to Waters of the U.S. within Proposed Construction Limits

Feature ID and Name	Existing Structure	Proposed Work or Structure	Permanent Fill		Temporary Fill		NWP	PCN (Y/N)
			Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)	Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)		
Site 5: Unnamed Tributary 3	3–9x5' CBC	3–9'x5' CBC Extension	0.02 ac/ 49.55 lf	0.00	TBD	TBD	Y	N
Site 6: South Grove Creek	2–7x5' CBC	Existing 2–7'x5' CBC to be removed and Bridged	0.00	0.00	TBD	TBD	N	N
Site 7: Mustang Creek	Existing structure size approx. 6-36" pipes	6–48" RCP	0.01 ac/ 43.11 lf	0.00	TBD	TBD	Y	N
Site 8: Wetland 1	2–36" RCP	2–36" RCP Extension	0.00	0.002	TBD	TBD	Y	Y
Site 9: Unnamed Tributary 4	3–10x6' CBC	3–10'x6' CBC Extension; Stone Riprap	0.02 ac/ 44.05 lf	0.00	TBD	TBD	Y	N
Site 10: Waxahachie Creek	Bridge	Bridge	0.00	0.00	TBD	TBD	N	N
Site 11: Unnamed Tributary 5	None	None	0.00	0.00	TBD	TBD	N	N
Site 12: Unnamed Tributary 6	2–10x10' CBC	2–10'x10' RCB Extension; Stone Riprap	0.02 ac/ 80.07 lf	0.00	TBD	TBD	Y	N
Site 13: Unnamed Tributary 7	30" RCP	30" RCP Extension	0.001 ac/ 9.03 lf	0.00	TBD	TBD	Y	N
Site 14: Unnamed Tributary 8	4–7x5' CBC	4–7'x5' CBC Extension; Fill and Regrading of Existing Channel; Stone Riprap	0.05 ac/ 254.00 lf	0.00	TBD	TBD	Y	N
Site 15: Unnamed Tributary 9	Existing structure size approx. 3-42"	3–42" RCP	0.03 ac/ 132.70 lf	0.00	TBD	TBD	Y	N
Site 16: Unnamed Tributary 10	2–10x10' CBC	2–10'x10' RCB Extension; Stone Riprap	0.04 ac/ 167.97 lf	0.00	TBD	TBD	Y	N
Site 17: Wetland/Stream Complex 2	3–48" RCP	3–48" RCP Extension	0.00	0.09	TBD	TBD	Y	Y
Total			0.19 ac/ 814.11 lf	0.092	TBD	TBD		
Note: Temporary fill amounts have not been determined at this stage, but are assumed to be necessary in order to construct the road improvements.								

Source: IH 35E Phase II Project Study Team 2018.

5.10.2 Clean Water Act Section 401

The proposed project would be authorized under a USACE Section 404 NWP; therefore, construction activities would require compliance with the State of Texas Water Quality Certification Program. Compliance with Section 401 of the Clean Water Act (CWA) requires the use of Best Management Practices (BMPs) to manage water quality on sites affecting jurisdictional waters. The 401 Certification requirements for NWP 14 would be met by implementing BMPs from the TCEQ's 401 Water Quality Certification Conditions for NWPs. These BMPs would address each of the following categories: 1) erosion control, 2) post construction total suspended solids (TSS) control, and 3) sedimentation control. Water quality BMPs that would be implemented include the following:

- Approved temporary vegetation;
- Blankets/matting or mulch filter berms;
- Vegetated filter strips; and
- Silt fence, sand bag and/or compost filter berms and socks.

5.10.3 Executive Order 11990 Wetlands

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize the destruction, loss or degradation of wetlands, and preserve and enhance the natural and beneficial values of wetlands. The proposed project would impact wetlands at Sites 8 and 17 as detailed in **Section 5.10.1**. The proposed improvements are an expansion of the existing facility, and a new location facility to avoid wetland impacts is not practicable and would result in residential and commercial displacements and other environmental effects, including impacts to waters of the U.S. Based on a review of these alternatives, no practicable alternatives to the placement of fill into these wetlands were identified. The proposed project has been refined to the extent practicable in order to reduce wetland impacts and includes all practicable measures to minimize harm to wetlands.

Sites 8 and 17 are wetlands and considered special aquatic sites; therefore, a PCN for NWP 14 would be required for impacts to these features. The activities at Sites 3, 5, 7, 8, 9, 12, 13, 14, 15, 16 and 17 have been determined to be single and complete projects as defined in the NWPs because they are separate waterbodies and would be authorized under a NWP-14 without a PCN.

No Build Alternative

Under the No Build Alternative, impacts to waters of the U.S., including wetlands, from the proposed construction activities associated with the Build Alternative would not occur. Routine maintenance of the highway, including mowing or clearing vegetation and removal of debris from drainage systems and culverts would continue, and these activities could presumably have impacts to waters of the U.S. within the right of way; however, these impacts would likely be temporary in nature.

5.10.4 Rivers and Harbors Act

Section 9 of the Rivers and Harbors Act of 1899 prohibits the construction of any bridge or causeway over or in navigable waterways of the U.S. without Congressional consent and approval through the

Secretary of Transportation. Under Section 10 of the Act, the building of any wharfs, piers, jetties, and other structures is prohibited without Congressional approval, and excavation or fill within navigable waters requires USACE approval. The typical permitting process for bridges and causeways, however, was modified by the General Bridge Act of 1946, which granted the consent of Congress for any construction, maintenance and operation of bridges and approaches over navigable waters of the U.S. that are approved by the U.S. Coast Guard (USCG). This proposed project would not involve work in or over a navigable water of the U.S.; therefore, Sections 9 and 10 of the Rivers and Harbors Act and the General Bridge Act of 1946 do not apply.

5.10.5 Clean Water Act Section 303(d)

The State of Texas is required, under Sections 305(b) and 303(d) of the federal CWA, to prepare biennial statewide water quality assessments that identify the status of use attainment for water bodies, and to identify water bodies for which effluent limitations are not stringent enough to implement water quality standards. Based on the assessments, the areas of potential effect are accounted for on the 303(d) list. The proposed project is not within five linear miles and within the watershed of an impaired assessment unit; therefore, coordination with TCEQ would not be required. The 2014 Texas Integrated Report Index of Water Quality Impairments was utilized in this assessment.

5.10.6 Clean Water Act Section 402

The proposed project would include five or more acres of earth disturbance located within the boundaries of the City of Waxahachie (Phase II), Ellis County (Phase II), and TxDOT Dallas District's (Phase I) Municipal Separate Storm Sewer System (MS4).

TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP). Since TPDES CGP authorization and compliance (and the associated documentation) occurs outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The *Project Development Process Manual* and the *Plans, Specifications, and Estimates (PS&E) Preparation Manual* require a Storm Water Pollution Prevention Plan (SW3P) be included in the plans of all projects that disturb one or more acres. The *Construction Contract Administration Manual* requires that the appropriate CGP authorization documents [Notice of Intent (NOI) or site notice] be completed, posted, and submitted, when required by the CGP, to TCEQ and the MS4 operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents.

5.10.7 Floodplains

The project is located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain (map panels 48139C0330F, 48139C0190F, and 48139C0200F, effective date June 3, 2013). Therefore, this project is subject to and will comply with federal Executive Order 11988 on Floodplain Management. The department implements this Executive Order on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing Executive Order 11988 at 23 CFR 650.105(q). Coordination with the local Floodplain Administrators (City of Waxahachie and Ellis County) would be required.

No Build Alternative

The No Build Alternative would not impact floodplains, and coordination with the local floodplain administrator would not be required.

5.10.8 Wild and Scenic Rivers

The proposed project would not impact any present, proposed or potential unit of the National Wild and Scenic Rivers System.

5.10.9 Coastal Barrier Resources

The proposed project is not located within a county subject to the requirements of the Coastal Barrier Resources Act.

5.10.10 Coastal Zone Management

The proposed project is not located within the Texas Coastal Zone Management Area.

5.10.11 Edwards Aquifer

The proposed project is not located within the Edwards Aquifer Contributing or Recharge Zones; therefore, the Edwards Aquifer Rules do not apply.

5.10.12 International Boundary and Water Commission

The proposed project is not located within the floodplain of the Rio Grande; therefore, coordination with the International Boundary and Water Commission is not required.

5.10.13 Drinking Water Systems

A search was made for water wells on and adjacent to the proposed project right of way. A review of TCEQ and the Texas Water Development Board (TWDB) records revealed multiple wells within the vicinity of the proposed project. Of these, four wells are documented within the existing right of way (see **Table 5.10-2**). No wells are documented within the proposed right of way or easements.

There are no source water protection areas located in the project area. Impacts to water wells and source water protection areas as a result of the proposed project are not anticipated.

Table 5.10-2: Groundwater Wells Within the Study Area

State Well #	Owner	Type	Use	Borehole Depth (feet)	Location	
					Latitude	Longitude
292703	Quck Trip Corporation	New	Environmental Soil Boring	30	32.459445	-96.842222
292705	Quck Trip Corporation	New	Environmental Soil Boring	30	32.459445	-96.843334
292708	Quck Trip Corporation	New	Environmental Soil Boring	30	32.459445	-96.8425
67071	TxDOT	New	Monitoring	15	32.396389	-96.871667

Source: Texas Water Development Board (TWDB). 2018. Water Data Interactive (WDI) Groundwater Data Viewer. http://www2.twdb.texas.gov/apps/waterdatainteractive/groundwaterdataviewer. Accessed March 2, 2018.

No Build Alternative

Under the No Build Alternative, impacts to water wells or drinking water systems would not occur.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

A Biological Evaluation Form and Tier 1 Site Assessment, with supporting documents, were completed for the proposed project. It was determined that coordination with the Texas Parks and Wildlife Department (TPWD) was required per the 2013 Memorandum of Understanding (MOU) between TxDOT and TPWD because:

- The proposed requires a NWP with PCN from the USACE;
- The proposed project may impact at least 0.10 acre of riparian vegetation; and
- The proposed project disturbs habitat in an area equal to or greater than the area of disturbance indicated in the Threshold Table Programmatic Agreement (PA).

Data from the Texas Natural Diversity Database (TXNDD), obtained from TPWD on January 31, 2018 showed no Element of Occurrence Records and no managed areas within 1.5 miles of the proposed project.

Potential habitat for four state-listed threatened species occurs in the vicinity of the proposed project. These include three mussels, the Louisiana Pigtoe (*Pleurobema riddellii*), Texas Heelsplitter (*Potamilus amphichaenus*), and Texas Pigtoe (*Fusconaia askewi*); and one reptile, the timber/canebrake rattlesnake (*Crotalus horridus*). Habitat for the mussel species occurs within Waxahachie Creek while habitat for the timber/canebrake rattlesnake may occur in project area woodlands, especially along creeks and

drainages. Additionally, potential habitat for four SGCN occurs in the vicinity of the proposed project. These include one reptile, the Texas garter snake (*Thamnophis sirtalis annectens*); one amphibian, the southern crawfish frog (*Lithobates areolatus areolatus*); one bird, the Western Burrowing Owl (*Athene cunicularia hypugaea*); and one mammal, the plains spotted skunk (*Spilogale putorius interrupta*). The Texas garter snake and crawfish frog could occur in wet or moist areas along project area creeks, drainages and wetlands. The Western Burrowing Owl could inhabit areas throughout and adjacent to the proposed project and has been known to utilize storm drains in urban areas as burrows. The plains spotted skunk could also inhabit areas throughout and adjacent to the proposed project. Best management practices (BMPs) would be implemented for these species to address these potential impacts.

Early coordination with TPWD was initiated on August 8, 2018, and completed on August 30, 2018 (see **Appendix G**).

5.11.2 Impacts on Vegetation

A review of the Threshold Table Programmatic Agreement determined that vegetation within the proposed project falls into five MOU habitat types: Disturbed Prairie; Riparian; Tallgrass Prairie, Grassland; Edwards Plateau Savannah, Woodland and Shrubland; Agriculture, and Urban. The proposed project would potentially disturb 6.82 acres of Disturbed Prairie, 12.85 acres of Riparian, 11.42 acres of Tallgrass Prairie, Grassland; 0.04 acre of Edwards Plateau Savannah, Woodland and Shrubland, 10.43 acres of Agriculture, 620.59 acres of Urban, and 0.55 acres of Open Water MOU habitat types. The Threshold Table Programmatic Agreement sets a disturbance threshold of 3.0 acres for Disturbed Prairie, 0.1 acre for Riparian, 2.0 acres for Tallgrass Prairie, Grassland, 1.0 acre for Edwards Plateau Savannah, Woodland and Shrubland, and 10 acres for Agriculture. There is no threshold for Urban or Open Water. Based on this analysis, the project would exceed the disturbance thresholds for Disturbed Prairie, Riparian and Agriculture MOU habitat types.

The Ecological Mapping Systems of Texas (EMST) categorized the project area vegetation into 17 different communities. Field investigations somewhat agreed with the EMST though multiple discrepancies were noted. Vegetation mapped during field investigations was categorized into eleven communities including Native Invasive: Deciduous Woodland; Native Invasive: Juniper Shrubland; Blackland Prairie: Disturbance or Tame Grassland; Central Texas: Riparian Hardwood Forest; Central Texas: Riparian Herbaceous Vegetation; Central Texas: Floodplain Herbaceous Vegetation; Central Texas: Floodplain Hardwood Forest; Edwards Plateau: Oak/Hardwood Slope Forest; Agriculture; Urban; and Open Water (see the Biological Evaluation Form and the Tier I Assessment [TxDOT 2018f]) for more detailed information.

No Build Alternative

Under the No Build Alternative, impacts to vegetation from the proposed construction would not occur, although the existing right of way would continue to be mowed and maintained.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal Executive Order 13112 on Invasive Species. The department implements this Executive Order on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. Disturbed areas would be reseeded according to TxDOT specifications and in compliance with EO 13112, where applicable. Soil disturbance would be minimized to reduce the establishment of invasive species within the right of way.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and would comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

Landscaping would be a part of the proposed project activities. Regionally native and non-invasive plants would be used to the extent practicable in landscaping and revegetation of disturbed areas.

Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. An approved seed mix would be used in the landscaping and revegetation of disturbed areas.

5.11.5 Impacts to Wildlife

The proposed project would affect wildlife species present within the existing and proposed right of way. Some sessile and/or slow moving species could be killed by heavy machinery during right of way clearing. Impacts to wildlife within the proposed project area would also occur in conjunction with the removal of vegetation and disturbance in and around water features. Wooded areas provide cover, food, and habitat for many resident and migratory species. Trees within maintained landscape areas provide nesting habitat for birds. Additionally, certain species of birds utilize sparsely vegetated areas for ground nesting, and these areas would be disturbed during construction. An increase in runoff related to the operation of the proposed project could cause minor, incremental changes in the physical and chemical characteristics of area streams. Additional information regarding impacts to wildlife can be found in **Section 5.11.11**.

The use of BMPs, careful vegetation clearing techniques, and replanting would minimize impacts to wildlife habitat within the proposed project area. Monitoring before and during construction activities would protect wildlife species, including nesting birds, from direct harm. Adjacent wildlife habitat would be protected from stormwater runoff by implementing BMPs that would control erosion and sedimentation.

No Build Alternative

Under the No Build Alternative, impacts to wildlife and wildlife habitat would not occur, although the existing right of way would continue to be mowed and maintained.

5.11.6 Migratory Bird Treaty Act

This project would comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition it is the department's policy to, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule construction activities outside the typical nesting season.

The MBTA states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations.

A site survey did not identify active nests within the project action area. While no impact to migratory birds is expected, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young should they be discovered on the project site. Direction to contractors would be provided on the standard Environmental Permits, Issues and Commitments (EPIC) construction plan sheet.

Appropriate measures would be taken to avoid adverse impacts on migratory birds, including the Western Burrowing Owl, and would include the following:

- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if nests are active before removal. Nests that are active should not be disturbed;
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid the removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season on TxDOT-owned and operated facilities and structures proposed for replacement or repair; and
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from U.S. Fish and Wildlife Service (USFWS) and TPWD whenever a project involves impounding, diverting, or deepening a stream channel or other body of water.

The proposed project is authorized under a Section 404 of the Clean Water Act Nationwide Permit; therefore, no coordination under FWCA would be required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

No suitable habitat for Bald or Golden Eagles is present within the proposed project area, as verified by a qualified biologist. As such, the proposed project would not impact Bald or Golden Eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

There are no tidally-influenced waters in Ellis County and the proposed project would not affect essential fish habitat; therefore, the requirements of the Magnuson-Stevens Fishery Conservation Management Act do not apply. Coordination with the National Marine Fisheries Service (NMFS) is not required.

5.11.10 Marine Mammal Protection Act

The proposed project would not affect marine mammals; therefore, the requirements of the Marine Mammal Protection Act do not apply. Coordination with the NMFS is not required.

5.11.11 Threatened, Endangered, and Candidate Species

Federally Listed Species

The Endangered Species Act (ESA) was enacted in 1973 to provide a program for the conservation of threatened and endangered species and the ecosystems upon which these species depend. The ESA is codified at 16 USC 1531 – 1544. Section 7(a)(1) (16 USC 1536) of the ESA directs all federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7(a)(2) requires federal agencies to consult with USFWS and/or NMFS to ensure that any federal action authorized, funded, or carried out is not likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of critical habitat, unless granted an exemption for such action. In fulfilling Section 7(a)(2) obligations, federal agencies shall use the best scientific and commercial data available. The Code of Federal Regulations (CFR) at 50 CFR 402 provides the implementing regulations for interagency cooperation with respect to Section 7.

According to the USFWS, the proposed action area is within the range and in suitable habitat of a federally protected species. Based on the following information, the proposed project would not affect protected species and/or their habitat and would not affect areas that have been designated as critical habitat by the USFWS.

The following species are listed in the USFWS IPaC Official Species List (dated April 29, 2018) as possibly occurring within Ellis County: Whooping Crane (*Grus americana*), Least Tern (*Sterna antillarum*), Piping Plover (*Charadrius melodus*), and Red Knot (*Calidris canutus rufa*). However, the USFWS IPaC Official Species List states that the Least Tern, Piping Plover and Red Knot only need to be considered for wind energy projects.

No suitable habitat for the federally listed bird species was observed within the proposed action area, as verified by a qualified biologist during the January 25–27, 2017, field investigation. The Whooping Crane potentially migrate through the action area; however, suitable habitat for this species does not occur within the action area. Additionally, while this species utilizes a variety of habitats during migration, Whooping Cranes prefer isolated areas away from human disturbance (Campbell 2003) and have not been documented to occur within the vicinity of the proposed action area (eBird 2012). Additionally, no critical habitat is present in the vicinity of the proposed action area as detailed in the Official Species List. Therefore, TxDOT has determined that the proposed project would have no effect on the Least Tern, Piping Plover, Red Knot or Whooping Crane.

State-listed Species

Endangered species legislation passed in Texas in 1973—amended in 1981, 1985 and 1987—and subsequent 1975 and 1981 revisions to the Parks and Wildlife Code established a state regulatory vehicle for the management and protection of threatened and endangered species in Texas. The Parks and Wildlife Code authorizes TPWD to formulate lists of threatened and endangered fish and wildlife species and to regulate the taking or possession of such species.

Potential habitat for four state-listed threatened species occurs in the vicinity of the proposed project. These include three mussels, the Louisiana Pigtoe (*Pleurobema riddellii*), Texas Heelsplitter (*Potamilus amphichaenus*), and Texas Pigtoe (*Fusconaia askewi*); and one reptile, the timber/canebrake rattlesnake (*Crotalus horridus*). Habitat for the mussel species occurs within Waxahachie Creek while habitat for the timber/canebrake rattlesnake may occur in project area woodlands, especially along creeks and drainages.

To avoid impacts to state-listed freshwater mussels, the following BMPs would be implemented at Waxahachie Creek:

- When work is in the water, survey project footprints for state listed species where appropriate habitat exists.
- When work is in the water and mussels are discovered during surveys; relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs.
- When work is adjacent to the water, Water Quality BMPs implemented as part of the SW3P for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented (note, SW3P and 401 BMPs are not listed in this PA).

Impacts to the timber/canebrake rattlesnake and the Texas garter snake would be avoided or minimized by implementing the following BMPs:

- Hydromulching or hydroseeding would be applied in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If these applications are not feasible, then erosion control blankets or mats would be utilized. Blankets and mats would contain either 1)

no netting or 2) netting that would consist of loosely woven, natural fiber. Plastic netting would be avoided to the extent practicable.

- For open trenches and excavated pits, escape ramps would be installed at an angle of less than 45 degrees (1:1) in areas left uncovered. Excavation areas would be visually inspected for trapped wildlife prior to backfilling.
- Contractors would be informed that if reptiles are found on the project site, they would be allowed to safely leave the project area.
- Disturbance or removal of downed trees, rotting stumps, and leaf litter would be avoided or minimized, where feasible.
- Contractors would be advised of the potential occurrence of these species in the project area, and care would be taken to avoid harming these species if encountered.

Appropriate measures would be taken to avoid adverse impacts to the Western Burrowing Owl including the following:

- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if nests are active before removal. Nests that are active should not be disturbed;
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid the removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season on TxDOT-owned and operated facilities and structures proposed for replacement or repair; and
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

Species of Greatest Conservation Need (SGCN)

Additionally, potential habitat for four SGCN occurs in the vicinity of the proposed project. These include one reptile, the Texas garter snake (*Thamnophis sirtalis annectens*); one amphibian, the southern crawfish frog (*Lithobates areolatus areolatus*); one bird, the Western Burrowing Owl (*Athene cunicularia hypugaea*); and one mammal, the plains spotted skunk (*Spilogale putorius interrupta*). The Texas garter snake and crawfish frog could occur in wet or moist areas along project area creeks, drainages and wetlands. The western burrowing owl could inhabit areas throughout and adjacent to the proposed project and has been known to utilize storm drains in urban areas as burrows. The plains spotted skunk could also inhabit areas throughout and adjacent to the proposed project.

Impacts to the southern crawfish frog would be avoided or minimized by implementing the following BMPs: a) Minimize impacts to wetland habitats including isolated ephemeral pools, and b) Water Quality BMPs (see below), and c) Amphibian [and Aquatic Reptile] BMPs (see below).

In addition to the BMPs required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 water quality certification: a) minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges; and b) when

temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

- Contractors would be advised of the potential occurrence of this species in the project area, and to avoid harming this species if encountered.
- Minimize impacts to wetlands, temporary and permanent open water features, including depressions and riverine habitats.
- Maintain hydrologic regime and connections between wetlands and other features.
- Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
- Apply hydromulching or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If these applications are not feasible, then erosion control blankets or mats that contain no netting would be utilized, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- Project Specific Locations (PSLs) proposed within state-owned right of way should be located in uplands away from aquatic features.
- When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g. downed trees, sand bars, exposed bedrock) and overwinter sites (e.g. brush and debris piles, crayfish burrows) where feasible.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.
- Where gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animal to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
- For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature of 80-feet long in each direction, or whichever is the lesser of the two.
- For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals towards culverts such as concrete wingwalls and barrier walls with overhangs.
- When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

Contractors would be advised of the potential occurrence of the plains spotted skunk in the project area, and care would be taken to avoid direct harm to this species as well as unnecessary impacts to skunk dens, if encountered.

No Build Alternative

Under the No Build Alternative, impacts to wildlife and wildlife habitat, including impacts to federally or state-listed threatened or endangered species, would not occur.

5.12 Air Quality

This project is located within an area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 ozone National Ambient Air Quality Standards (NAAQS). Effective August 3, 2018, the EPA designated Ellis County as marginal nonattainment for the 2015 NAAQS. In accordance with 40 CFR 93.109(c), transportation conformity to this new standard was required by August 3, 2019 (one year after the effective date).

The proposed project is consistent with the NCTCOG's financially constrained 2045 Metropolitan Transportation Plan (MTP) and the 2019–2022 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by the FHWA and Federal Transit Administration (FTA) on November 21, 2018. Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

The project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

Traffic data for the baseline year 2020 and future year 2040 are an annual average daily traffic (AADT) of 100,251 and 124,333 vehicles per day, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an AADT below 140,000. The AADT projections for the project do not exceed 140,000 vehicles per day; therefore a Traffic Air Quality Analysis was not required.

Congestion Management Process

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the North Central Texas Council of Governments' (NCTCOG's) CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by the NCTCOG in May 2007 and updated in July 2013.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules, and expected costs. At the project's 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 for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of new lane additions, intersection improvements, and construction of pedestrian facilities (see **Table 5.12-1**).

Table 5.12-1: Congestion Management Process Strategies

Operational Improvements in Travel Corridor			
CSJ	Location	Project Type and Description	Implementation Date
1051-01-037	FM 664/Ovilla Road from Westmoreland Road to IH 35E	Addition of lanes, intersection improvements – Widen from 2 lanes to 6 lanes urban-divided with intersection improvements.	2023
0918-22-924	From Midlothian Parkway at Hawkins Spring Park to the Existing Waxahachie City Trail in Getzendaner Park East of IH 35E	Pedestrian facilities – Preliminary engineering from Midlothian-Waxahachie shared-use path.	2017

Sources: NCTCOG TIPINS Query, 2017-2020 TIP

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary, but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the Transportation Management Area (TMA) is on file and available for review at NCTCOG.

In July 2013, the RTC also adopted a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies and report findings back to NCTCOG. Therefore, NCTCOG has developed a project level CMP analysis. The analysis requires completion of the Project Implementation Form, and, if warranted, the Roadway Corridor Deficiency Form and Corridor Analysis Fact Sheet. The results of this analysis are included in the Air Quality Technical Report prepared for the project (TxDOT 2018d).

Mobile Source Air Toxics

The additional travel lanes contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, there may be localized areas where ambient concentrations of Mobile Source Air Toxics (MSAT) could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections at Hotel Drive, FM 664, and FM 1446. However, the magnitude and the duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today. A more detailed discussion of the qualitative MSAT analysis can be found in the Air Quality Technical Report prepared for the project (TxDOT 2018d).

Construction Emissions

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

Transportation Conformity

The proposed project is consistent with the NCTCOG's financially constrained 2045 Metropolitan Transportation Plan (MTP) and the 2019–2022 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by the FHWA and Federal Transit Administration (FTA) on November 21, 2018. Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the TIP that are proposed for federal or state funds were initiated

in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. A copy of the Transportation Conformity Report Form is included in **Appendix I**.

No Build Alternative

Under the No Build Alternative, emissions related to construction would not occur, and MSAT emissions would be expected to decrease overtime, as noted above. The No Build Alternative, however, would not result in the mobility improvements and congestion reduction anticipated with the Build Alternative.

5.13 Hazardous Materials

The presence of hazardous materials within a project study area can create issues affecting right of way acquisition, project development, and construction. This Hazardous Materials Project Impact Evaluation Report identifies the potential hazardous materials concerns as they relate to project construction and/or right of way acquisition for concerns identified by the project Hazardous Materials Initial Site Assessment (ISA).

An ISA was prepared (TxDOT 2018c) to identify sites of potential hazardous materials concerns within the project study area. The components of the ISA included reviewing project design and right of way requirements, reviewing existing and previous land use, reviewing federal and state regulatory databases and files, and conducting project site visits or field investigations.

As part of the ISA, a review of selected environmental regulatory databases published by federal and state agencies was conducted to determine the potential for hazardous material issues within and near the project study area. A review of the regulatory database report dated February 9, 2018, was performed in general accordance with the ASTM Standard E1527 and TxDOT guidelines, which defines the environmental record sources to be reviewed and their minimum search distances from the proposed project.

The federal and state database searches identified 433 records at a total of 64 sites, based on facility addresses. Based on distance, topographic gradient, historical information, database information, and/or project design information, 34 sites are considered to have some risk to the project. The remaining sites in the database report are either outside the ASTM search radii or are considered not to pose a risk to the project based on their distance and/or regulatory information.

Involvement with Regulated Sites

Five regulatory sites were determined to have either moderate (Map IDs 5, 26, 27, 32) or high (Map ID 6) potential environmental risk to the project. These five unresolved sites are associated with automotive gasoline/service stations and a chemical manufacturing plant. The presence of petroleum storage tanks or previously recorded leaking petroleum storage tanks adjacent to the proposed project represents potential risks for encountering soil and groundwater contamination during the construction phase of the project. The remaining 29 sites are considered to be either low or no environmental risk.

Map ID 5 – Star Mart 2/Colwell Oil Co. Inc/Scarborough Travel Stop

This site is located at 3298 S IH 35E at the northwest corner of IH 35E and FM 66 (Rogers Street). In 2012, the former gas station facility was demolished and redeveloped as a Sonic Drive-In and Shell Gas Station. One leaking petroleum storage tank (LPST) (LPST ID Number: 118636) was reported upon removal of the former tanks in May 2011, the TCEQ initiated action for a Groundwater Contamination Case (GWCC). Based on the information, TCEQ determined the site had met closure requirements. Right of way acquisition is proposed from this property along FM 66 and along the IH 35E southbound frontage road, and the potential for residual contaminants to remain in place from the previous release exists. The site is therefore considered to have a moderate potential for impact.

Map ID 6 – Prime Travel Stop/Waxahachie Quick Stop

This site is located at 5330 N IH 35E at the southeast corner of IH 35E and FM 387 (Butcher Road). The facility has three Effective Enforcement Orders and Commissioner's Actions. These include failure to monitor Underground Storage Tanks (USTs) for releases (one in 2012 and one in 2017) and failure to provide release detection for piping associated with the USTs (2012). One LPST (LPST ID Number: 119052) was reported in 2012. Groundwater was impacted and monitoring performed through at least 2015. A GWCC was opened at the TCEQ for this site in 2013. The incident report form from the LPST file states a Phase II ESA was conducted and elevated benzene levels were discovered in soil. A Release Determination Report was not available. The facility was issued final concurrence in 2015. The current tank hold is adjacent to the existing right of way at the southeast corner of IH 35E frontage road and the FM 387 access ramp. The location of the permanently filled in place tanks is unknown. No additional right of way is proposed from this property. Based on the prior release, violations for failure to monitor USTs, the age of the tanks in use, location of the current tank hold relative to right of way and project improvements and the unknown location of the filled in place tanks, the site is considered to have a high potential for impact.

Map ID 26 – Former Larry Ingram Shell (Vacant)

Three underground USTs, which were installed in 1982, were removed from the ground in 1986 at 3475 N IH 35E. Although no releases are reported for the facility, what appeared to be three possible monitoring well locations were observed in both the driveways along IH 35E service road and in the grassy area along the IH 35E service road. These potential monitor wells are located within the proposed right of way. Additional right of way is proposed from the property up to the on-site canopy. Based on potential monitoring wells being located within the proposed right of way, this site is considered a moderate potential for impact. Further review of this site by TxDOT ENV Division determined this site should not impact the project due to no LPST issues and the former tank system location is outside the proposed right of way. Additional environmental investigation at this location was not warranted.

Map ID 27 – Chevron Food Mart/Jude Food Mart

Additional right of way is proposed from the gas station property at 3300 S IH 35E, and the tank hold is within 10 feet of proposed right of way. Construction at this intersection with FM 66 includes

replacement of the FM 66 overpass bridge, a sidewalk, and a new driveway. Based on the age of the tanks currently in use and the location of the tank hold relative to proposed right of way, this site is considered to have a moderate potential for impact. Further review of this site by TxDOT ENV Division determined this site should not impact the project due to no LPST issues and the former tank system location is outside the proposed right of way. Additional environmental investigation at this location was not warranted.

Map ID 32 – Univar Liquids Plant/Magnablend, Inc.

The former facility at 100 W Sterrett Road is listed as a chemical manufacturing plant and an active large quantity generator of industrial waste through 2017; however, as of 2018 the facility no longer exists. The site is listed as a Superfund Enterprise Management System (SEMS) site; however, the site is not on the National Priority List (NPL), and records indicate this was a removal-only site, and no site assessment work was needed. No other information is provided in the database records. Based on historic aerials, the facility occupied the property from at least 1995 through 2017. The on-site building was razed in late 2017 or early 2018. Although right of way is not required from this facility, based on the close proximity of the former facility to project improvements, the type of business operations at the facility, and the length of time the facility was in operation, this site is considered to have a moderate potential for impact. Further review of this site by TxDOT ENV Division determined this site should not impact the project due to the distance of the former facility building to the project improvement areas. Additional environmental investigation at this location was not warranted.

Based on four sites having a moderate potential for environmental risk and one site having a high potential, the following additional investigation and/or research was warranted:

1. Review of TCEQ data files, facility and property owner/operations records;
2. Interviews with current and past property owners/operators and adjoining property owners; and
3. Review of final design, right of way acquisition, and construction details to determine exactly where soil disturbance would occur.

TxDOT has conducted additional research on two of the five sites identified above (Map IDs 5 and 6). A third site (Map ID 3), originally deemed a low environmental risk to the project in the ISA, also had additional research performed due to its close proximity to two LPST sites (Map IDs 5 and 27). A review of TCEQ files for these three facilities was performed in October 2018 and a letter report produced. Based on information from the file reviews, the following recommendations were made: A Soil and Groundwater Management Plan was recommended for Map ID 5, a Phase II investigation was recommended for Map ID 3; no additional environmental investigation was warranted for Map ID 6 based on file review information.

Possible Asbestos-Containing Materials and Lead-Based Paint

The proposed project includes the demolition and/or relocation of structures and bridges. The structures and bridges may involve asbestos containing materials or lead-based paint. Asbestos and lead-based paint inspections, specification, notification, license, accreditation, abatement and disposal, as applicable, would comply with federal and state regulations. Asbestos and lead-based paint issues would be addressed during the right of way process and prior to construction.

Active Pipelines

A crude oil pipeline transects the project area just south of the intersection with US 77 South. Minimal grading is proposed in the area of the pipeline. Crude oil pipelines are considered high environmental risks. Any excavations at these pipelines could cause a rupture. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts.

Storm Water Drainage Structures in Contamination

The proposed project requires the installation of storm sewers. Due to the possible contamination from adjacent properties, special considerations or provisions for entry and monitoring in the project's plans, specifications and estimates (PS&E) would be required.

Well Plugging (Water Quality)

Monitoring wells were observed within the project limits. Proper plugging of the wells would be addressed during the right-of-way negotiation and acquisition process. If not plugged prior to construction, the wells would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells.

Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in construction staging areas. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.

No Build Alternative

Under the No Build Alternative, the potential for impacts related to construction of the proposed improvements would not exist. Facilities listed in the ISA would continue to operate, and, presumably, additional records associated with contamination would be generated over time. These issues would be addressed by the appropriate regulatory agency or program.

5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA-approved) 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. The traffic noise analysis determined that the proposed project would result in a traffic noise impact; therefore, noise abatement measures were assessed (TxDOT 2018e).

Noise walls would be feasible and reasonable for the following receivers and, therefore, are proposed for incorporation into the project (see **Table 5.14-1**). A determination of the constructability of the proposed noise barriers would be made upon completion of the project design and evaluation of utility relocations. Should the proposed noise walls be constructible, noise wall workshops would be held with the property owners adjacent to the proposed walls to determine whether these walls would be incorporated into the final design of the proposed project.

Table 5.14-1: Noise Wall Proposal (Preliminary)

Proposed Noise Wall	Representative Receiver(s)	Total # Benefitted Receivers	Height (feet)	Total Length (feet)	Total Cost*	Cost per Benefitted Receiver
G	R-21 – Bent Tree Townhomes	61	12	1,959	$423,174	$6,937
J	R-28 – Waxahachie Senior Center	7	12	762	$164,616	$23,517
*Minor inconsistencies in total barrier costs are due to rounding of total wall lengths.						

Source: IH 35E Phase II Noise Study Team 2018.

Any subsequent project design changes may require a reevaluation of traffic noise impacts and the preliminary noise barrier proposal. To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2040) noise impact contours (see **Table 5.14-2**).

Table 5.14-2: Year 2040 Predicted Noise Impact Contours

Undeveloped Area	Land Use Category (NAC)	Impact Contour	Distance From Right of Way (feet)
West of IH 35E North of Sterrett Road	B and C	66 dB(A)	400
	E	71 dB(A)	225
East of IH 35E South of Butcher Road	B and C	66 dB(A)	375
	E	71 dB(A)	200
West of IH 35E South of Brookside Road	B and C	66 dB(A)	240
	E	71 dB(A)	160
East of IH 35E South of Park Hills Drive	B and C	66 dB(A)	190
	E	71 dB(A)	38

Source: IH 35E Phase II Noise Study Team 2018.

Noise associated with the construction of the proposed 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 would 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 available to local officials. On the date of approval of the document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

No Build Alternative

Under the No Build Alternative, traffic volumes would continue to increase and therefore traffic noise would continue to increase. The No Build Alternative would result in some receivers perhaps having lower decibel levels, as compared to the Build Alternative. However, the No Build Alternative would not include the noise abatement measures proposed with the Build Alternative.

5.15 Indirect Effects

Encroachment-alteration Effects

Encroachment-alteration effects are defined as effects that alter the behavior and functioning of the affected environment by project encroachment (NCHRP 2002, 55). These effects can be separated into two broad categories: socioeconomic and ecological effects.

Socioeconomic Effects

Socioeconomic effects in the encroachment-alteration category could generally include changes to employment as a result of business displacements; to the condition of the local and regional economies; and to community resources, typically measured in changes to access, travel patterns, and community cohesion.

The proposed project would connect discontinuous frontage roads in two areas along the interstate, improve intersections with major cross streets, and create direct-connectors at the IH 35E intersection with US 287. The improvements would potentially displace a trading post currently operating from temporary structures on a lot adjacent to the northbound IH 35E frontage road. If the trading post could relocate on the same lot, the business would be able to continue to operate; otherwise, the trading post would be displaced. This business is not a major employer for the area and does not provide essential services. Displacement of this facility would not represent a measurable, long-term impact to the local or regional economies. Short-term impacts during the construction phase of the proposed project would potentially occur due to increased economic activity in the area during the period of construction. Overall, impacts to the local economy during the construction phase of the proposed project would be expected to be beneficial and would not result in substantial, long-term changes to the local or regional economies.

Changes in access and travel patterns would be minor and would be beneficial overall. Impacts to community cohesion would be limited to more convenient movement to and from the north and south

ends of the IH 35E corridor. Based on the minor nature of community impacts that would directly result from the proposed improvements, in addition to the generally beneficial nature of the changes, adverse encroachment-alteration effects are not anticipated to occur.

Ecological Effects

Ecological effects in the encroachment-alteration category could generally include impacts to groundwater; surface water; and vegetation and wildlife habitat, including habitat for sensitive species.

The proposed project would not result in direct impacts to groundwater. Impacts to potentially jurisdictional waters of the U.S. (WOTUS), including wetlands, would occur at 11 sites. The placement of temporary or permanent dredge or fill material into potentially jurisdictional WOTUS would be authorized under a USACE Section 404 NWP 14. Because two of these impacted sites are wetlands and considered special aquatic sites, a PCN would be required. While the proposed improvements would impact WOTUS, including wetlands, BMPs would be implemented during construction to avoid further impacts to these sites and water resources in general.

Construction of the proposed project would result in relatively minor increases in impervious cover and potential alteration of drainage patterns as a result of roadway placement, which could potentially lead to increased localized erosion. In turn, this could contribute to minor increases in sediment loads within nearby watersheds. Regulatory protections exist for waters in the state and the U.S., including the Texas Water Code and Sections 401, 402, and 404 of the Clean Water Act. When implemented, these regulations serve to mitigate potential adverse effects to streams. Specifically, Section 402, describing the National Pollutant Discharge Elimination System, requires the implementation of a storm water pollution prevention plan during the construction phase of any public or private development over one acre and the implementation of erosion and sedimentation controls to protect surface waters from stormwater runoff. Given appropriate implementation of these regulatory controls, the encroachment-alteration effects that could result from the proposed project would be minor.

The improvements would potentially disturb the following vegetation types: 6.82 acres of Disturbed Prairie; 12.85 acres of Riparian; 11.42 acres of Tallgrass Prairie, Grassland; 0.04 acres of Edwards Plateau Savannah, Woodland, and Shrubland; 10.43 acres of Agriculture; 620.59 acres of Urban; and 0.55 acres of Open Water. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project; therefore, beyond these direct impacts to vegetation, encroachment-alteration impacts to vegetation would not occur.

Potential habitat exists in the vicinity of the proposed project for four state-listed threatened species, including three mussels (Louisiana Pigtoe, Texas Heelsplitter, and Texas Pigtoe) and one reptile (the timber/canebrake rattlesnake). Habitat for four SGCN could also occur in the vicinity. These species include the Texas garter snake; the southern crawfish frog; the Western Burrowing Owl; and the plains spotted skunk. BMPs to avoid impacts to sensitive species and their habitats would be implemented, and encroachment-alteration effects (e.g., habitat fragmentation) are not anticipated to occur.

Induced Growth

The proposed project is intended to improve mobility and reduce congestion along the IH 35E corridor by connecting discontinuous frontage roads, improving intersections with major cross-streets, and creating direct-connectors from IH 35E to US 287. These changes would be expected to make it more convenient for travelers to move through the area, particularly due to the improvements to intersection configurations. However, changes in travel patterns would be relatively limited, and no new access would be created along the interstate. The land uses in the Area of Influence (AOI) developed for the project rely heavily on access to the IH 35E; therefore, in the absence of changes in access, it was determined that the proposed project would not be likely to affect development decisions along this stretch of IH 35E. Moreover, the changes that would result from the proposed improvements would not be substantial enough to alter the land use patterns in the AOI that have been established since the construction of this stretch of IH 35E in the 1960s. The rate of development within the AOI would also not be expected to change due to the proposed improvements, which do not represent a substantial change in travel patterns from the existing condition. Finally, impediments to development would not be alleviated by the proposed project (such as limitations in access, the presence of the Union Pacific Railroad, and the location of the FEMA-designated 100-year floodplain). In consideration of these factors, it was determined that the proposed project would to result in induced growth or related effects.

No Build Alternative

Under the No Build Alternative, indirect impacts related to encroachment-alteration effects and induced growth and related effects would not occur.

5.16 Cumulative Impacts

The proposed project would not result in substantial direct or indirect impacts to any resource and would not have impacts to resources considered to be in poor or declining health. Therefore, cumulative impacts would not be anticipated to occur, and a cumulative impacts analysis was not required for the proposed project.

No Build Alternative

Implementation of the No Build Alternative would not result in cumulative impacts.

5.17 Construction Phase Impacts

This section discusses the temporary effects associated with the construction of the proposed Build Alternative. Since the No Build Alternative would not involve any project-related construction, discussions here are focused on the Build Alternative. Typically, construction effects of a disruptive nature are dependent on the type and location of proposed construction activities and the duration of the construction process from initiation to completion.

Construction activities necessary for the implementation of the Build Alternative would temporarily affect existing transportation facilities within the project area, as described below. To allow for vehicles to continue utilizing IH 35 during construction, the proposed project would likewise be constructed while traffic continued to use the existing facilities. In this way, traffic disruptions and other user impacts would be minimized.

The Build Alternative would similarly and temporarily affect ground transportation during the construction phase. Temporary effects would include traffic delays and work-zone congestion that could disrupt travel patterns for local residents and businesses for the duration of construction. Mitigation measures, such as maintenance of traffic plans, would be implemented to address user impacts including work-zone safety and traffic delays. Access for police, fire, and emergency vehicles would be maintained during construction; details would be developed in a maintenance of traffic plan to be implemented for the proposed project.

During the construction phase of this project, temporary increases in air emissions may occur from construction activities as described in **Section 5.12**. The primary construction-related emissions are particulate matter (fugitive dust) from site preparation, which is temporary in nature (only occurring during actual construction). However, the potential impacts of particulate matter emissions would be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate.

The construction activity phase of this project may generate a temporary increase in MSAT emissions from construction activities, equipment and related vehicles. The primary MSAT construction related emissions are particulate matter from site preparation and diesel particulate matter from diesel powered construction equipment and vehicles. MSAT emissions would be minimized by including provisions in project plans and specifications requiring the contractor to develop a construction air emission control plan and to make every reasonable effort to minimize construction emissions through abatement measures such as limiting construction equipment idling and other emission limitation techniques, as appropriate.

Temporary impacts to natural resources due to construction could result from the implementation of the proposed Build Alternative and include disturbances, including hydrologic disturbances, to wildlife and vegetative communities. Implementation of the Build Alternative would involve the removal of grasses, trees and shrubs during the construction phase, affecting the natural, erosion-inhibiting ground cover and resulting in the loss of habitat for both resident and migratory species. Disturbed areas would be restored, reseeded, and recontoured as necessary according to TxDOT specifications, making these effects largely temporary.

Noise associated with the construction of the proposed 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 would 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.

6.0 Agency Coordination

Texas Historical Commission

Coordination with the THC regarding impacts to archeological and historic resources has been conducted (see **Appendix G**).

Texas Parks and Wildlife Department

The proposed project would exceed the thresholds for impacts to the Disturbed Prairie, Riparian, and Agriculture TxDOT-TPWD MOU types; would impact at least 0.10 acre of riparian vegetation; and would be authorized under a NWP 14 with a PCN. Therefore, coordination with TPWD was conducted regarding the potential impacts of the proposed project to biological resources. TWPD had no comment regarding the proposed project, and coordination was determined to be complete on August 30, 2018 (see **Appendix G**).

Federal Aviation Administration

Coordination with the FAA regarding impacts to civil aviation is ongoing.

7.0 Public Involvement

Public involvement for the proposed project to date has consisted of a public meeting held on Thursday July 13, 2017, at Waxahachie Civic Center located at 2000 Civic Center Lane, Waxahachie, TX 75165. Advertisement for the public meeting included mailed notices to adjacent property owners and elected officials, and publications were made 30 days prior to the meeting both in print and online. Publications included the *Dallas Morning News* (print), *Al Dia* (print), *Waxahachie Daily Light* (print), TxDOT Schedule (online) and Keep It Moving Dallas (online).

The project schematics and environmental documents were available to view at the public meeting. Forty-nine people were in attendance. Attendees were generally supportive of the project, and eight written comments were submitted on the day of the meeting (TxDOT 2017). A summary of the meeting was prepared and is available at the TxDOT Dallas District Office.

On May 13, 2019, TxDOT hosted a Public Hearing at Waxahachie Civic Center Ballrooms 1 & 2, 2000 Civic Center Lane, Waxahachie, Texas 75165. TxDOT personnel, representatives from the City of Waxahachie, and project consultants were present at the hearing for a combined total of 45 attendees. The hearing was held to share information about the project and seek input from area residents. There were three verbal comments made during the “Opportunity for Public Comments” portion of the

public hearing. There were a total of 13 commenters during the public hearing and the 15-day comment period that ended on May 28, 2019. Out of all comments received, there were two predominant issues:

1. Closure of the southbound exit to FM 66.
2. Traffic flow.

The Public Hearing Documentation may be inspected and copied upon request at the TxDOT Dallas District Office.

A notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the right of way, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice would be provided after the environmental decision (i.e. FONSI), but before earthmoving or other activities requiring the use of heavy equipment begin.

8.0 Post-Environmental Clearance Activities and Contractor Communications

8.1 Post-Clearance Activities

This section lists unresolved environmental activities that could not be done prior to issuance of a FONSI, for which the project sponsor will be responsible.

1. Due either to visibility limitations or minimal disturbance, it is recommended that 4.94 acres of proposed right of way, located on six parcels, still warrant archeological survey prior to construction.
2. Additional hazardous materials investigation on two sites having a potential for environmental risk (Map IDs 3 and 5) should be conducted prior to construction.
3. Asbestos and lead-based paint inspections, specification, notification, license, accreditation, abatement and disposal would be addressed during the right of way process for building structures and prior to any demolition/construction activities on bridges.
4. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts prior to construction.
5. The proposed installation of storm sewers would require special considerations or provisions for entry and monitoring in the project's plans, specifications, and estimates (PS&E) due to the possible contamination from adjacent properties.
6. Monitoring wells were observed within the project limits. Proper plugging of the wells would be addressed during the right of way negotiation and acquisition process and prior to construction. If not plugged prior to construction, the wells would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells during construction.
7. A determination of the constructability of proposed noise barriers would be made upon completion of the project design and evaluation of utility relocations. Should the proposed noise

walls be constructible, noise wall workshops would be held with the property owners adjacent to the proposed walls to determine whether these walls would be incorporated into the final design of the proposed project.

8. Sites 8 and 17 are wetlands and considered special aquatic sites; therefore, a PCN for NWP 14 would be required for impacts to these features prior to construction.
9. Coordination with the local Floodplain Administrators (City of Waxahachie and Ellis County) would be required prior to construction.

8.2 Contractor Communications

This section lists project-specific avoidance measures or special instructions that will be conveyed to the design or construction contractor as a result of the department's environmental review of the project.

1. In the unlikely event that significant cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the potential need for additional investigation, if necessary.
2. A crude oil pipeline transects the project area just south of the intersection with US 77 South. Minimal grading is proposed in the area of the pipeline. Crude oil pipelines are considered high environmental risks. Any excavations at these pipelines could cause a rupture. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts.
3. Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in construction staging areas. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.
4. The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp.

5. Implement BMPs to avoid or minimize impacts to migratory birds, freshwater mussels, the timber/canebrake rattlesnake, the Texas garter snake, the southern crawfish frog, and plains spotted skunk according to applicable federal, state, and local regulations per TxDOT Guidance.
6. Implement water quality BMPs including: approved temporary vegetation; blankets/matting or mulch filter berms; vegetated filter strips; and silt fence, sand bags and/or compost filter berms and socks.

9.0 Conclusion

Implementation of the proposed project would not result in significant impacts to the human or natural environment; therefore a FONSI is anticipated.

10.0 References

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APPENDIX A

PROJECT LOCATION MAP

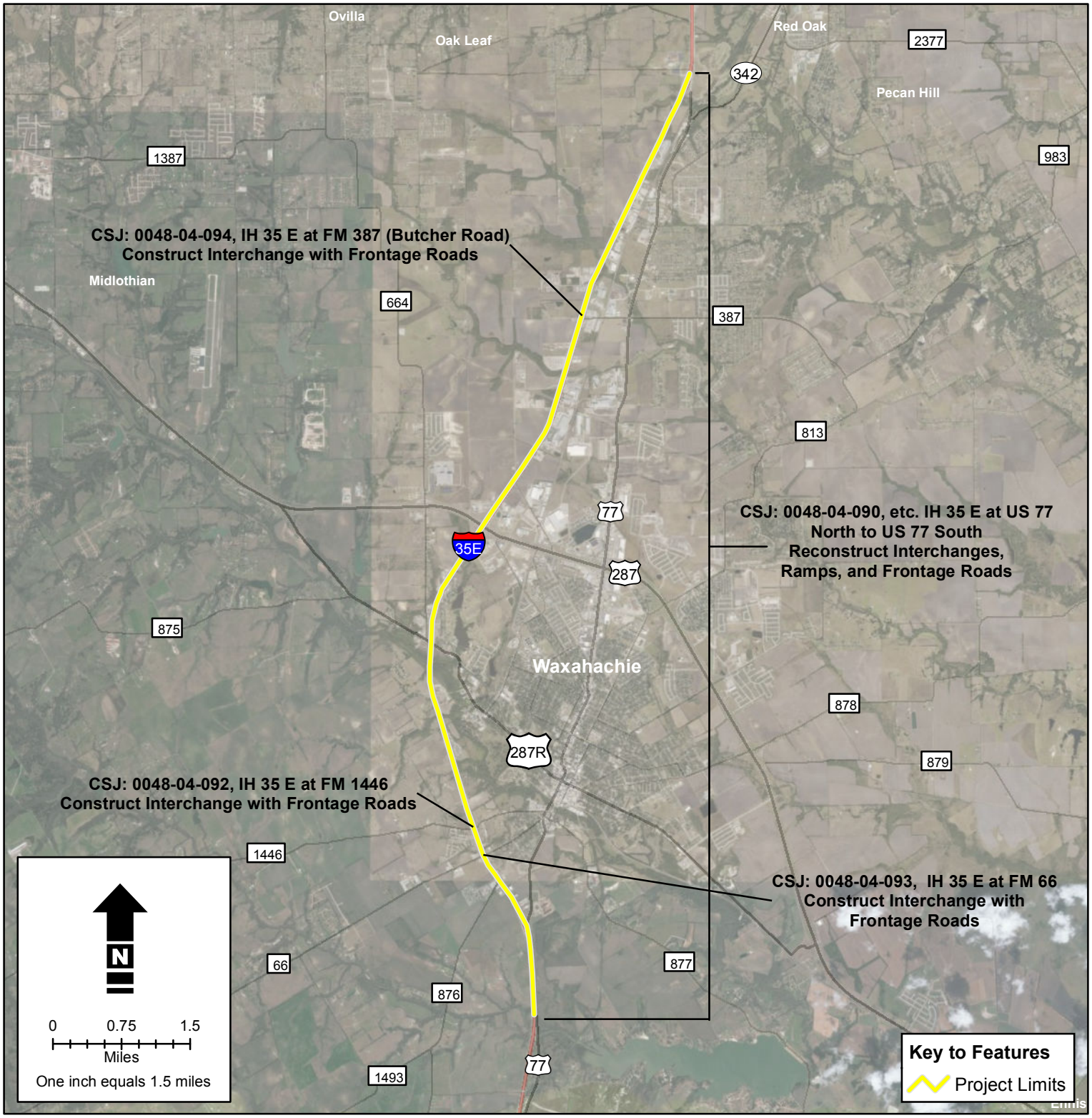




Figure 1
Project Location

IH 35E From US 77 South to US 77 North
Ellis County
CSJ: 0048-04-090; -092; -093; -094



APPENDIX B

PROJECT PHOTOS



Photo 1: Southbound I35 frontage road north of Sterrett Road, facing south.



Photo 2: Southbound I35 frontage road north of South Grove Creek, facing southwest.



Photo 3: Southbound I35 frontage road north of US Highway 287, facing south.



Photo 4: Northbound I35 frontage road at Westgate Drive, facing north.



Photo 5: Waxahachie Creek, west of I35, facing downstream towards I35.



Photo 6: Southbound I35 frontage road just north of Compton Drive, facing north.



Photo 7: Southbound I35 frontage road just north of Exit 399B, facing southwest.



Photo 8: Southbound I35 frontage road, facing southwest.



Photo 9: Northbound I35 frontage road near the southern terminus, facing north.



Photo 10: Southbound I35 frontage road south of Lofland Drive, facing north.



Photo 11: Southbound I35 frontage road north of US 287, facing southwest.



Photo 12: Southbound I35 frontage road near southern terminus, facing southwest.



Photo 13: Northbound I35 frontage road near Red Oak Valley Golf Course, facing northwest



Photo 14: Northbound I35 frontage road near the southern terminus, facing northwest



Photo 15: Northbound I35 frontage road near Owens Corning plant, facing north



Photo 16: Southbound I35 frontage road north of Lofland Drive, facing southeast



Photo 17: Map ID #5. Scarborough Travel Stop (Moderate-Risk Site). LPST ID 118636; PST ID 53641.



Photo 18: Map ID #6. Prime Travel Stop (High-Risk Site). LPST ID 119052; PST ID 44126.



Photo 19: Map ID #26. Former Larry Ingram Shell (Moderate-Risk Site). PST ID 14992.



Photo 20: Map ID #27. Chevron Food Mart (Moderate-Risk Site). PST ID 42770.



Photo 21: Map ID #32. Magnablend/Univar USA (Low-Risk Site).

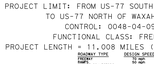
APPENDIX C

SCHEMATICS

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
RAMP CONNECTORS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 1 OF 24

SHEET INDEX

001 TITLE SHEET
002 GENERAL NOTES AND TYPICAL SECTIONS
003 GENERAL NOTES AND TYPICAL SECTIONS
004 GENERAL NOTES AND TYPICAL SECTIONS
005 GENERAL NOTES AND TYPICAL SECTIONS
006 GENERAL NOTES AND TYPICAL SECTIONS
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023 GENERAL NOTES AND TYPICAL SECTIONS
024 GENERAL NOTES AND TYPICAL SECTIONS

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY FOR DESIGN REVIEW ONLY
NOT FOR CONSTRUCTION PURPOSES
DATE: JUNE 29, 2018
WILLIAM A. HARRELL, P.E. 124408
DALLAS, TEXAS

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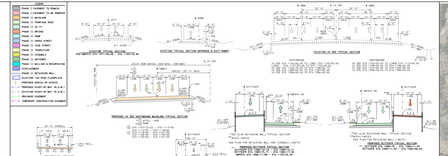
LEGEND
PROP. 1 PAVEMENT TO REMOVE
PROP. 2 PAVEMENT TO BE REMOVED
PROP. 3 OVERLAY
PROP. 4 FRONTAGE ROAD
PROP. 5 RAMP
PROP. 6 MAIN
PROP. 7 CROSS STREET
PROP. 8 CURB RAMP
PROP. 9 TRANSITION
PROP. 10 SIDEWALK
PROP. 11 DRIVEWAY
PROP. 12 WALLS & RETAINING WALLS
PROP. 13 BRIDGE
EXISTING 1 IN YEAR FLOODPLAIN
EXISTING 100 YEAR FLOODPLAIN
PROPOSED RIGHT-OF-WAY, R.O.W.S.
EXISTING RIGHT-OF-WAY, R.O.W.S.
PROPERTY LINES
TEMPORARY CONSTRUCTION EASEMENT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EXISTING SB FRONTAGE ROAD TYPICAL SECTION
PROPOSED SB FRONTAGE ROAD TYPICAL SECTION
PROPOSED NB FRONTAGE ROAD TYPICAL SECTION
PROPOSED MAIN LANES TYPICAL SECTION
PROPOSED EXPRESS LANES TYPICAL SECTION
PROPOSED EXPRESS LANES RAMP

Texas Department of Transportation

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FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	30 MPH
	45 MPH

END PROJECT
CSJ: 0048-04-090
TRM: 429.272
TRM: 1654+01.39

BEGIN PROJECT
CSJ: 0048-04-090
TRM: 1654+01.91
TRM: 398.728

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 2 OF 24

SHEET INDEX

SHEET 1 OF 24 0048-04-090 0048-04-091 0048-04-092 0048-04-093 0048-04-094
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RELEASED FOR REVIEW ON JUNE 2018
WILLIAM A. BARRELL, P.E. 124XXX 6/1/2018

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LEGEND
PHASE 1 PAVEMENT TO REMOVE
PHASE 1 PAVEMENT TO INSTALL
PHASE 1 TO INSTALLED
PHASE 2 TEMPORARY BASE
PHASE 2 TO REMOVE
PHASE 2 TO INSTALL
PHASE 3 BASE
PHASE 3 CURB & GUTTER
PHASE 3 CURB STRIPE
PHASE 3 TEMPORARY
PHASE 3 TO INSTALLED
PHASE 3 TO INSTALLED & REMOVE/SALVAGE
PHASE 3 TO REMOVE
PHASE 3 TO REMOVED ALL
EXISTING TO REMAIN PAVEMENT
EXISTING TO REMAIN FLEXIBLE BASE
EXISTING TO REMAIN CURB & GUTTER
TEMPORARY CONSTRUCTION EASEMENT

EXISTING TYPICAL SECTION (EXISTING 6 LANE RAMP)

PROPOSED TYPICAL SECTION (EXISTING 6 LANE RAMP)

EXISTING IH 35E TYPICAL SECTION

PROPOSED IH 35E TYPICAL SECTION

PROPOSED EXISTING & ADJ RAMPS TYPICAL SECTION

PROPOSED IH 35E MAINLINE TYPICAL SECTION

PROPOSED IH 35E MAINLINE TYPICAL SECTION

PROPOSED IH 35E MAINLINE

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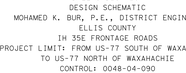
RAMPS	40 MPH
CROSS STREETS	30 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 3 OF 24

SHEET INDEX

SHEET 1 OF 24 TITLE SHEET, INDEX SHEET, LOCATION MAP, SCALE & SHEET LAYOUT
SHEET 2 OF 24 TYPICAL SECTIONS, LEGEND & NOTES
SHEET 3 OF 24 TYPICAL SECTIONS
SHEET 4 OF 24 TYPICAL SECTIONS
SHEET 5 OF 24 TYPICAL SECTIONS
SHEET 6 OF 24 TYPICAL SECTIONS
SHEET 7 OF 24 TYPICAL SECTIONS
SHEET 8 OF 24 TYPICAL SECTIONS
SHEET 9 OF 24 TYPICAL SECTIONS
SHEET 10 OF 24 TYPICAL SECTIONS
SHEET 11 OF 24 TYPICAL SECTIONS
SHEET 12 OF 24 TYPICAL SECTIONS
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SHEET 23 OF 24 TYPICAL SECTIONS
SHEET 24 OF 24 TYPICAL SECTIONS

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY FOR DESIGN REVIEW ONLY
NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES
PREPARED UNDER THE AUTHORITY OF
WILLIAM A. HARRELL, P.E., 129406, 6/1/2018

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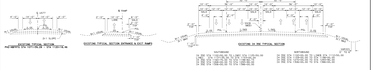
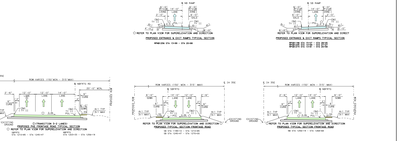
LEGEND

- PAVE 1 PAVEMENT TO REMOVE
- PAVE 2 PAVEMENT TO BE RECYCLED
- PAVE 3 OVERLAY
- PAVE 4 TRAFFIC FLOW
- PAVE 5 MEDIAN
- PAVE 6 BRIDGE
- PAVE 7 RAMP
- PAVE 8 CROSS STREET
- PAVE 9 SIDE STREET
- PAVE 10 TRANSITION
- PAVE 11 SHOULDER
- PAVE 12 DRIVEWAY
- PAVE 13 WALLS & RETAINING WALLS
- PAVE 14 REVISION WALL
- EXISTING 100 YEAR FLOODPLAIN
- PROPOSED 100 YEAR FLOODPLAIN
- PROPOSED RIGHT-OF-WAY R.O.W.S
- EXISTING RIGHT-OF-WAY R.O.W.S
- PROPERTY LINES
- TEMPORARY CONSTRUCTION EASEMENT







NOTES

1. ALL PROPOSED CONCRETE PAVEMENT SHALL BE REINFORCED AS SHOWN ON THE TYPICAL SECTIONS.
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Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
RAMPS	30 MPH

END PROJECT
CSJ: 0172-10-041+61.39
TRM: 519.272
CSJ: 0048-04-090

BEGIN PROJECT
CSJ: 0172-10-041+44.91
TRM: 518.728
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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JACOBS
TBPE FIRM NO. F-2966

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LEGEND
PAVE 1 PAVEMENT TO REMOVE
PAVE 2 PAVEMENT TO BE REMOVED
PAVE 3 OVERLAY
PAVE 4 FRONTAGE ROAD
PAVE 5 RAMP
PAVE 6 MAIN
PAVE 7 CROSS STREET
PAVE 8 CUL-DE-SACS
PAVE 9 TRANSITION
PAVE 10 DRIVEWAY
PAVE 11 DRIVEWAY
PAVE 12 CYL-CON & MISCELLANEOUS
EXISTING ROW
EXISTING ROW FOR FUTURE USE
EXISTING RIGHT OF WAY N.A.R.
EXISTING RIGHT OF WAY N.A.R.
PROPOSED ROW
TEMPORARY CONSTRUCTION EASEMENT

SECTION AT END OF TYPICAL SECTION

PROPOSED SUB-PANEL TYPICAL SECTION

PROPOSED SUB-PANEL TYPICAL SECTION

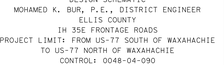
PROPOSED SUB-PANEL

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
TARGET	45 MPH
FRONTAGE ROADS	45 MPH
RAMPS	40 MPH
LOOPS	30 MPH

* 30 MPH FOR UNDERPASS AND UNDERPASS



END PROJECT
TRM: 419,172.1654+01.39
TRM: 419,172
CSJ: 0048-04-090

BEGIN PROJECT
TRM: 419,172.1144+01.91
TRM: 419,139
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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005 5 0048 04 090 0048 04 090 TYPICAL SECTIONS
006 6 0048 04 090 0048 04 090 TYPICAL SECTIONS
007 7 0048 04 090 0048 04 090 TYPICAL SECTIONS
008 8 0048 04 090 0048 04 090 TYPICAL SECTIONS
009 9 0048 04 090 0048 04 090 TYPICAL SECTIONS
010 10 0048 04 090 0048 04 090 TYPICAL SECTIONS
011 11 0048 04 090 0048 04 090 TYPICAL SECTIONS
012 12 0048 04 090 0048 04 090 TYPICAL SECTIONS
013 13 0048 04 090 0048 04 090 TYPICAL SECTIONS
014 14 0048 04 090 0048 04 090 TYPICAL SECTIONS
015 15 0048 04 090 0048 04 090 TYPICAL SECTIONS
016 16 0048 04 090 0048 04 090 TYPICAL SECTIONS
017 17 0048 04 090 0048 04 090 TYPICAL SECTIONS
018 18 0048 04 090 0048 04 090 TYPICAL SECTIONS
019 19 0048 04 090 0048 04 090 TYPICAL SECTIONS
020 20 0048 04 090 0048 04 090 TYPICAL SECTIONS
021 21 0048 04 090 0048 04 090 TYPICAL SECTIONS
022 22 0048 04 090 0048 04 090 TYPICAL SECTIONS
023 23 0048 04 090 0048 04 090 TYPICAL SECTIONS
024 24 0048 04 090 0048 04 090 TYPICAL SECTIONS

JACOBS
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6/15/2018

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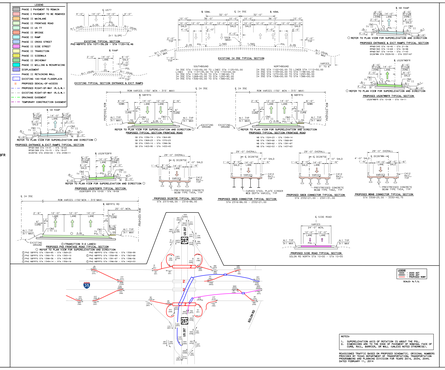
LEGEND
PAVE 1 PAVEMENT TO REMOVE
PAVE 2 PAVEMENT TO REMAIN
PAVE 3 PAVEMENT TO INSTALL
PAVE 4 FRONTAGE ROAD
PAVE 5 RAMP
PAVE 6 MAIN
PAVE 7 TURN
PAVE 8 SIDE STREET
PAVE 9 SIDE STREET
PAVE 10 TRANSITION
PAVE 11 DRIVEWAY
PAVE 12 DRIVEWAY
PAVE 13 WALLED & REINFORCED
PAVE 14 OTHER
EXISTING ROW
EXISTING TXDOT ACCESS CONTROL
PROPOSED ROW
PROPOSED TXDOT ACCESS CONTROL
EXISTING RIGHT-OF-WAY (R.O.W.)
PROPOSED RIGHT-OF-WAY (R.O.W.)
TEMPORARY CONSTRUCTION EASEMENT
EXISTING TYPICAL SECTION NORTHBOUND & EAST BOUND
EXISTING TYPICAL SECTION SOUTHBOUND & WEST BOUND
EXISTING MAIN LANES TYPICAL SECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
PROPOSED TYPICAL SECTION FRONTAGE ROAD
PROPOSED MAIN LANES TYPICAL SECTION
PROPOSED MAIN LANES TYPICAL SECTION
PROPOSED MAIN LANES TYPICAL SECTION

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH

END PROJECT
CSJ: 0918-41-38
STA: 616.272
CSJ: 0048-04-090

BEGIN PROJECT
CSJ: 0918-41-44,91
STA: 306.729
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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022 GENERAL NOTES AND TYPICAL SECTIONS
023 GENERAL NOTES AND TYPICAL SECTIONS
024 GENERAL NOTES AND TYPICAL SECTIONS

JACOBS
TBPE FIRM NO. F-2966

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WILLIAM A. BARRELL, P.E. 120858 6/29/2018

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LEGEND
PROP. 1' PAVEMENT TO MATCH
PROP. 2' PAVEMENT TO MATCH
PROP. 6" METALEDGE
PROP. 6" CONCRETE CURB
PROP. 6" CURB
PROP. 18" CURB
PROP. 24" CURB
PROP. 6" CURB & GUTTER
PROP. 6" TRANSITION
PROP. 6" CURB & GUTTER
PROP. 24" CURB & GUTTER
PROP. 12" MILL AND 6" REINFORCED CONCRETE PAVEMENT
PROP. 12" REINFORCED CONCRETE PAVEMENT
EXISTING 12" REINFORCED CONCRETE PAVEMENT
EXISTING 12" REINFORCED CONCRETE PAVEMENT
EXISTING 12" REINFORCED CONCRETE PAVEMENT
EXISTING 12" REINFORCED CONCRETE PAVEMENT
TEMPORARY CONSTRUCTION EASEMENT

EXISTING IH 35E TYPICAL SECTION

PROPOSED IH 35E MAINLANE TYPICAL SECTION

PROPOSED LOCAL ROAD OVERHEAD TYPICAL SECTION

PROPOSED LOCAL ROAD TYPICAL SECTION

EXISTING TYPICAL SECTION BETWEEN B.S.027 (RAMP)

PROPOSED LOCAL ROAD OVERHEAD TYPICAL SECTION

PROPOSED LOCAL ROAD OVERHEAD TYPICAL SECTION

PROPOSED RAMP TYPICAL SECTION

PROPOSED RAMP TYPICAL SECTION

PROPOSED RAMP

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
CROSS STREETS	30 MPH

END PROJECT
IH 35E STA. 1654+61.39
Elev. 426.272
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA. 1477+44.91
Elev. 396.726
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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023 TYPICAL SECTIONS SHEET
024 TYPICAL SECTIONS SHEET

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY FOR DESIGN REVIEW ONLY
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PREPARED UNDER THE AUTHORITY OF
WILLIAM A. BARRELL, P.E. 124208 on 6/15/2018

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LEGEND
PROP. 1 PAVEMENT TO REMOVE
PROP. 2 PAVEMENT TO BE OVERLAID
PROP. 3 METALLIC BEAM
PROP. 4 CONCRETE RAIL
PROP. 5 CURB
PROP. 6 MEDIAN
PROP. 7 BARN
PROP. 8 CROSS STREET
PROP. 9 CUL-DE-SAC
PROP. 10 TRANSITION
PROP. 11 RAMP
PROP. 12 DRIVEWAY
PROP. 13 WALL OR S.W. MODIFICATION
EXISTING IH 35E PAVEMENT
EXISTING FRONTAGE ROAD PAVEMENT
EXISTING RIGHT-OF-WAY
EXISTING CONCRETE BARRIER
TEMPORARY CONSTRUCTION EASEMENT

EXISTING IH 35E TYPICAL SECTION

EXISTING TYPICAL SECTION BETWEEN S.E.C.T. RAMPS

PROPOSED IH 35E BRIDGE AT SOUTH GROVE CREEK TYPICAL SECTION

PROPOSED IH 35E BRIDGE AT BROWN ROAD TYPICAL SECTION

PROPOSED FRONTAGE ROAD OVERPASS TYPICAL SECTION

PROPOSED IH 35E BRIDGE AT BUTCHER ROAD TYPICAL SECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

PROPOSED IH 35E TYPICAL SECTION

NOTE TO PLAN FOR SUPERELEVATION AND DIRECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

NOTE TO PLAN FOR SUPERELEVATION AND DIRECTION

PROPOSED RAMPS & S.E.C.T. RAMP TYPICAL SECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

PROPOSED IH 35E TYPICAL SECTION

NOTE TO PLAN FOR SUPERELEVATION AND DIRECTION

PROPOSED RAMPS & S.E.C.T. RAMP TYPICAL SECTION

PROPOSED IH 35E TYPICAL SECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

LOCATION MAP

NOTES:
1. COORDINATES ON THIS PLAN SHEET ARE SURFACE VALUES AND ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (4202), AND ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83). ALL DISTANCES SHOWN ARE SURFACE DISTANCES. TO OBTAIN GRID DISTANCES, MULTIPLY BY A COMBINED SCALE FACTOR OF 0.99987.
2. ELEVATIONS SHOWN ON THIS PLAN SHEET ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

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MATCH LINE STA. 1426+00

MATCH LINE STA. 1545+00

SOUTH GROVE CREEK

BROWN RD

BUTCHER RD

SCALE IN FEET

SUPERELEVATION TRANSITIONS & RUNOUT TABLE	
DESIGN SPEED	70 MPH
MAXIMUM SUPERELEVATION RATE	0.06 FT/FT
TRANSITION LENGTH	1.0 FT. (180 FT.)

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
CROSS STREETS	30 MPH

END PROJECT
IH 35E STA. 1654+61.39
Elev. 426.272
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA. 1477+44.91
Elev. 396.726
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 7 OF 24

JACOBS
TBPE FIRM NO. F-2966

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Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
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ROADWAY TYPE	DESIGN SPEED
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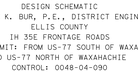
RAMPS	40 MPH
CROSS STREETS	30 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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Rdy 24 GENERAL NOTES AND TYPICAL SECTIONS

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WILLIAM A. HARRELL, P.E. 129XXX 6/1/2018
DESIGN ENGINEER DATE

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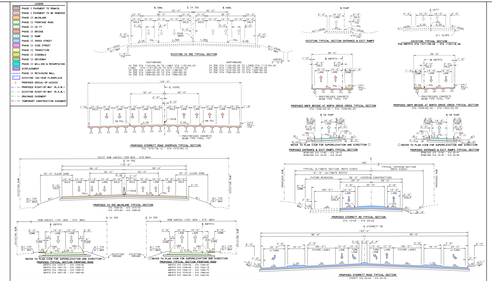
LEGEND
PHASE 1 PAVEMENT TO REMAIN
PHASE 1 PAVEMENT TO BE REMOVED
PHASE 1 PAVEMENT
PHASE 2 PAVEMENT TO REMAIN
PHASE 2 PAVEMENT
PHASE 3 PAVEMENT
PHASE 3 RAMP
PHASE 3 CROSS STREET
PHASE 3 CURB STREET
PHASE 3 PAVEMENT
PHASE 3 PAVEMENT
PHASE 3 DRIVEWAY
PHASE 3 WALLS & RETAINING WALLS
EXISTING ROW
EXISTING ROW
EXISTING CONSTRUCTION EASEMENT



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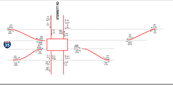

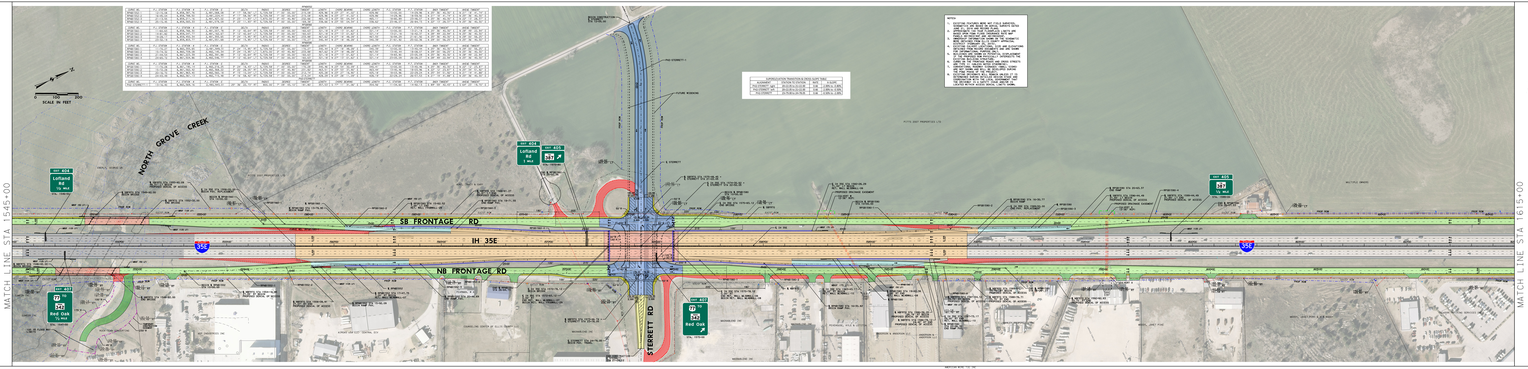

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
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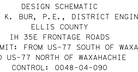
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 8 OF 24

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JACOBS
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WILLIAM A. HARRELL, P.E. 129XXX 6/1/2018
DESIGN ENGINEER DATE

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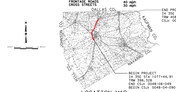
Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FRONTAGE ROADS	40 MPH
EXIT	30 MPH
ENTRANCE RAMPS	40 MPH
FRONTAGE ROADS	40 MPH
CROSS STREET	30 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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JACOBS
TBPE FIRM NO. F-2966

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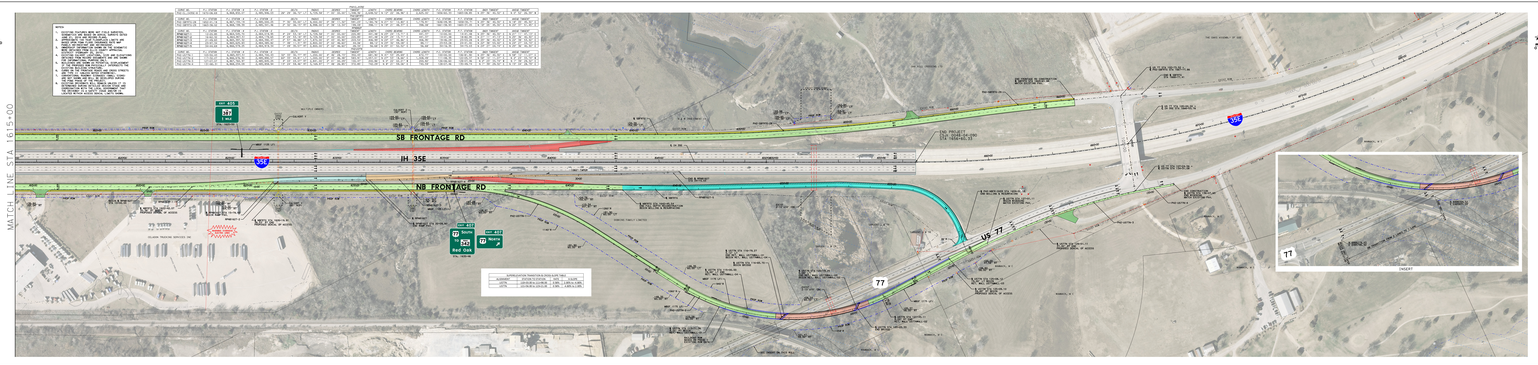
LEGEND
- PAVE 1 PAVEMENT TO REMOVE
- PAVE 2 PAVEMENT TO BE REMOVED
- PAVE 3 OVERLAY
- PAVE 4 FRONTAGE ROAD
- PAVE 5 RAMP
- PAVE 6 MEDIAN
- PAVE 7 BASE
- PAVE 8 CROSS STREET
- PAVE 9 SIDE STREET
- PAVE 10 TRANSITION
- PAVE 11 DRIVEWAY
- PAVE 12 SHOULDER
- PAVE 13 WILLOW & MCWHIRTER
- PAVE 14 TURN
- EXISTING ITC REVISION WALL
- EXISTING 100 YEAR FLOODPLAIN
- PROPOSED RIGHT-OF-WAY R.O.W.
- PROPOSED RIGHT-OF-WAY R.O.W.
- EXISTING RIGHT-OF-WAY R.O.W.
- TEMPORARY CONSTRUCTION EASEMENT





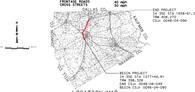
NOTES
1. CONSTRUCTION NOTES AS SHOWN ON SHEET 2 OF 24.
2. ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD.
3. ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER.
4. ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER.

SCALE IN FEET
0 100 200



Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 9 OF 24

SHEET 1 OF 24 TITLE SHEET
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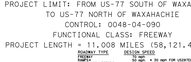
ROADWAY TYPE	DESIGN SPEED
FRONTAGE ROADS:	45 MPH
CONNECTORS:	45 MPH
RAMPS:	45 MPH
MAINLANES:	70 MPH

* 30 MPH IN RED FOR LOOP/RAMPS AND LOOP/RAMPS



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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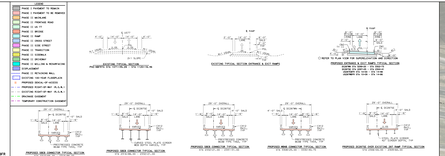
LEGEND
PHASE 1 PAVEMENT TO REMOVE
PHASE 1 PAVEMENT TO BE REMOVED
PHASE 1 MAINLANES
PHASE 2 FRONTAGE ROAD
PHASE 2 RAMP
PHASE 2A BRIDGE
PHASE 2A RAMP
PHASE 2A CROSS STREET
PHASE 2C CROSS STREET
PHASE 2C TRANSITION
PHASE 2C RAMP
PHASE 2C BRIDGE
PHASE 2C WALLS & RETAINING WALLS
PHASE 2C
PHASE 2C RETAINING WALL
EXISTING 100 YEAR FLOODPLAIN
EXISTING FLOODWAY BOUNDARY
EXISTING RIGHT-OF-WAY, R.O.W.
EXISTING RIGHT-OF-WAY, R.O.W.
PROPERTY LINE
TEMPORARY CONSTRUCTION EASEMENT


EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
PROPOSED TYPICAL SECTION
PROPOSED

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
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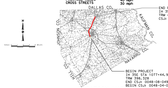
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
RAMP	50 MPH
RAMP CONNECTORS	50 MPH
FRONTAGE ROADS	40 MPH
CROSSROADS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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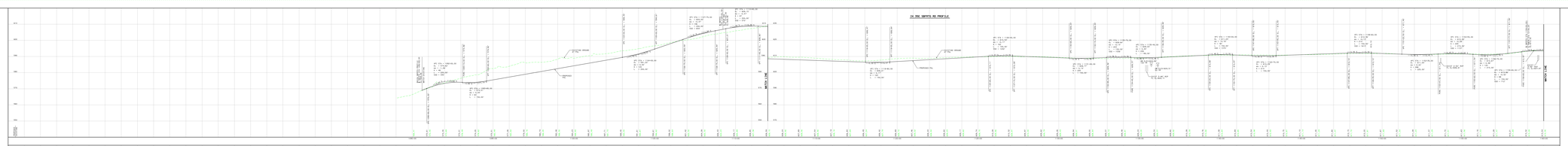
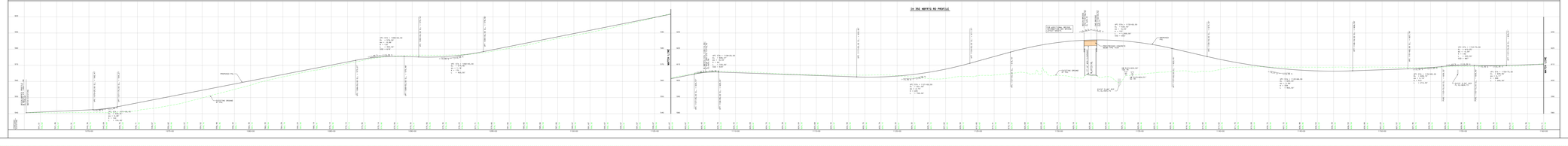
IH 35E NBFRTG RD PROFILE



IH 35E NBFRTG RD PROFILE



Texas Department of Transportation

DALLAS DISTRICT
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ELLIS COUNTY
IH 35E FRONTAGE ROADS
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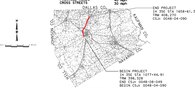

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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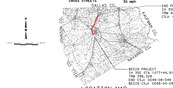
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
FRONTAGE ROADS	40 MPH
CROSSROADS	30 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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I-35 SOUTHBOUND FRONTAGE ROAD PROFILE

I-35 NORTHBOUND FRONTAGE ROAD PROFILE

Texas Department of Transportation

DALLAS DISTRICT
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MOHAMED K. BUR, P.E., DISTRICT ENGINEER
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ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
FRONTAGE ROADS	40 MPH
CROSSROADS	30 MPH

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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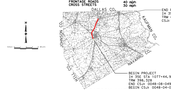

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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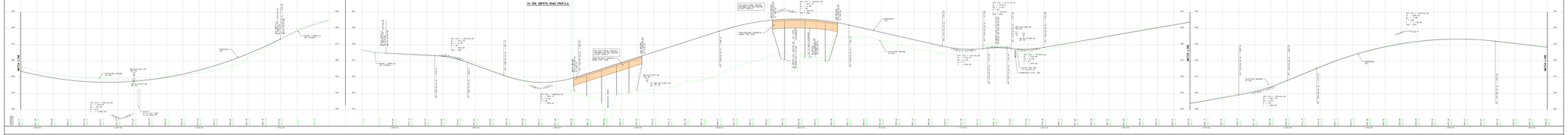

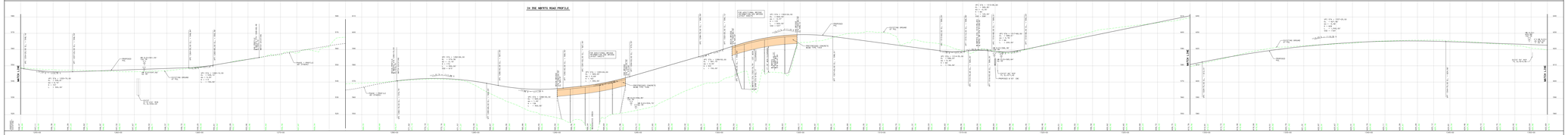

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MAINLANES 70 MPH
RAMP CONNECTORS 45 MPH
FRONTAGE ROADS 40 MPH
CROSSROADS 40 MPH

END PROJECT
CSJ: 0048-04-090
BEGIN PROJECT
CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 13 OF 24

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JACOBS
TBPE FIRM NO. F-2966

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RELEASED FOR REVIEW ON JUNE 29, 2018

WILLIAM A. MARRELL, P.E. 106836 6/29/2018
PRINTED NAME, P.E. NO. DATE

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Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
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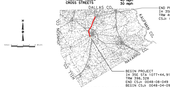
CONNECTORS	45 MPH
FRONTAGE ROADS	40 MPH
RAMPS	45 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
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TBPE: F-2966 TBPLS: F-10064

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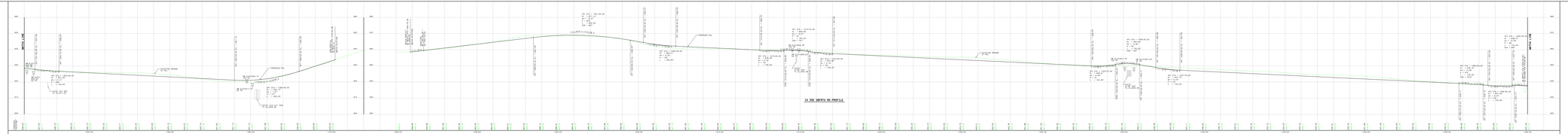

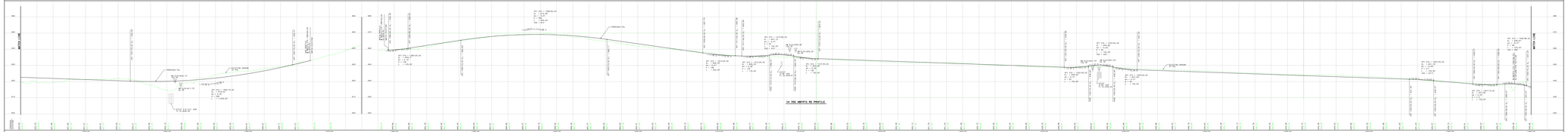

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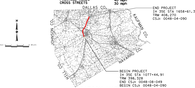

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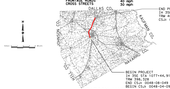

LOCATION MAP
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WILLIAM A. HARRELL, P.E. 104834 on 6/15/2018
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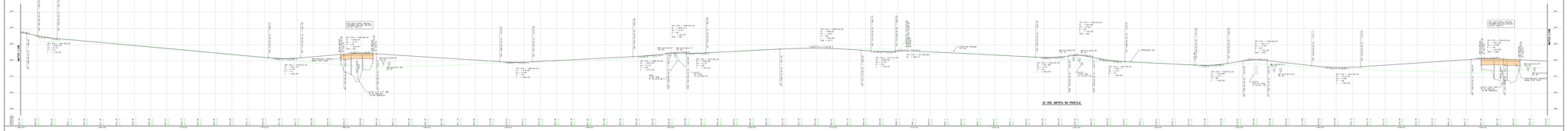

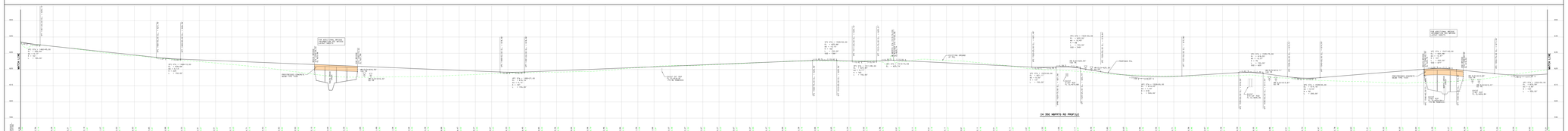

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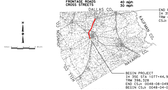

LOCATION MAP
JUNE 2018
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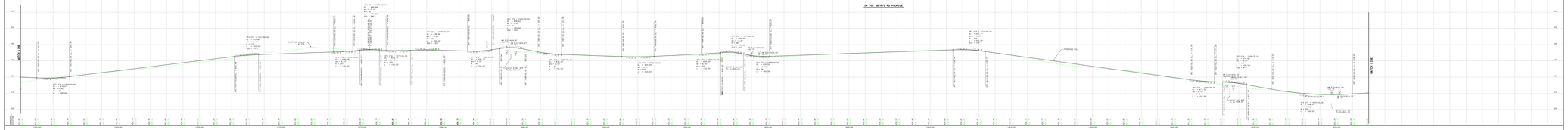

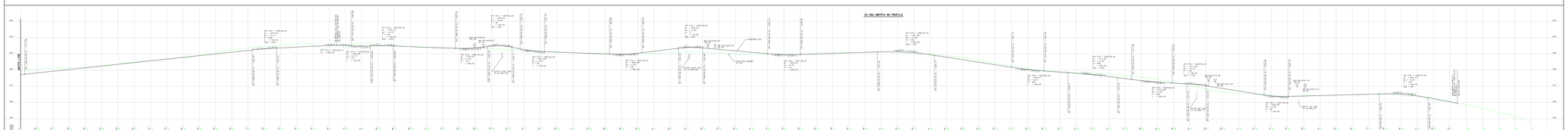

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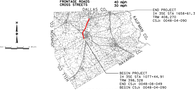

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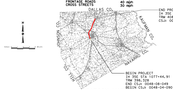

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JACOBS
TBPE: F-7746 TBPELS: F-10064

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PRINTED NAME OF LICENSED PROFESSIONAL ENGINEER DATE

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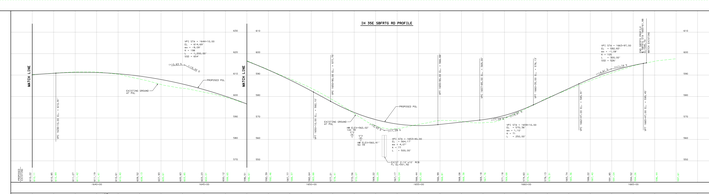
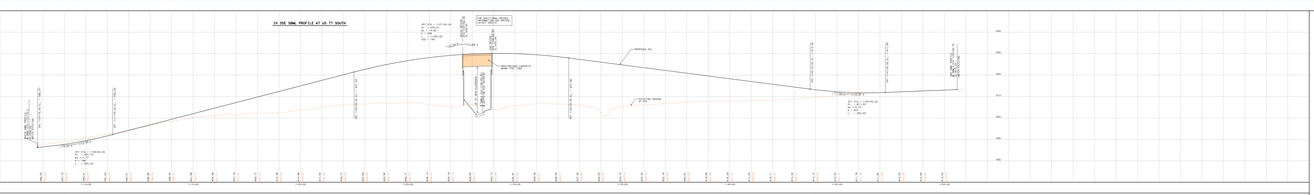
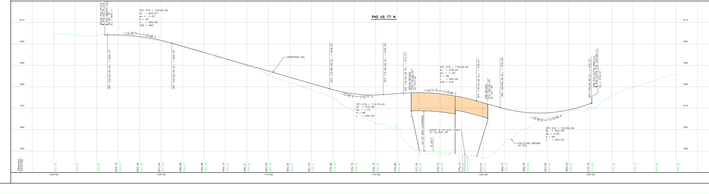
IH 35E SBFRTG RD PROFILE



IH 35E SBML PROFILE AT US 77 SOUTH



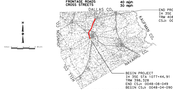
PAR US 77 N



Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
CROSS STREETS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 17 OF 24

SHEET INDEX

SHEET 1 TITLE SHEET, PROJECT LIMITS, SHEET INDEX
SHEET 2 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 3 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 4 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 5 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 6 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 7 TYPICAL SECTIONS, SHEET 2 OF 2
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SHEET 9 TYPICAL SECTIONS, SHEET 2 OF 2
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SHEET 11 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 12 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 13 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 14 TYPICAL SECTIONS, SHEET 1 OF 2
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SHEET 18 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 19 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 20 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 21 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 22 TYPICAL SECTIONS, SHEET 1 OF 2
SHEET 23 TYPICAL SECTIONS, SHEET 2 OF 2
SHEET 24 TYPICAL SECTIONS, SHEET 1 OF 2

JACOBS
TBPE: F-7746 TBPELS: F-10064

PRELIMINARY FOR DESIGN REVISION ONLY
NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES
RELEASED FOR REVIEW ON 6/15/2018

WILLIAM A. MARRELL, P.E. 92888 6/15/2018
PRINTED NAME OF LICENSED PROFESSIONAL ENGINEER DATE

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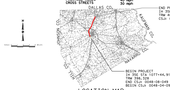
Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
CROSSROADS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 18 OF 24

SHEET INDEX

SHEET NO. 1 IH 35E (US 77) FRONTAGE ROADS BEGIN PROJECT STA 777+44.91
SHEET NO. 2 IH 35E (US 77) FRONTAGE ROADS STA 778+00 TO STA 787+00
SHEET NO. 3 IH 35E (US 77) FRONTAGE ROADS STA 787+00 TO STA 797+00
SHEET NO. 4 IH 35E (US 77) FRONTAGE ROADS STA 797+00 TO STA 807+00
SHEET NO. 5 IH 35E (US 77) FRONTAGE ROADS STA 807+00 TO STA 817+00
SHEET NO. 6 IH 35E (US 77) FRONTAGE ROADS STA 817+00 TO STA 827+00
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SHEET NO. 9 IH 35E (US 77) FRONTAGE ROADS STA 847+00 TO STA 857+00
SHEET NO. 10 IH 35E (US 77) FRONTAGE ROADS STA 857+00 TO STA 867+00
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SHEET NO. 21 IH 35E (US 77) FRONTAGE ROADS STA 967+00 TO STA 977+00
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SHEET NO. 23 IH 35E (US 77) FRONTAGE ROADS STA 987+00 TO STA 997+00
SHEET NO. 24 IH 35E (US 77) FRONTAGE ROADS STA 997+00 TO STA 1007+00

JACOBS
TBPE: FIRM NO. F-2966

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NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

WILLIAM A. HARRELL, P.E. 124888 — 6/1/2018
NAME & NUMBER OF LICENSED ENGINEER — DATE

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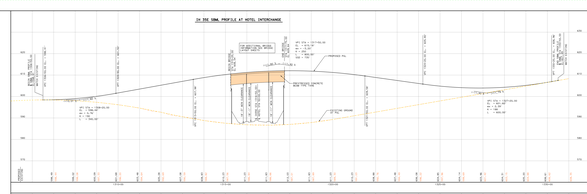
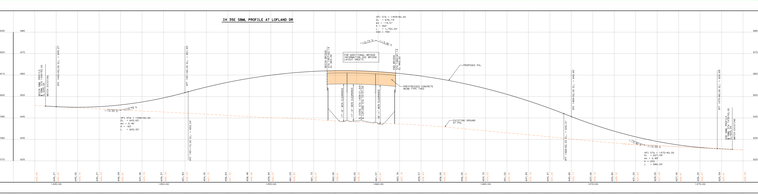
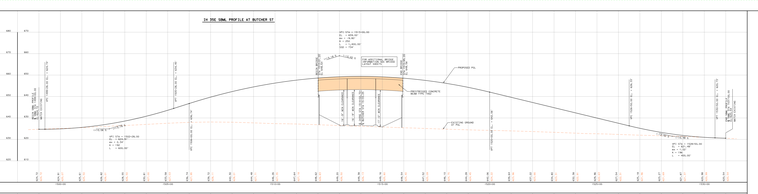
IH 35E SBML PROFILE AT HOTEL ENTRANCE



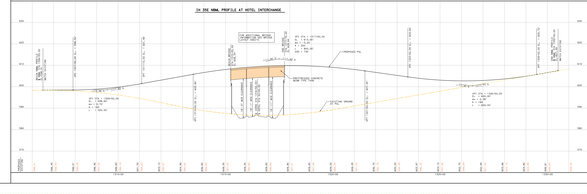
IH 35E SBML PROFILE AT LUPLAND DR



IH 35E SBML PROFILE AT BUTCHER ST



IH 35E NBML PROFILE AT HOTEL ENTRANCE



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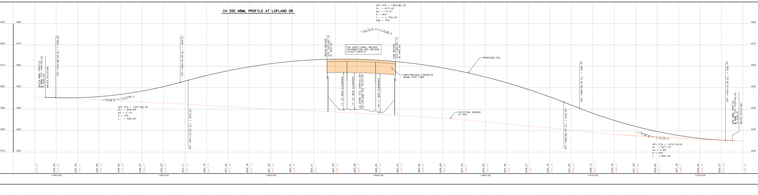

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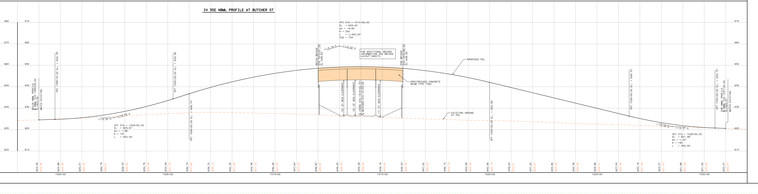

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH
CROSSROADS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 18 OF 24

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JACOBS
TBPE: FIRM NO. F-2966

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WILLIAM A. HARRELL, P.E. 124888 — 6/1/2018
NAME & NUMBER OF LICENSED ENGINEER — DATE

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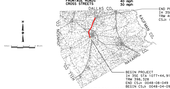
Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
EXIST. CONNECTORS	65 MPH
FRONTAGE ROADS	45 MPH
RAMP CONNECTORS	45 MPH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FM 876 (S)
CSJ: 0048-04-090
BEGIN PROJECT
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FM 709 (S)
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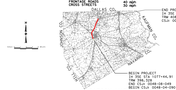
Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
DIRECT CONNECTORS	50 MPH
FRONTAGE ROADS	45 MPH
RAMPS	45 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 20 OF 24

SHEET INDEX

SHEET 1	TITLE SHEET, PROJECT LIMITS, SHEET INDEX
SHEET 2	GENERAL NOTES, ABBREVIATIONS, LEGEND
SHEET 3	TYPICAL SECTIONS
SHEET 4	TYPICAL SECTIONS
SHEET 5	TYPICAL SECTIONS
SHEET 6	TYPICAL SECTIONS
SHEET 7	TYPICAL SECTIONS
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SHEET 22	TYPICAL SECTIONS
SHEET 23	TYPICAL SECTIONS
SHEET 24	TYPICAL SECTIONS

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY FOR DESIGN REVISION ONLY
NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES
RELEASED FOR REVIEW ON JUNE 29, 2018
PREPARED UNDER THE AUTHORITY OF:

WILLIAM A. MARRELL, P.E. 124888 6-29-18
NAME LICENSE NO. DATE

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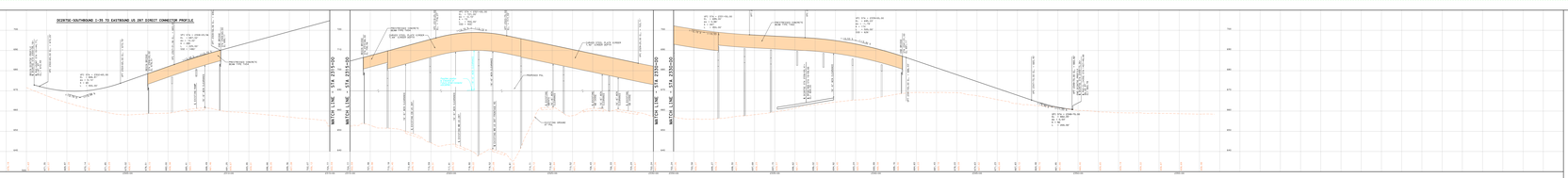
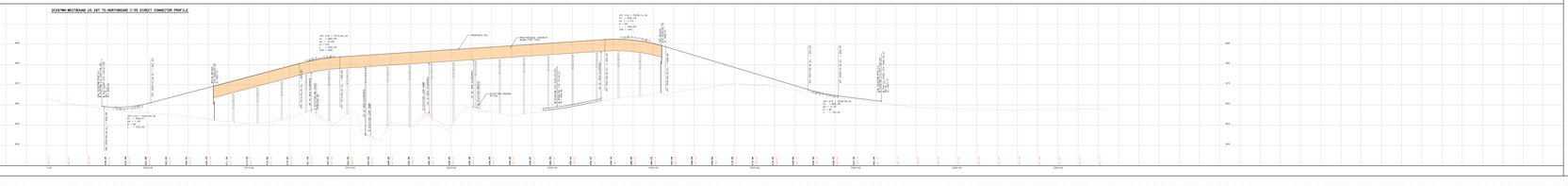
SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE



NORTHBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR PROFILE



Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED
FREEWAY 70 MPH
DIRECT CONNECTORS 50 MPH
FRONTAGE ROADS 45 MPH
RAMPS 45 MPH

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 20 OF 24

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DALLAS DISTRICT
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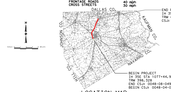
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 MPH
EXIT CONNECTORS	50 MPH
FRONTAGE ROADS	40 MPH
RAMP "A"	40 MPH



LOCATION MAP
JUNE 2018
SCALES: 1"=100'
ROLL 21 OF 24

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JACOBS
TBPE FIRM NO. F-2966

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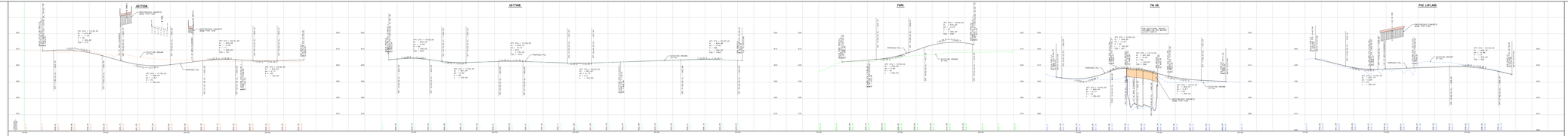

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED
FREEWAY 70 MPH
EXIT CONNECTORS 50 MPH
FRONTAGE ROADS 40 MPH
RAMP "A" 40 MPH

LOCATION MAP
JUNE 2018
SCALES: 1"=100'
ROLL 21 OF 24

JACOBS
TBPE FIRM NO. F-2966

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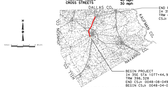
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
CROSSOVERS	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 22 OF 24

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RP481094 | RP481142 | RP481185 | RP481196 | RP481256 | RP481278 | RP481325

RP481345 | RP481365 | US287NB/FR | RP481387 | RP481444 | RP481455 | RP481497 | RP481525 | RP481552

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
CROSSOVERS 70 MPH
FRONTAGE ROADS 40 MPH
RAMPS 40 MPH

END PROJECT
IH 35E CTL 1054-01-39
FM 876 STA
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E CTL 1054-01-44
FM 709 STA
CSJ: 0048-04-090
BEGIN CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 22 OF 24

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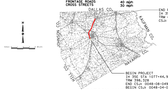
Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
FRONTAGE ROADS	40 MPH
RAMPS	40 MPH



LOCATION MAP
JUNE 2018
SCALES: 1"=100'
ROLL 23 OF 24

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JACOBS
TBPE: FIRM NO. F-2966

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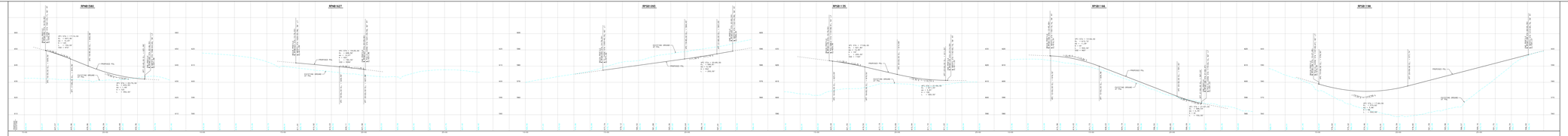

Texas Department of Transportation

DALLAS DISTRICT
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MOHAMED K. BUR, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
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FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
FRONTAGE ROADS 40 MPH
RAMPS 40 MPH

END PROJECT
IH 35E (STA 1054+61.39
ON ALIGN
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E (STA 771+46.91
ON ALIGN
CSJ: 0048-04-090

LOCATION MAP
JUNE 2018
SCALES: 1"=100'
ROLL 23 OF 24

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SHEET 11 - SCHEMATIC (SHEET 10 OF 11)
SHEET 12 - SCHEMATIC (SHEET 11 OF 11)

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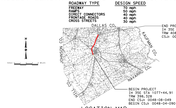
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FRONTAGE ROADS	45 MPH
RAMPS	30 MPH
CONNECTORS	30 MPH
FRONTAGE ROADS	45 MPH
RAMPS	30 MPH



LOCATION MAP
JUNE 2018
SCALE: 1"=100'
ROLL 24 OF 24

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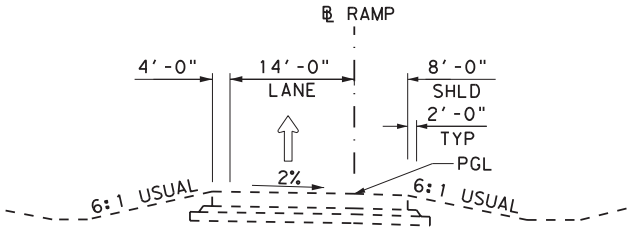
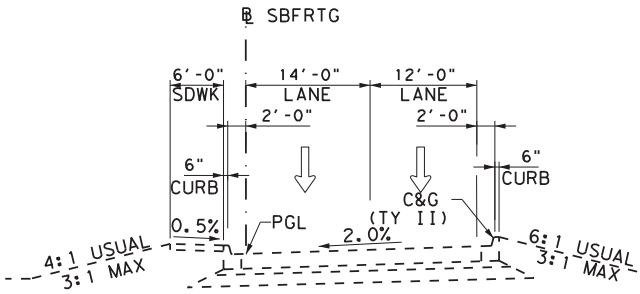
APPENDIX D

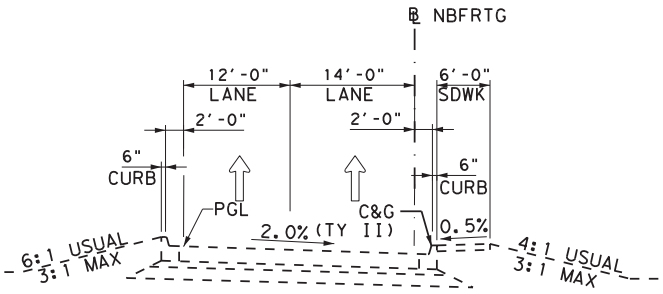
TYPICAL SECTIONS



EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS



SB DISCONTINUOUS FRONTAGE ROAD
EXISTING TYPICAL SECTION



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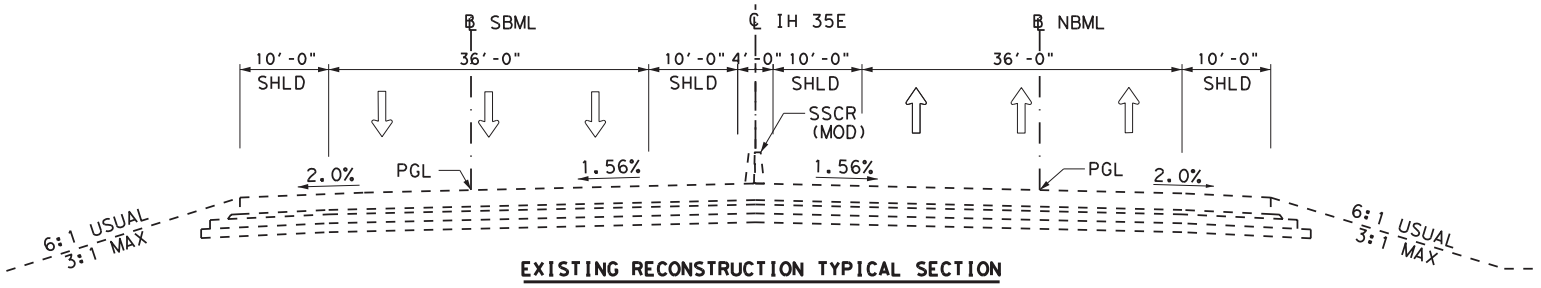
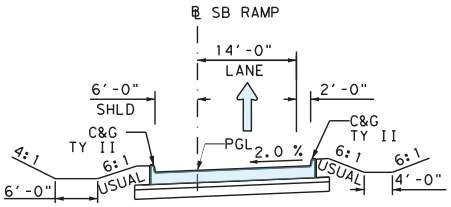


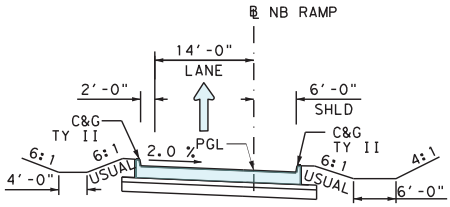
EXISTING RECONSTRUCTION TYPICAL SECTION

SOUTHBOUND NORTHBOUND

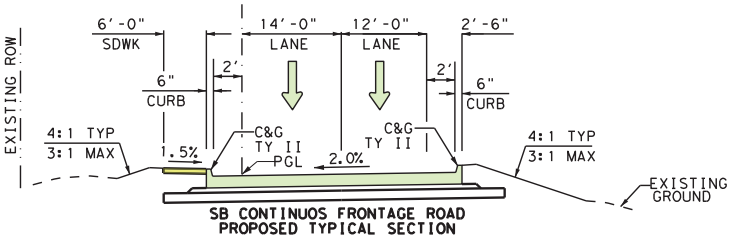
Appendix D
Existing Typical Sections
IH 35E from US 77 South to US 77 North
Ellis County
CSJs: 0048-04-090; -092; -093; -094



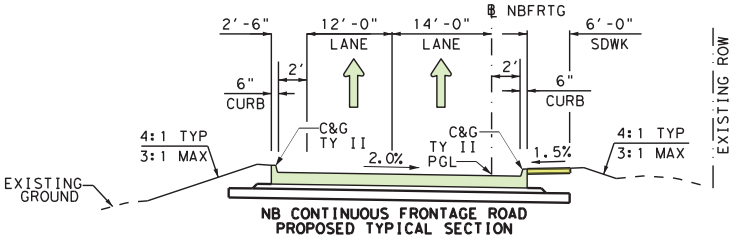
PROPOSED SB ENTRANCE & EXIT RAMPS
TYPICAL SECTION



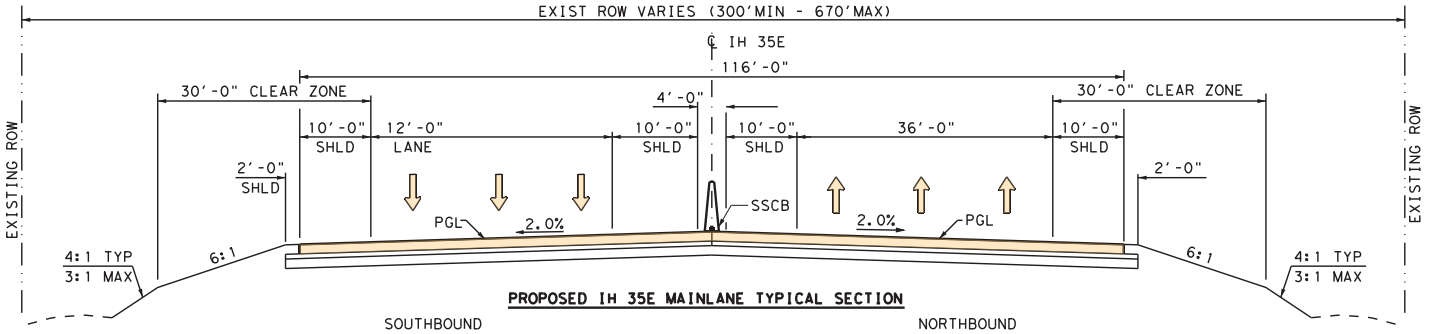
PROPOSED NB ENTRANCE & EXIT RAMPS
TYPICAL SECTION



SB CONTINUOS FRONTAGE ROAD
PROPOSED TYPICAL SECTION



NB CONTINUOUS FRONTAGE ROAD
PROPOSED TYPICAL SECTION



PROPOSED IH 35E MAINLANE TYPICAL SECTION

Appendix D
Proposed Typical Sections
IH 35E from US 77 South to US 77 North
Ellis County
CSJs: 0048-04-090; -092; -093; -094

APPENDIX E

PLAN AND PROGRAM EXCERPTS

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	COLLIN	0047-14-053	US 75	C,E	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	NORTH OF CR 370					REV DATE: 07/2018
LIMITS TO:	CR 375 (GRAYSON COUNTY LINE)					MPO PROJECT ID: 20084
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-23.10.1
REMARKS:	RTR 121-CC1					
						Project History:
DALLAS	ELLIS	0048-04-090	IH 35E	E	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	US 77 SOUTH					REV DATE: 02/2019
LIMITS TO:	US 77 NORTH					MPO PROJECT ID: 55092
TIP DESCRIPTION:	RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS					MTP REFERENCE: FT1-7.100.5, IN1-1.7.1, IN1-7.508.1, IN1-7.509.1, IN1-7.512.1, TSMO2-001
REMARKS:	REVISE SCOPE					
						Project History: PREVIOUS PLANNING CSJ 0048-04-912; ROW CSJ 0048-04-096
DALLAS	ELLIS	0048-04-092	IH 35E	E,R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	AT FM 1446					REV DATE: 07/2018
LIMITS TO:						MPO PROJECT ID: 55227
TIP DESCRIPTION:	RECONSTRUCT INTERCHANGE AT FM 1446 INCLUDING 4 TO 4/6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS					MTP REFERENCE: IN1-7.504.1, MO3-001
REMARKS:						
						Project History:
DALLAS	ELLIS	0048-04-093	IH 35E	E,R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	AT FM 66					REV DATE: 07/2018
LIMITS TO:						MPO PROJECT ID: 55228
TIP DESCRIPTION:	RECONSTRUCT INTERCHANGE AT FM 66 INCLUDING 4 TO 4/6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS					MTP REFERENCE: IN1-7.503.1, MO3-001
REMARKS:						
						Project History:
DALLAS	ELLIS	0048-04-096	IH 35E	R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	US 77 SOUTH					REV DATE: 02/2019
LIMITS TO:	US 77 NORTH					MPO PROJECT ID: 55092
TIP DESCRIPTION:	RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS					MTP REFERENCE: FT1-7.100.5, IN1-1.7.1, IN1-7.508.1, IN1-7.509.1, IN1-7.512.1, TSMO2-001
REMARKS:	REVISE SCOPE; CHANGE ROW CSJ FROM 0048-04-090 TO 0048-04-096					
						Project History: RELATED TO CSJ 0048-04-090
DALLAS	DENTON	0081-03-047	US 377	C	ARGYLE	DENTON CO
LIMITS FROM:	SOUTH OF FM 1171					REV DATE: 07/2018
LIMITS TO:	CRAWFORD ROAD					MPO PROJECT ID: 20115
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.230
REMARKS:	RTR 121-DE1					
						Project History:
DALLAS	DENTON	0081-03-054	US 377	E	VARIOUS	DENTON CO
LIMITS FROM:	CRAWFORD RD					REV DATE: 07/2018
LIMITS TO:	NORTH OF HICKORY CREEK					MPO PROJECT ID: 55002
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.220
REMARKS:						
						Project History:
DALLAS	DENTON	0081-04-038	US 377	E	VARIOUS	DENTON CO
LIMITS FROM:	NORTH OF HICKORY CREEK					REV DATE: 07/2018
LIMITS TO:	FM 1830					MPO PROJECT ID: 55004
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.220
REMARKS:						
						Project History:

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Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy

Data

Statewide	☐	TIP Revision	None
District	DALLAS	County	ELLIS
MPO	NCTCOG	Highway	IH 35E
CSJ	0048 - 04 - 094	TIP FY	2019
Revision Date	07/2018		
Project Sponsor	TXDOT-DALLAS		
MPO Proj Number	13042		
MTP Reference	FT1-7.100.5, TSMO2-001		
City	WAXAHACHIE		

Phase: ☐ Construction; ☑ Engineering; ☐ Environmental; ☑ Engineering; ☑ Right-of-Way; ☑ Acquisition; ☑ Utilities; ☐ Transfer

NOX (Lbs /D):	0.0000
VOC (Lbs /D):	0.0000
PM10 (Kg /D):	0.0000
PM2.5 (Kg /D):	0.0000
CO (Lbs /D):	

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SBPE	$0	$2,500,000	$0	$0	$0	$2,500,000
S102	$15,100,000	$1,900,000	$0	$0	$0	$17,000,000
Total	$15,100,000	$4,400,000	$0.00	$0.00	$0.00	$19,500,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): S102,SBPE
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

TIP History

2019-2022 STIP **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): S102,SBPE

PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

REMARKS P7:

PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:35:08	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:20:35	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**

STIP Portal

Texas Department of Transportation

Fri, May 10, 2019 2:44:04 PM

STIP Portal

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Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy Data

Statewide ☐ TIP Revision: None

District: DALLAS County: ELLIS

MPO: NCTCOG Highway: IH 35E

CSJ: 0048 - 04 - 094 TIP FY: 2021

Phase: ☑ Construction ☐ Engineering ☐ Environmental ☐ Engineering ☐ Right-of-Way ☐ Acquisition ☐ Utilities ☐ Transfer

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Revision Date: 07/2018

Project Sponsor: TXDOT-DALLAS

MPO Proj Number: 13042

MTP Reference: FT1-7.100.5, TSMO2-001

City: WAXAHACHIE

NOX (Lbs/D)	0.0000
VOC (Lbs/D)	0.0000
PM10 (Kg/D)	0.0000
PM2.5 (Kg/D)	0.0000
CO (Lbs/D)	

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	$33,600,000	$8,400,000	$0	$0	$0	$42,000,000
Total	$33,600,000	$8,400,000	$0.00	$0.00	$0.00	$42,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E	C	WAXAHACHIE	$ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

TIP History

2019-2022 STIP 07/2018 Revision: Approved 09/28/2018

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST

DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E	C	WAXAHACHIE $ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:36:22	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:21:13	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**

Mobility 2045
Freeway/Tollway Summary Table

Revised March 15, 2019

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
14 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		$555,600,000
14 - IH 30 (Tarrant County)	28.40.1	IH 30	IH 820	Cooks Ln	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Ln	Cooper St	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper St	Duncan Perry Rd	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Rd	PGBT WE (SH161)	6 (Frwy) + 2 (ExL-R)	6 (Frwy) + 2 (ExL-R)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)		included w/ 28.30.3
15 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)		$300,000,000
15 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy)	6 (Frwy)	12 (Frwy), 4/8 (Frtg-D)	12 (Frwy), 4/8 (Frtg-D)	12 (Frwy), 4/8 (Frtg-D)		included w/ 28.60.1
16 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	$95,000,000
16 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)		$800,000,000
17 - IH 35	3.10.1	IH 35	Denton Co Line (N) FM156	FM 156	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$2,500,000,000
17 - IH 35	3.20.1	IH 35	FM 156	Loop 288 (N of Denton)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 3.10.1
17 - IH 35	3.20.2	IH 35	Loop 288 (N of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 3.10.1
18 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road (US 77 South)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	$450,000,000

(HOV/ExL) - HOV/Tolled Express Lanes
(HOV) - HOV Lanes
(ExL) - Express Lanes
(ML/T) - Tolled Managed Lanes
(-C) - Concurrent Lanes
(-R) - Reversible Lanes

*Interim Pk-Hr Lanes
**Technology Lanes

Mobility 2045
Interchange Summary Table

April 5, 2019

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
21.120.1	TxDOT Dallas	Dallas North Tollway	President George Bush Turnpike	2018	Improvements	included w/ FT - 21.10.3
21.2.1	TxDOT Dallas	Dallas North Tollway	US 380	2028	New Interchange	included w/ FT - 21.10.1
18.32.1	TxDOT Dallas	East Branch (SH 190)	US 80	2028	New Interchange	included w/ FT - 39.10.1
28.121.1	TxDOT Dallas	East Branch (SH 190)	President George Bush Turnpike (SH 190)	2028	Reconstruct	included w/ FT - 39.10.1
6.30.1	TxDOT Dallas	East Branch (SH 190)	IH 20	2028	New Interchange	included w/ FT - 39.10.1
30.38.1	TxDOT Dallas	IH 20	US 67	2028	Reconstruct	included w/ FT - 7.80.3
28.111.1	TxDOT Dallas	IH 30	Outer Loop/Floyd Road	2028	New Interchange	included w/ FT - 110.20.1
28.200.1	TxDOT Dallas	IH 30	Bayside Drive	2028	New Interchange	included w/ AO - 28.80.2
28.546.1	TxDOT Dallas	IH 30	Ben Payne/Rochelle Road	2028	New Interchange	included w/ FT - 28.60.3
28.548.1	TxDOT Dallas	IH 30	FM 3549 (FM 549)	2020	Reconstruct	included w/ FT - 28.60.3
28.549.1	TxDOT Dallas	IH 30	FM 551	2018	Reconstruct	included w/ FT - 28.60.3
28.550.1	TxDOT Dallas	IH 30	Erby Campbell Blvd.	2018	Grade Separation	included w/ FT - 28.60.3
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	$2,000,000
28.553.1	TxDOT Dallas	IH 30	Blackland Road	2028	New Interchange	included w/ FT - 28.60.3
3.100.1	TxDOT Dallas	IH 35	State Loop 288	2037	Reconstruct	included w/ FT - 3.10.1
3.95.1	TxDOT Dallas	IH 35	US 77 (Denton County)	2028	Reconstruct	included w/ FT - 3.10.1
1.7.1	TxDOT Dallas	IH 35E	US 287	2028	Reconstruct	included w/ FT - 7.100.5
3.5.1	TxDOT Dallas	IH 35E	IH 35W	2028	Reconstruct	included w/ FT - 3.20.3
7.11.1	TxDOT Dallas	IH 35E	SH 121	2028	Reconstruct	included w/ FT - 3.20.3
7.17.1	TxDOT Dallas	IH 35E	State Loop 12	2028	Reconstruct	included w/ FT - 7.50.1
7.28.1	TxDOT Dallas	IH 35E	IH 30	2018	Reconstruct	included w/ FT - 7.80.3
7.30.1	TxDOT Dallas	IH 35E	IH 20	2028	Reconstruct	included w/ FT - 7.80.3
7.38.1	TxDOT Dallas	IH 35E	US 67	2028	Reconstruct	included w/ FT - 7.80.3
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	included w/ FT - 7.100.5
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	included w/ FT - 7.100.5
7.508.1	TxDOT Dallas	IH 35E	BU 287	2028	Reconstruct	included w/ FT - 7.100.5
7.509.1	TxDOT Dallas	IH 35E	Lofland Drive	2028	Reconstruct	included w/ FT - 7.100.5
7.510.1	TxDOT Dallas	IH 35E	Butcher Road	2028	Reconstruct	included w/ FT - 7.100.5
7.512.1	TxDOT Dallas	IH 35E	Sterrett Road	2028	Reconstruct	included w/ FT - 7.100.5
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	$40,000,000
7.552.1	TxDOT Dallas	IH 35E	FM 407	2037	Reconstruct	included w/ FT - 3.20.3
7.576.1	TxDOT Dallas	IH 35E	Dickerson Pkwy.	2018	New Interchange	included w/ FT - 3.20.3
5.103.1	TxDOT Dallas	IH 35W	State Loop 288	2037	New Interchange	included w/ FT - 3.10.1
27.29.1	TxDOT Dallas	IH 45	S.M. Wright	2028	Reconstruct	included w/ FT - 26.20.1
27.554.1	TxDOT Dallas	IH 45	Fulgham Rd	2028	Improvements	included w/ AO - 27.30.2
27.560.1	TxDOT Dallas	IH 45	FM 664	2028	New Interchange	$50,000,000
131.577.1	TxDOT Dallas	IH 635	Skillman/Audelia Street	2023	Reconstruct	included w/ FT - 131.10.1
28.131.1	TxDOT Dallas	IH 635	IH 30	2028	Reconstruct	included w/ FT - 131.10.1
32.131.1	TxDOT Dallas	IH 635	US 80	2028	Improvements	included w/ FT - 131.10.1
7.130.1	TxDOT Dallas	IH 635	IH 35E	2037	Reconstruct	included w/ FT - 7.50.1
12.42.1	TxDOT Dallas	SH 114	Spur 482	2023	Reconstruct	$17,118,564
12.525.1	TxDOT Dallas	SH 114	US 377	2028	New Interchange	$80,000,000

Transportation System Management and Operations

Policies

MTP Reference #	Management and Operations Infrastructure Maintenance, Rehabilitation, and Operations
MO3-001	Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions.
MO3-002	Ensure the existing multimodal transportation system operates efficiently by constructing bridge replacements with approaches, new bridges, overpasses or underpasses for railroads, bicycle/pedestrian facilities, off-system roads, and non-regionally significant facilities.

MTP Reference #	Transportation System Management and Operations
TSMO3-001	Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.
TSMO3-002	Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone.
TSMO3-003	Require regional partners to coordinate with the US Department of Transportation on connected vehicle development and identify new Transportation System Management and Operations technologies that can be considered for deployment.
TSMO3-004	Priority funding consideration will be given to projects that meet the regional Intelligent Transportation Systems deployment initiatives as outlined in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.
TSMO3-005	Intelligent Transportation Systems projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.
TSMO3-006	Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for Intelligent Transportation Systems and Transportation System Management and Operations projects.
TSMO3-007	Integrate all traffic operations systems between public sector entities, including sharing of data and videos.
TSMO3-08	Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure.

Programs

Intersection Improvement Program	
Reference	TSMO2-001
Background	Infrastructure improvements such as turning lanes, grade separations, pavement striping, signage and lighting, bus turnouts, and channelization of traffic can greatly improve traffic flow operation on arterials and at intersections.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TSMO3-001
Implementation	Secure funding to develop intersection improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on reduction in congestion delay of 37,500 person hours per day.
Cost Estimate	$2.12 billion

Signal Improvement Program	
Reference	TSMO2-002
Background	Traffic signal improvements such as signal timing optimization, signal hardware upgrade, and system interconnection.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TSMO3-001
Implementation	Secure funding to develop signal improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on reduction in congestion delay of 59,000 person hours per day.
Cost Estimate	$941.20 million

Bottleneck Improvement Program	
Reference	TSMO2-003
Background	Include usage of a short section of shoulder as an additional travel lane, restripe merge or diverge areas to better serve demand, reduce lane widths to add a travel and/or auxiliary lane, modify weaving (add collector/distributor or through lanes), meter or close entrance ramps, improve traffic signal timing on arterials, high-occupancy vehicle lanes, or reversible lanes.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	N/A
Implementation	Secure funding to develop bottleneck improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on increase in average speed on freeways and parallel arterials, and reduction in congestion delay.
Cost Estimate	$353.60 million

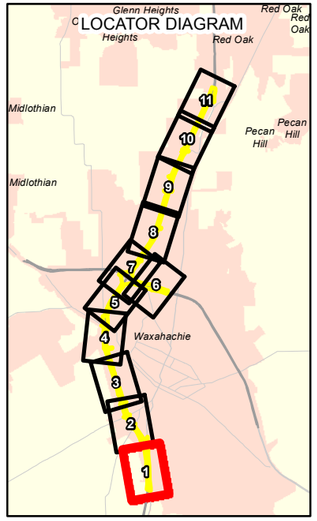
APPENDIX F

RESOURCE-SPECIFIC MAPS



PROJECT CONSTRAINTS

IH 35E from US 77 South
to US 77 North
Ellis County - CSJ: 0048-04-090, etc.



Key to Features

- NHD Streams
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- Existing ROW
- Existing Drainage Easements
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- Temporary Easement
- FEMA Floodplains (100-year)
- Waters of the US
- Wetlands
- Getzendaner Park
- Getzendaner Park Trail
- Proposed Noise Barrier
- Recommended NRHP Eligible Resources

Hazardous Materials Locations

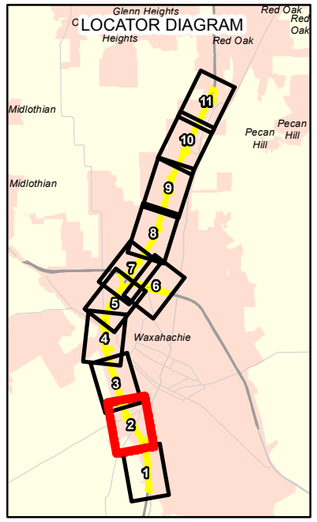
- High Risk
- Moderate Risk
- Low Risk

0 250 500
Feet
1 inch = 500 feet



PROJECT CONSTRAINTS

IH 35E from US 77 South
to US 77 North
Ellis County - CSJ: 0048-04-090, etc.



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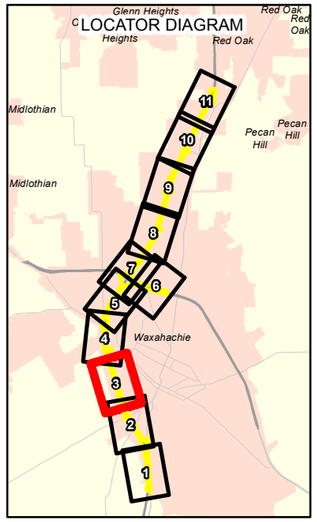

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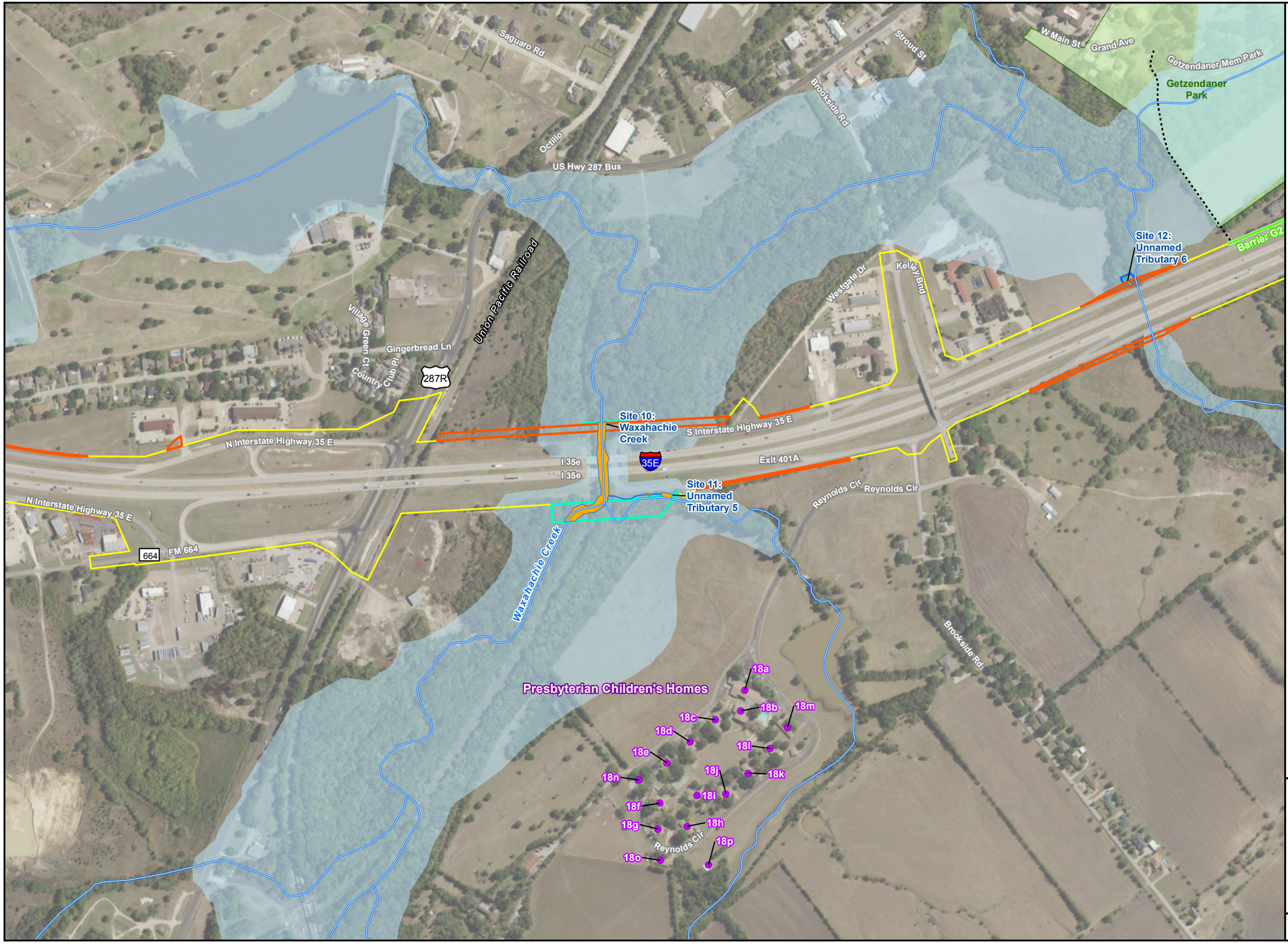

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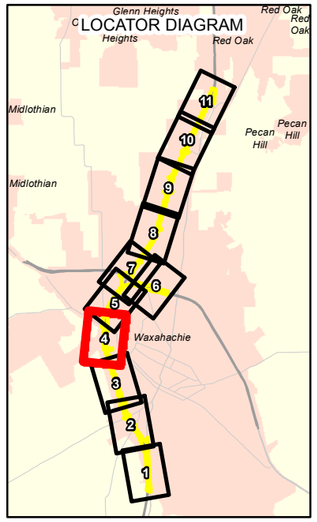

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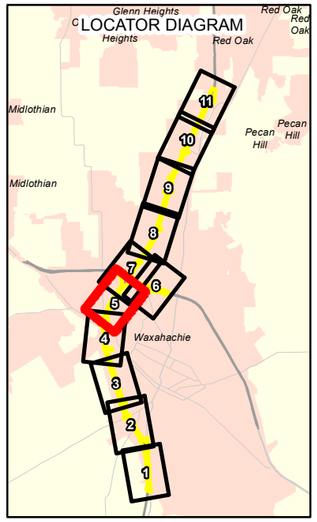

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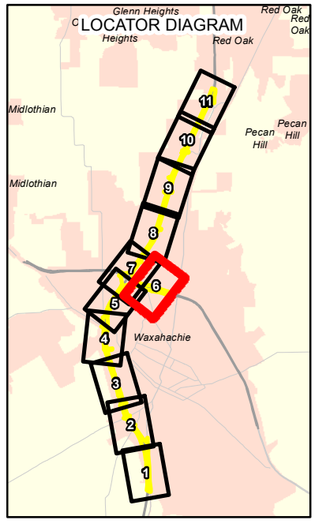

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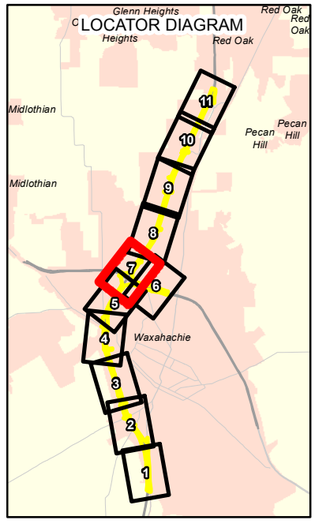

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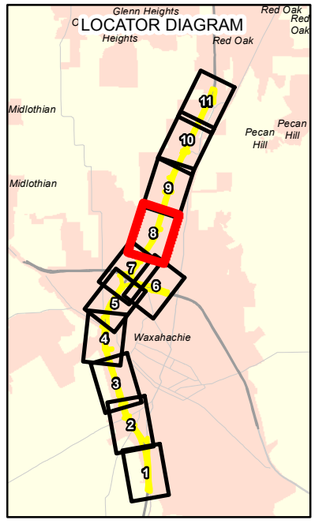

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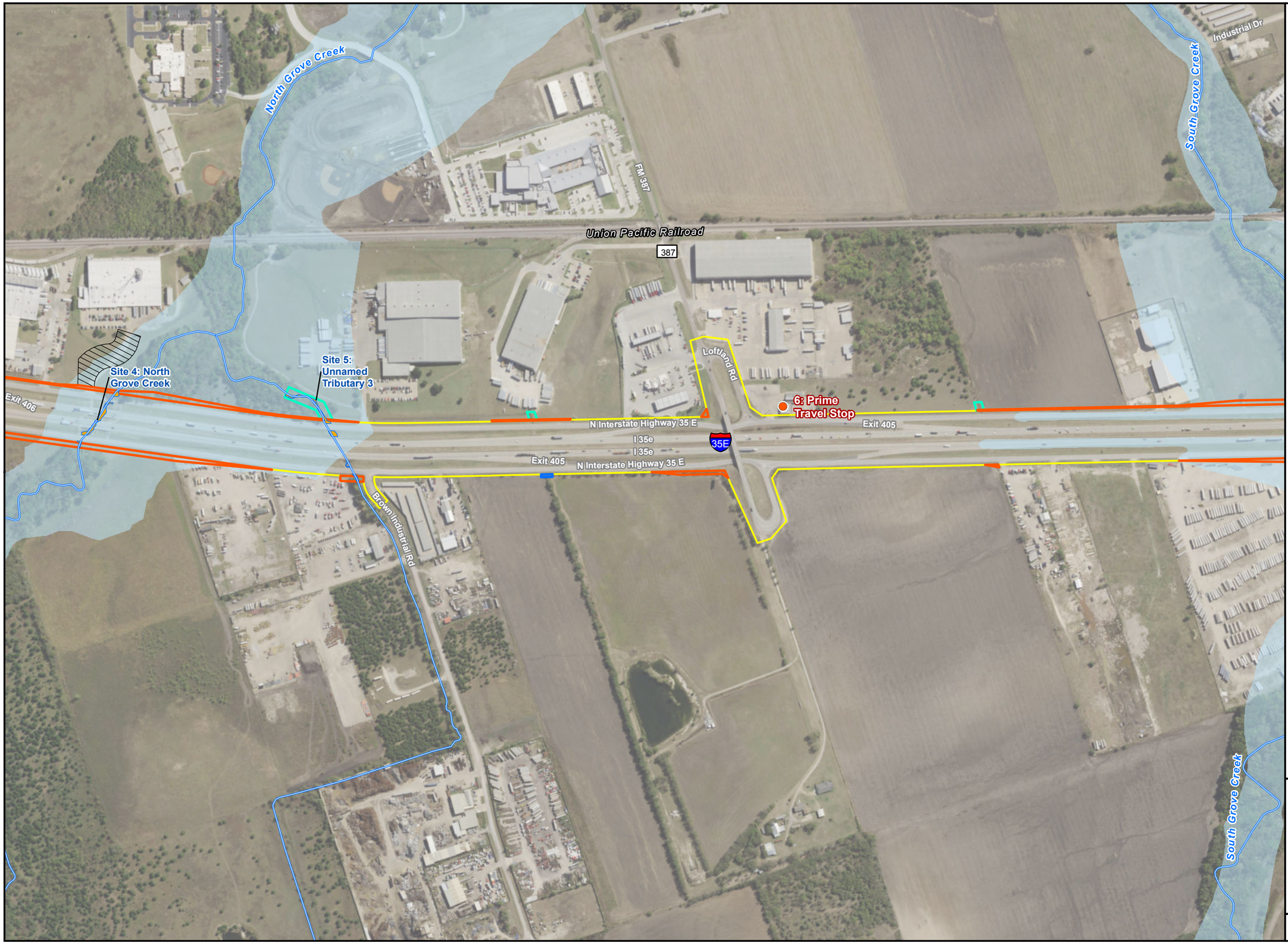

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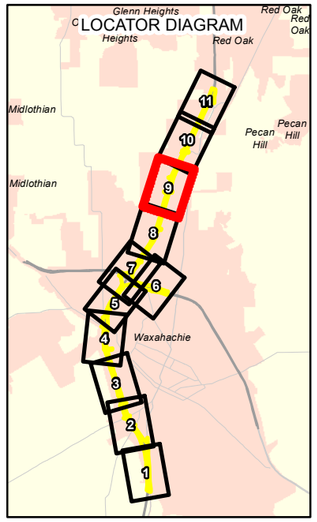

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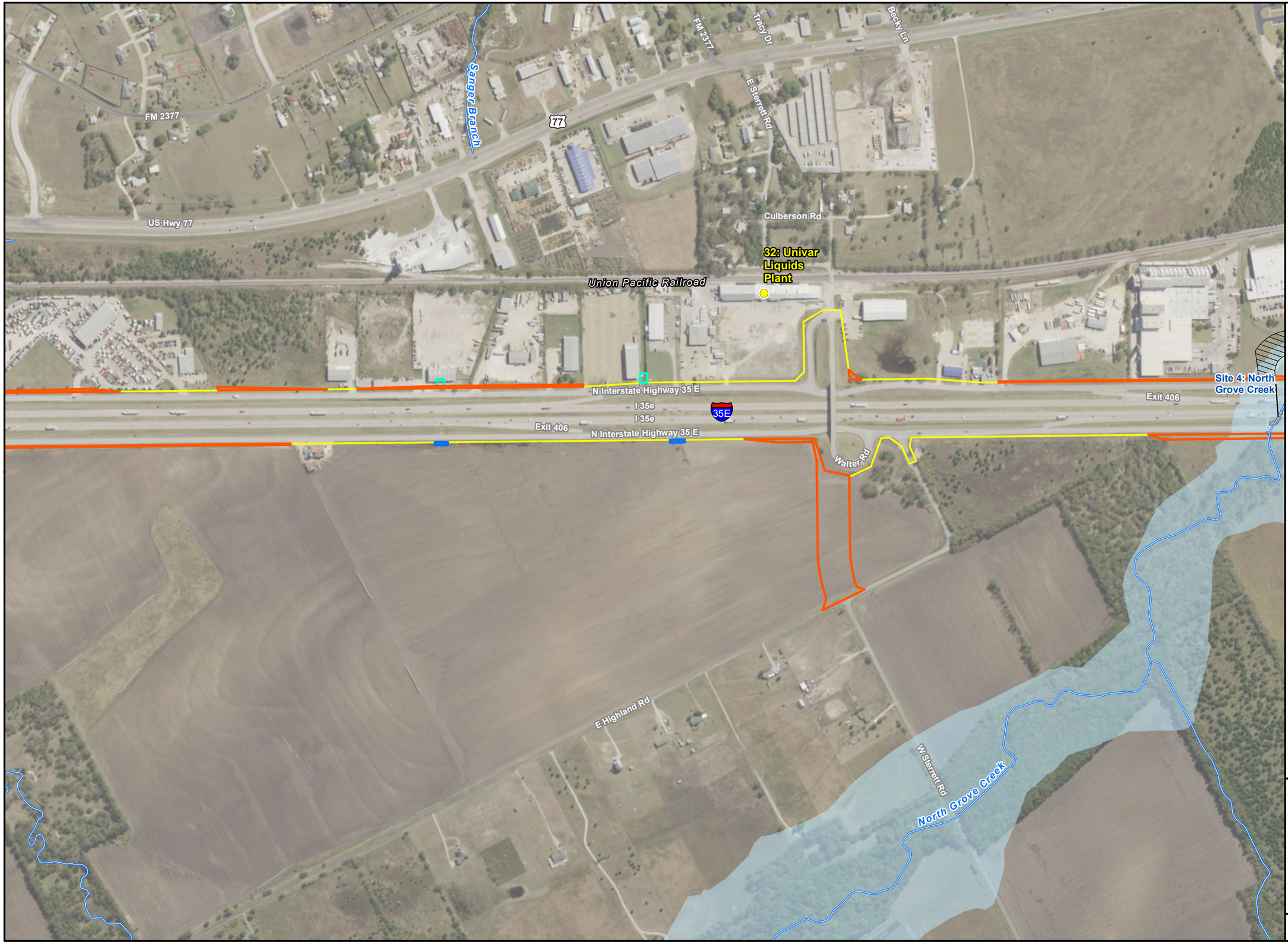

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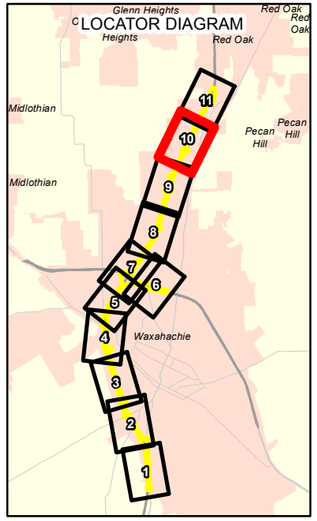

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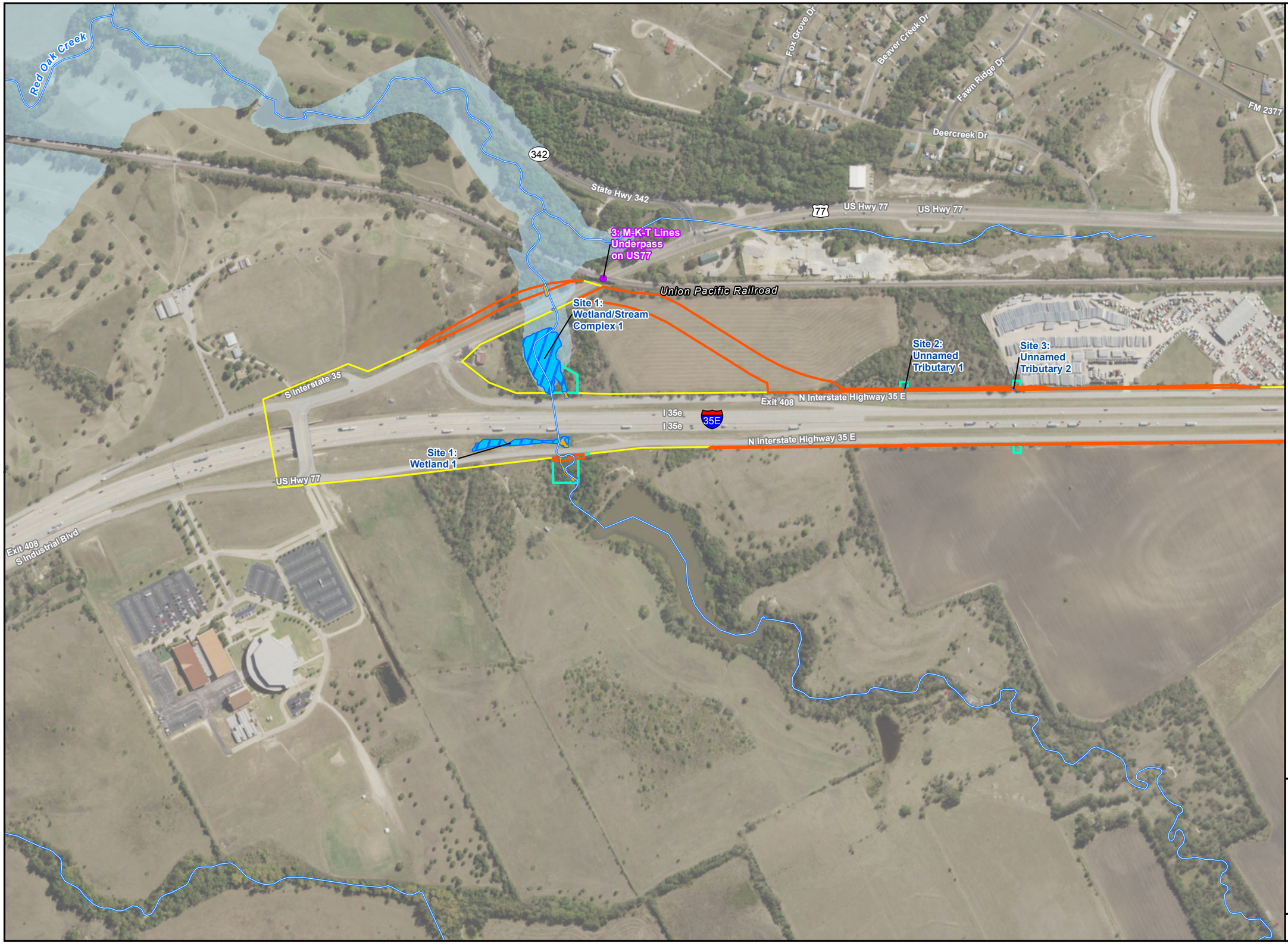

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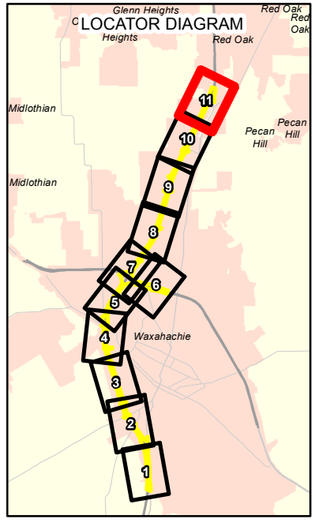

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APPENDIX G

RESOURCE AGENCY COORDINATION

Leslie Mirise

From: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Sent: Thursday, August 30, 2018 3:10 PM
To: Leslie Mirise
Subject: CSJ 0048-04-090, etc. IH 35E Interchange Improvements - Request for Early Coordination

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Leslie,

I do not have any comments on this project. Thank you for applying appropriate BMPs.

Thank you for submitting the following project for early coordination: IH-35E in Waxahachie from US 77 South to US 77 North, approximately 11 miles of improvements including connecting existing frontage roads, building overpasses, and likely a temporary crossing at Waxahachie Creek (CSJ 0048-04-090). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on August 8, 2018. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife
Wildlife Division
512-389-8021

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Wednesday, August 8, 2018 2:34 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: Shelley Pridgen <Shelley.Pridgen@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: RE: CSJ 0048-04-090, etc. IH 35E Interchange Improvements - Request for Early Coordination

Sue,

I just dropboxed the project schematic to you. It's a very large file at about 150 MB. Please let me know if you have any problems retrieving it.

Thanks,

Leslie Mirise
Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: WHAB_TxDOT [mailto:WHAB_TxDOT@tpwd.texas.gov]
Sent: Wednesday, August 08, 2018 2:29 PM
To: Leslie Mirise; Shelley Pridgen; Dan Perge; Christine Polito
Cc: Sue Reilly
Subject: RE: CSJ 0048-04-090, etc. IH 35E Interchange Improvements - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40508. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Wednesday, August 08, 2018 12:14 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Shelley Pridgen <Shelley.Pridgen@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: CSJ 0048-04-090, etc. IH 35E Interchange Improvements - Request for Early Coordination

Hello,

TxDOT requests early coordination for the IH 35E Interchange Improvements Project in Ellis County, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that share state-listing status;
3. Supporting Documents including but not limited to location map, species lists from TPWD and USFWS/IPaC, EMST documentation, site photos, and Drainage Report;
4. The EMST and Observed Vegetation Excel spreadsheet; and
5. A separate NDD information file.

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0048-04-090. The project plans will be sent to the assigned biologist in a separate email (or dropbox depending on file size).

Please feel free to contact me with any questions or if you need any additional information.

Thank you,

Leslie Mirise
Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX



In 2017, alcohol-related traffic crash fatalities represented 28 percent of total traffic crash fatalities in Texas.



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Texas Department of Transportation
125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

January 24, 2019

SECTION 106 REVIEW: DETERMINATION OF NO ADVERSE EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER *DE MINIMIS* SECTION 4(f) FINDING
District: Dallas
County: Ellis
CSJ#: 0048-04-090, etc.
Highway: IH 35
Project Limits: US 77 South to US 77 North
Section 4(f) Properties: Presbyterian Children's Homes and Services (300 Brookside Drive)
1117 Cantrell Street Residence and Outbuildings
Gas Station (3425 S. IH 35E)
Estess Ranch (4070 S. IH 35 E)

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a National Register of Historic Places (NRHP) eligible property in the area of potential effects (APE) for the project.

Project Description

The TxDOT Dallas District proposes to improve frontage roads, construct new overpasses, and construct two direct connectors to IH 35E from US 77 outside of the city of Waxahachie in Ellis County, Texas. The proposed work will occur along 11 miles of the interstate. TxDOT requires approximately 33.2 acres of new right-of-way (ROW), 1.1 acres of permanent drainage easement, and 1.3 acres of temporary construction easements to complete this work.

Survey Methods
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and

TxDOT files and found no significant resources previously documented within the area of potential effects (APE). TxDOT used a standard APE for this project, which was the existing ROW where no new ROW or easements are necessary, and a 150-foot APE around new ROW.

Determinations of Eligibility

TxDOT determines 53 historic-age (pre-1975) properties within the APE **not eligible** for NRHP-listing under any criteria. TxDOT historians determined that the properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons or lack historic integrity. For more information on these properties, see the *Historical Resources Survey Report, Reconnaissance Survey, Interstate 35E, January 2019* (HRSR).

TxDOT finds the following properties to be **eligible** for listing in the NRHP:

1. M-K-T Lines Underpass on US 77 (Resource 3 in the HRSR), significant under Criteria A and C at the local level (see pages 23-24 in the HRSR for discussion).

2. Presbyterian Children's Homes and Services, 300 Brookside Drive (Resource 18a-18p), significant as a historic district under Criterion C at the local level (see HRSR pages 24-27 for discussion and pages 75-90 for images and maps). The Presbyterian Children's Homes and Services campus opened at this location in 1960 although the orphanage had been serving children since the early twentieth century. Because this campus is not associated with the earlier orphanages, TxDOT disagrees with the recommendation in the reconnaissance survey report and does not find the campus significant under Criterion A.

   Architects Arch Swank and O'Neil Ford designed the campus along mid-century modern architectural principles. The campus retains its architectural integrity, and also retains significant landscape features, including the long drive from the interstate access road to the buildings, the circular driveway (Reynolds Circle), and the agricultural fields that support the orphanage. Therefore, the Presbyterian Children's Homes and Services are eligible for the NRHP under Criterion C for its landscape and buildings.

   Contributing landscape features include the cleared lawn/pasture at the front of the property between the buildings and the interstate; stock ponds; recreational spaces; and agricultural lands. There is a non-historic-age vinyl fence surrounding the pasture/lawn and long driveway to the circular drive.

3. Residence, Outbuilding and Barn at 1117 Cantrell Street (Resources 22a-22c), significant under Criterion C at the local level (see HRSR pages 27-34 for discussion and pages 106-142 for images and maps). It is likely that Captain Henry N. Anderson constructed the residence and barn outside the city of Waxahachie as a place to keep racehorses. Over time, many prominent Waxahachie citizens occupied the property at 1117 Cantrell Street, including Judge Simon Bowden Farrar, Jr. The property is currently abandoned, and has questionable historic integrity, including a loss of materials and design, setting, feeling, and association. The residence is a two-story Colonial Revival-influenced house with wood siding and wood windows. Oral history indicates the house may have undergone significant renovation in the 1940s, although there is no documentary evidence to support this.

Members of both Historic Waxahachie and the Ellis County Historical Commission conducted research into the history of the residence's owners and also its architectural significance to the local area as a "prosperous farm dwelling." See Appendix E of the reconnaissance survey for comments from local parties. Based on the information provided by local consulting parties, TxDOT finds 1117 Cantrell Street as eligible for the NRHP.

In addition to the house, there is a two-car garage outbuilding on the property that may have originally served as a carriage house for the residence. This contributes to the significance of the property.

A 1903 barn sits east of the house and has a standing-seam metal roof and a large projecting front gable. The 1985 *Historic Resources Survey of Waxahachie, Texas* identified the barn as a Medium preservation priority. The 1985 photograph of the barn indicates how the barn has deteriorated since that time. Although the integrity of the barn is questionable, it is still able to convey its unusual roof design and is considered contributing to the significance of the overall property.

The boundary of the eligible property, determined for the purposes of this project, is the boundary of both parcels that encompass the residence, carriage house, and barn. The remaining historic-age resources on the parcel do not contribute to the significance of this property.

4. Gas Station, 3425 S. IH 35E (Resource 33), significant under Criterion C at the local level as an intact example of Texaco's Matawan design (see HRSR pages 34-35 for discussion and pages 166-172 for images and maps).

5. Estess Ranch, 4070 S. IH 35E (Resource 36a-36g), significant under Criterion A for agriculture at the local level of significance FOR THE PURPOSES OF THIS PROJECT (see HRSR pages 45-46 for discussion and pages 178-198 for images and maps). Additional research is necessary to establish the significance of the Estess Ranch to the agricultural history of the area, and to determine if the ranch is significant under Criterion C as recommended by the reconnaissance survey report.

   The domestic and agricultural work zones of this property are intact, as well as the agricultural fields. One of the contributing resources, the transverse barn (Resource 36a), was previously identified as significant in the 1989 *Historic Resources Survey of Ellis County, Texas*. For the purposes of this project, TxDOT is assuming the NRHP boundary of the property to encompass the entire parcel.

Coordination with Consulting Parties

TxDOT reached out to the Ellis County Historical Commission, Historic Waxahachie, and the Ellis County Museum about the identification of historic properties in the APE. TxDOT received comments from all three entities about the property at 1117 Cantrell Street, including

information about the history of the owners and the architectural importance of the barn. Consulting party coordination is part of the HRSR Appendix E.

Determination of No Adverse Effect

Currently, TxDOT proposes to acquire a small amount of new ROW from the Presbyterian Children's Homes and Services, 1117 Cantrell Street Residence and Barn, the gas station, and the Estess Ranch. The ROW acquisition will occur adjacent to existing TxDOT ROW on all four properties. There will be **no effect** to the M-K-T Lines Underpass.

At the Presbyterian Children's Homes and Services, TxDOT proposes to widen the existing IH 35E frontage road to three lanes and to add sidewalks. To construct this portion of the project, TxDOT will acquire approximately 0.2 acres of new ROW from the Presbyterian Children's Homes and Services, or 0.1 percent of the overall parcel. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At 1117 Cantrell Street, TxDOT proposes to widen the existing IH 35E frontage road to three lanes and to add sidewalks. TxDOT will also conduct intersection improvements and reconstruct the existing Cantrell Street bridge over IH 35E. To construct this portion of the project, TxDOT will acquire approximately 0.035 acres of new ROW from 1117 Cantrell Street along its eastern boundary, or 1.4 percent of the overall parcel. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At the Texaco gas station (3425 S. IH 35E), TxDOT proposes to reconfigure the northbound IH 35E entrance ramp, construct sidewalks along the frontage roads, and improve driveways. To construct this portion of the project, TxDOT will acquire approximately 0.05 acres of new ROW, or 4.5 percent of the overall parcel. The new ROW will come approximately 5 feet closer to the existing canopy. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At the Estess Ranch, TxDOT proposes to construct two new IH 35E southbound entrance ramps, reconfigure the IH 35E mainlanes, and construct new sidewalks along the frontage road. To construct this portion of the project, TxDOT will acquire approximately 3.05 acres across the frontage of the Estess Ranch. However, TxDOT will not affect the existing character-defining entry gate, stone walls, and posts. TxDOT's proposed new ROW acquisition is on the north and south sides of the entry gate, stone walls, and posts. In addition, these contributing features are set back from the current frontage road. If project plans change, TxDOT will recoordinate this finding with your office. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following

completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Determination of *De Minimis* Finding

As part of this coordination, TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT based its determination on the fact that its uses for the Presbyterian Children's Homes and Services, 1117 Cantrell Street Residence and Barn, Texaco Gas Station, and the Estess Ranch are minimal and the project will have **no adverse effect** on the NRHP-eligible properties. The function of the properties will not be impaired. The work would take place adjacent to existing TxDOT ROW. This *de minimis* finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), we hereby request your signed concurrence with TxDOT's findings of eligibility as well as our findings of **no adverse effect**. We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2570 or rebekah.dobrasko@txdot.gov.

Sincerely,

RMDobrasko

Rebekah Dobrasko
Historic Preservation Specialist
Environmental Affairs

cc: Bruce Jensen, Cultural Resource Management Section Director: BJ

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT
NO EFFECT: M-K-T LINES UNDERPASS AT US 77
NO ADVERSE EFFECT: PRESBYTERIAN CHILDREN'S HOMES AND SERVICES; 1117 CANTRELL STREET RESIDENCE AND BARN; GAS STATION; ESTESS RANCH

NAME: _____ DATE: 2/4/2019
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(F) REGULATIONS

NAME: _____ DATE: 2/4/2019
for Mark Wolfe, State Historic Preservation Officer

RECEIVED
MAR 28 2019

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

March 28, 2019

Section 106/Antiquities Code of Texas: Consultation
TAC Permit # 8433
Re: Review of the draft report:
Archeological Resources Survey of the Proposed IH 35E Phase II from US 77S to US 77N
Ellis County, Dallas District
CSJ: 0048-04-090

Pat Mercado-Allinger
Archeology Division Director/State Archeologist
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

In accordance with the Programmatic Agreement (PA) among the Advisory Council on Historic Preservation, the Federal Highway Administration, the Texas State Historic Preservation Officer (SHPO), and the Texas Department of Transportation (TxDOT), and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission (THC), we hereby initiate consultation under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas for the undertaking identified.

In June and July, 2018 archeologists from Hicks and Company performed an intensive archeological survey of the proposed Proposed IH 35E Phase II Intersection Improvements from US 77S to US 77N in Ellis County, Texas under Texas Antiquities Permit No. 8433. A draft copy of the survey report is attached. The survey was conducted in compliance with the Antiquities Code of Texas and Section 106 of the National Historic Preservation Act. Work consisted of a visual inspection and shovel testing of the Area of Potential Effect (APE).

Hicks and TxDOT determined that 12.87 acres of the area of potential effects (APE) would require archeological survey (12.86 acres of proposed right-of-way (ROW), 0.008 acres of existing drainage easements, and 0.004 acres of temporary construction easements). Investigations consisted of pedestrian survey, supplemented with 27 shovel tests and seven backhoe trenches. All but six shovel tests were negative for cultural materials. No artifacts were collected during the survey.

During the survey, one previously unreported archeological site was recorded within the APE. Site 41EL277 is a historic period site, likely dating to the late nineteenth to early twentieth century consisting of a trash scatter and associated outbuilding. The trash scatter is likely mostly contained within the APE of this project, though deposits likely extended beyond. Segments of this site within the APE do not meet the criteria for listing on the National Register of Historic Places (NRHP) or merit designation as a State Antiquities Landmark (SAL). Due to access constraints at the time of the survey resulting from denial of right-of-entry (ROE) to private property, field investigations were limited to 6.35 acres of the 12.87 acres of areas previously recommended for survey. All of investigated 6.35 acres is proposed new ROW, located on 15 parcels.

In addition to surveying those parcels, Hicks & Company, when practical, assessed inaccessible proposed new ROW from adjacent existing ROW and herein recommends 1.58 acres of proposed ROW), located on 10 parcels, no longer warrant survey. For the surveyed areas and areas observed from adjacent properties, based on the results of the current survey, TxDOT recommends that no archeological historic properties (36 CFR 800.16(1)) or SALs (13 TAC 26.12) would be affected by the proposed project and that no further archeological investigations are recommended prior to construction.

Due either to visibility limitations or assessed as minimally disturbed, it is recommended that 4.94 acres of proposed new ROW located on six parcels still warrant survey. This survey should be conducted once ROE is obtained or the State acquires the property. Attached is a set of aerial maps depicting the location where ROE to private land was denied. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT requests your explicit concurrence that the survey report is in partial fulfillment of the TAC Permit. We look forward to receipt of your comments on the draft document, so that we may complete our obligations under the Antiquities Code.

If you have any questions, please call Barbara Hickman at 512-416-2637 or e-mail barbara.hickman@txdot.gov.

Sincerely,

Barbara J Hickman

Barbara J Hickman, Staff Archeologist
Archeological Studies Program
Environmental Affairs Division

Concurrence by: _____ Date: 3/29/19
For Mark Wolfe, State Historic Preservation Officer and Executive Director

Attachments
cc w/o attachments: Dallas District EC; BJH, ENV-ARCH; ENV-Scan; ECOS File

DRAFT REPORT
ACCEPTABLE
by
for Mark Wolfe
Executive Director, THC
Date 3/28/19
Track#

Texas Department of Transportation

Archeological Resources Survey Report

IH 35E Phase II from US 77 South to
US 77 North
Ellis County, Texas
CSJ: 0048-04-090, -092, -093, -094

TxDOT Dallas District
July 2018

44433

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

APPENDIX H

SECTION 4(F) DOCUMENTATION

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0048-04-090
District(s): Dallas
County(ies): Ellis
Property ID: 193823
Property Name: Presbyterian Children's Homes and Services (Resources 18a-18p)

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

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) *De Minimis* finding.

Bruce Jensen

Digitally signed by Bruce Jensen
DN: cn=Bruce Jensen, o=TxDOT, ou=CRM Section Director Environmental Affairs, email=bruce.jensen@txdot.gov, c=US
Date: 2019.02.07 09:48:57 -06'00'

ENV Personnel Name

February 7, 2019
Date

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

Based upon the above considerations, this Section 4(f) *De Minimis* satisfies the requirements of 23 CFR 774.

Jenise Walton

Digitally signed by Jenise Walton
DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US
Date: 2019.02.11 13:05:29 -06'00'

TxDOT-ENV, PD Director or designee

February 11, 2019
Date

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles.

The existing facility consists of a six-lane divided freeway with three 12-foot main lanes in each direction, 10-foot outside shoulders, and 10-foot inside shoulders, with discontinuous frontage roads along the length of the project. The existing facility has a typical right of way width of 300 feet.

The proposed project (CCSJ 0048-04-090) would connect sections of the existing, discontinuous one-way frontage roads along the southern portion of the project on IH 35E at Waxahachie Creek, at the Union Pacific Railroad/Business 287 crossing, and at the intersection with US 77 North. The proposed frontage roads would include a 12-foot inside lane and 14-foot outside lane with a 2½-foot curb and gutter. Six-foot sidewalks would also be included along the frontage roads, and new pedestrian bridges would be added along the frontage roads on US 287, both east and west of IH 35E.

Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (CSJ 0048-04-094, Farm-to-Market [FM] 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and FM 664 (Ovilla Road) where no overpass currently exists. Proposed activities would also include various interchange improvements consisting of the addition of U-turn bridges at the existing FM 66 (CSJ 0048-04-093) and FM 1446 (CSJ 0048-04-092) overpasses and two new direct-connectors at the US 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required. Refer to **Figure 1**.

DETERMINATION OF USE – Property ID 193823

Presbyterian Children's Homes and Services (Resource 18a18p) – The proposed design for the project indicates that a portion of right of way would be required along the eastern edge of the property (Property ID 193823) for improvements to the frontage road of IH 35E (refer to **Figure 2**). Therefore, there would be a permanent use under Section 4(f). The proposed right of way acquisition is approximately 0.198 acres of the 148-acre property, or 0.1 percent of the entire parcel. In the area of the Presbyterian Children's Homes and Services, the IH 35E frontage road would be widened to three one-way lanes to incorporate the construction of a new southbound entrance ramp to IH 35E under the current Brookside Road bridge over the interstate. Sidewalks would also be incorporated along the frontage road.

The area of proposed right of way acquisition along the IH 35E frontage road includes a small portion of undeveloped acreage along the front property line with scattered trees and a wire fence. The fence is likely of historic age but is not a contributing element to the determined NRHP eligible property. The

contributing resources of the Presbyterian Children's Homes and Services campus have an extensive setback from the IH 35E frontage road (approximately 1,000 feet [or 0.19 miles] to the nearest building) and are accessed via a long, curving drive (Reynolds Circle). The resources are primarily shielded from view of the frontage road by a line of dense trees extending across the property, a non-historic-age vinyl rail fence lining the drive, the location of the individual resources within a circular site plan along Reynolds Circle, and the distance of the resources from the property entrance at IH 35E.

The Presbyterian Children's Homes and Services has been determined NRHP eligible under Criteria A and C for its over 100-year association with Presbyterian orphanages and care facilities serving Texas and as an intact example of mid-twentieth-century modern design by premier Texas regional modern architects Arch Swank and O'Neil Ford. The area of proposed right of way acquisition is minimal and largely shielded from view of the resources. The proposed right of way acquisition would not affect the characteristics or associations for which the property has been determined NRHP eligible and would not affect the integrity of the property's design, materials, workmanship, feeling, location, setting, or association. Therefore, the proposed project and right of way acquisition would have no adverse effects to the property, and the permanent use would be considered *de minimis* under Section 4(f).

Resource No:	18a–18p
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	300 Brookside Road 32.404188, -96.880387
NRHP Eligibility:	**Eligible – Criteria A and C**

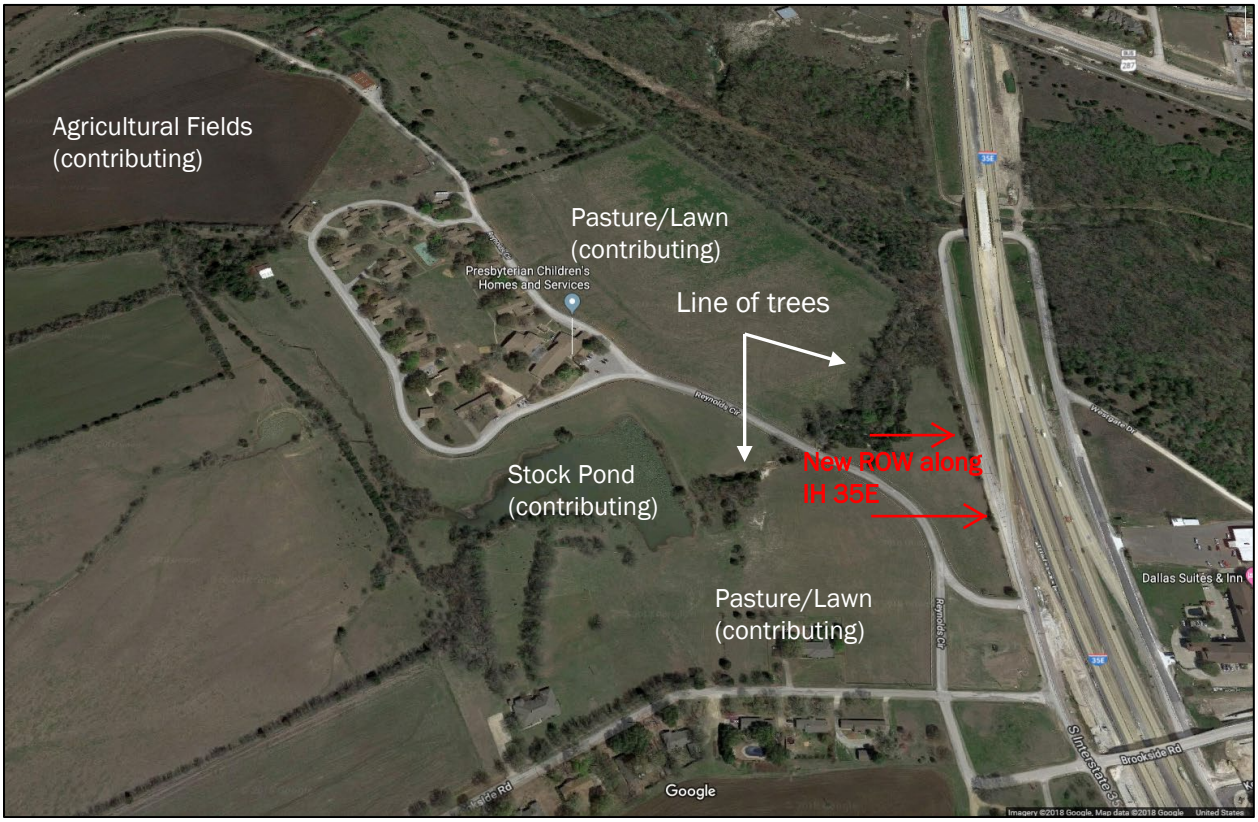

Photo 18a–18p.2 Aerial image (2D) of resources showing setback from IH 35E and line of trees shielding resources from view of frontage road (Google Maps, 2018)

Resource No:	18a–18p
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	300 Brookside Road 32.404188, -96.880387
NRHP Eligibility:	**Eligible – Criteria A and C**
Comments:	Proposed ROW acquisition of approximately 0.198 acres (0.1%) of the 148-acre parcel along IH 35E frontage road; nearest contributing resource is located approximately 1,000 feet (0.19 miles) west of area of right of way acquisition and largely shielded from view by dense line of trees; no adverse effects to recommended NRHP-eligible resources

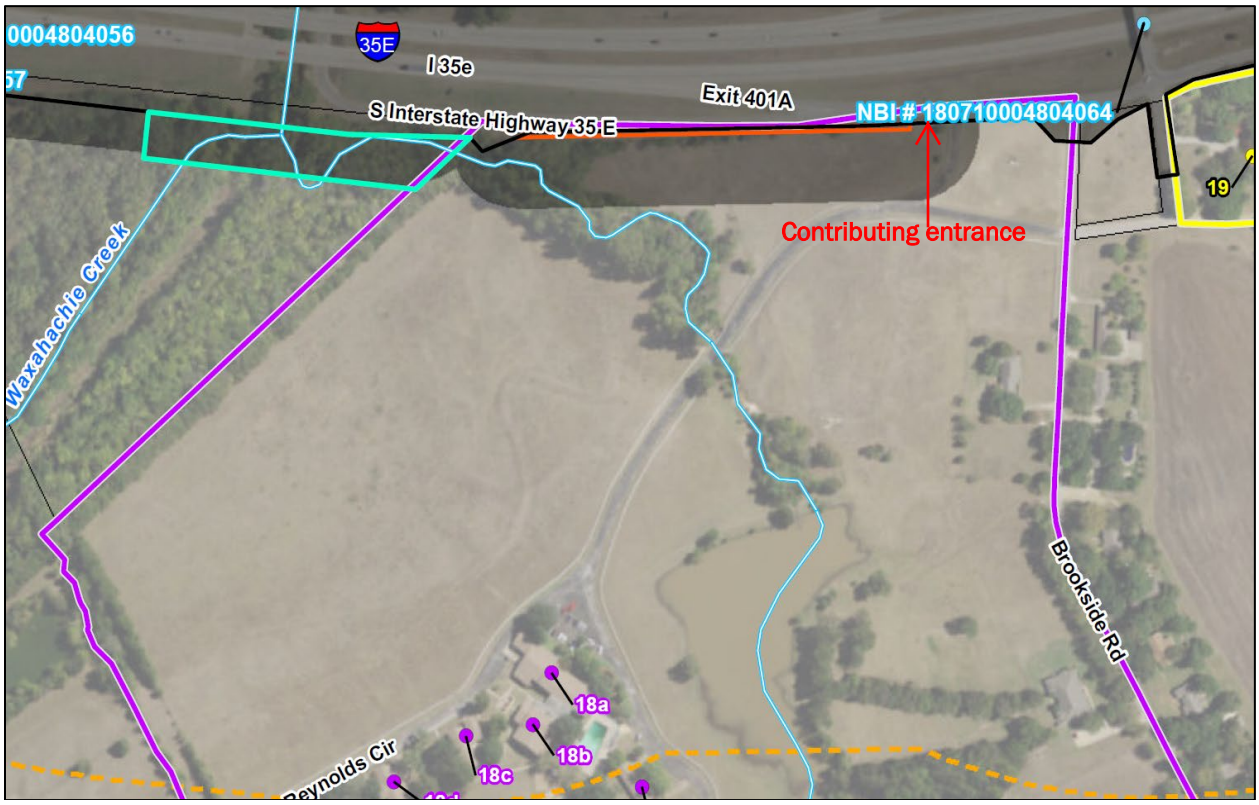

Photo 18a–18p.6 Section 4(f) *De Minimis* – area of proposed right of way acquisition on IH 35E frontage road



Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0048-04-090
District(s): Dallas
County(ies): Ellis
Property ID: Resource 22a-22c
Property Name: 1117 Cantrell Street Residence and Barn

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

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) *De Minimis* finding.

Bruce Jensen

Digitally signed by Bruce Jensen
DN: cn=Bruce Jensen, o=TxDOT, ou=CRM Section Director Environmental Affairs, email=bruce.jensen@txdot.gov, c=US
Date: 2019.02.07 09:45:21 -06'00'

ENV Personnel Name

February 7, 2019
Date

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

Based upon the above considerations, this Section 4(f) *De Minimis* satisfies the requirements of 23 CFR 774.

Jenise Walton

Digitally signed by Jenise Walton
DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US
Date: 2019.02.11 13:06:05 -06'00'

TxDOT-ENV, PD Director or designee

February 11, 2019
Date

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles.

The existing facility consists of a six-lane divided freeway with three 12-foot main lanes in each direction, 10-foot outside shoulders, and 10-foot inside shoulders, with discontinuous frontage roads along the length of the project. The existing facility has a typical right of way width of 300 feet.

The proposed project (CCSJ 0048-04-090) would connect sections of the existing, discontinuous one-way frontage roads along the southern portion of the project on IH 35E at Waxahachie Creek, at the Union Pacific Railroad/Business 287 crossing, and at the intersection with US 77 North. The proposed frontage roads would include a 12-foot inside lane and 14-foot outside lane with a 2½-foot curb and gutter. Six-foot sidewalks would also be included along the frontage roads, and new pedestrian bridges would be added along the frontage roads on US 287, both east and west of IH 35E.

Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (CSJ 0048-04-094, Farm-to-Market [FM] 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and FM 664 (Ovilla Road) where no overpass currently exists. Proposed activities would also include various interchange improvements consisting of the addition of U-turn bridges at the existing FM 66 (CSJ 0048-04-093) and FM 1446 (CSJ 0048-04-092) overpasses and two new direct-connectors at the US 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required.

DETERMINATION OF USE

Residence at 1117 Cantrell Street (Resources 22a–22c) – The proposed design for the project indicates that a portion of right of way acquisition would be required across much of the eastern edge of the property for improvements to the IH 35E frontage road. Therefore, there would be a permanent use under Section 4(f). TxDOT will acquire a total of approximately 0.04 acres of the parcel for new right of way, or approximately 1.4% of the total parcel. In the area of 1117 Cantrell Street, TxDOT will widen the existing frontage road and add sidewalks. In addition, TxDOT plans to improve the intersection of IH 35E and Cantrell Street and reconstruct the existing Cantrell Street bridge over the interstate. Although right of way acquisition would be required along the majority of the eastern property line along the southbound IH 35E frontage road, TxDOT will not be requiring right-of-way from the front of the property.

TxDOT and the Texas Historical Commission determined the residence and barn at 1117 Cantrell Street eligible for the National Register of Historic Places under Criterion C as an example of an early home of prominent Waxahachie citizens. The contributing resources are set back from the road and would not be

directly affected by the project. The areas of proposed right of way acquisition along the IH 35E frontage road do not include any contributing elements to the property. The percentage of right of way acquisition is minimal in comparison to the overall size of the property. The proposed acquisition would not undermine any future proposed use of the property and would not affect the integrity of the property's design, materials, workmanship, feeling, or setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to 1117 Cantrell Street and the permanent use would be considered *de minimis* under Section 4(f).

Resource No:	22a-22c
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	1117 Cantrell Street (FM 1446) 32.378059, -96.867259
NRHP Eligibility:	**Eligible – Criteria B & C**

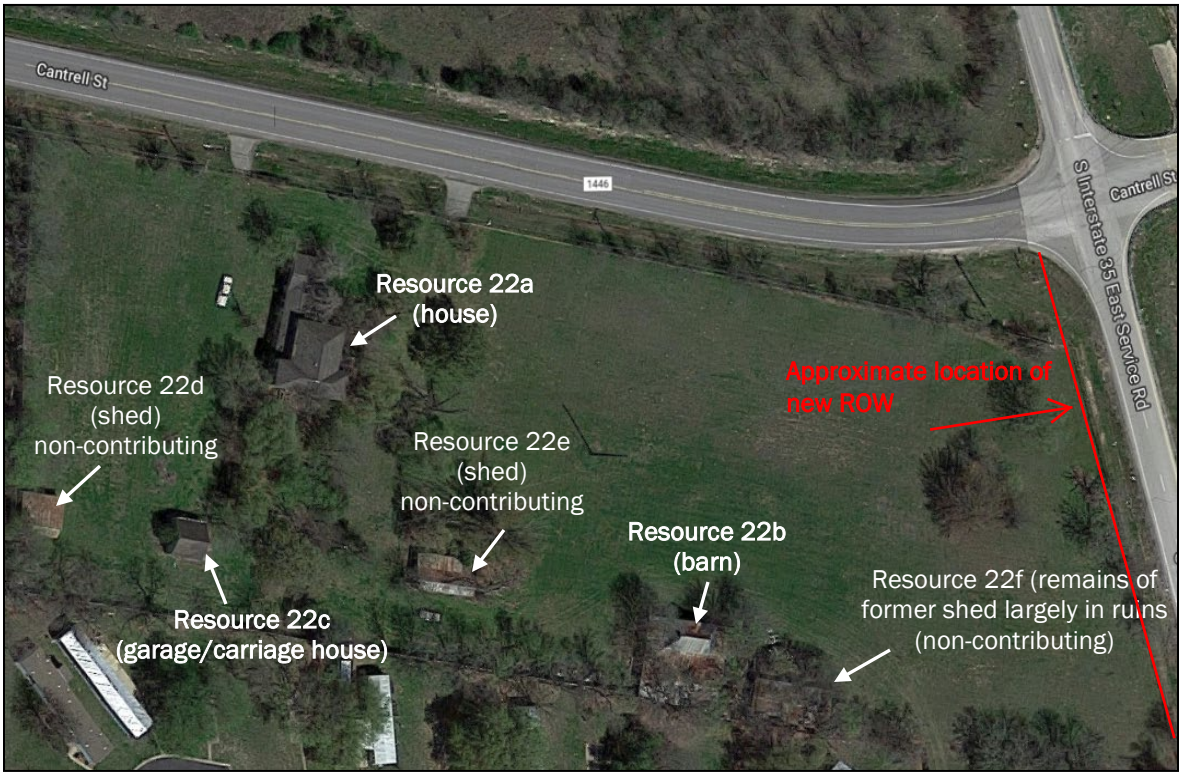

Photo 22a–22c.3 Aerial image of property (Google Maps, 2018)

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0048-04-090
District(s): Dallas
County(ies): Ellis
Property ID: 175664
Property Name: 3425 S. IH 35E (Resource 33)

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

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles.

The existing facility consists of a six-lane divided freeway with three 12-foot main lanes in each direction, 10-foot outside shoulders, and 10-foot inside shoulders, with discontinuous frontage roads along the length of the project. The existing facility has a typical right of way width of 300 feet.

The proposed project (CCSJ 0048-04-090) would connect sections of the existing, discontinuous one-way frontage roads along the southern portion of the project on IH 35E at Waxahachie Creek, at the Union Pacific Railroad/Business 287 crossing, and at the intersection with US 77 North. The proposed frontage roads would include a 12-foot inside lane and 14-foot outside lane with a 2½-foot curb and gutter. Six-foot sidewalks would also be included along the frontage roads, and new pedestrian bridges would be added along the frontage roads on US 287, both east and west of IH 35E.

Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (CSJ 0048-04-094, Farm-to-Market [FM] 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and FM 664 (Ovilla Road) where no overpass currently exists. Proposed activities would also include various interchange improvements consisting of the addition of U-turn bridges at the existing FM 66 (CSJ 0048-04-093) and FM 1446 (CSJ 0048-04-092) overpasses and two new direct-connectors at the US 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required. Refer to **Figure 1**.

DETERMINATION OF USE – Property ID 175664

3425 S. IH 35E (Resource 33) – The proposed design for the project indicates that a small portion of right of way would be required at the western (front) edge of the property (Property ID 175664) for improvements to the existing IH 35E frontage road (refer to **Figure 2**). Therefore, there would be a permanent use under Section 4(f). Approximately 0.048 acres of the 1.062-acre parcel would be acquired for new ROW, or approximately 4.5% of the total parcel. Proposed improvements in the area of the resource include reconfiguration of the existing northbound IH 35E entrance ramp, improvements to the existing frontage road lanes, and reconstruction of the two existing entrance driveways from the frontage road.

The area of proposed right of way acquisition along the IH 35E frontage road does not include any contributing elements of the property and consists of the two existing concrete entrance driveways, a portion of the concrete parking lot, and a grass strip adjacent to the frontage road. Currently, the detached canopy of the former gas station is approximately 15 feet from the edge of the existing right of way. With the proposed right of way acquisition, the canopy would be approximately ten feet from the edge of the proposed right of way and approximately 25 feet from the edge of the proposed improvements on the IH 35E frontage road. The property has been determined NRHP eligible under

Criterion C as an intact example of a former Texaco gas station reflecting the 1960s Matawan design. The proposed right of way acquisition and reconstruction of the two concrete entrance driveways to the property would not directly impact the original canopy or the former gas station building itself and would not adversely affect the setting along the transportation corridor. The property would retain integrity of design, materials, workmanship, feeling, and setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to the property, and the permanent use would be considered *de minimis* under Section 4(f).

Resource No:	33
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	3425 S. IH 35E 32.371880,-96.860996
NRHP Eligibility:	**Eligible – Criterion C**
Comments:	Proposed ROW acquisition of approximately 0.048 acres (4.5%) of the 1.062-acre parcel along IH 35E frontage road; canopy is currently approximately 15 feet from the edge of existing ROW and would be approximately 10 feet from the edge of the proposed ROW; no adverse effects to recommended NRHP-eligible resource

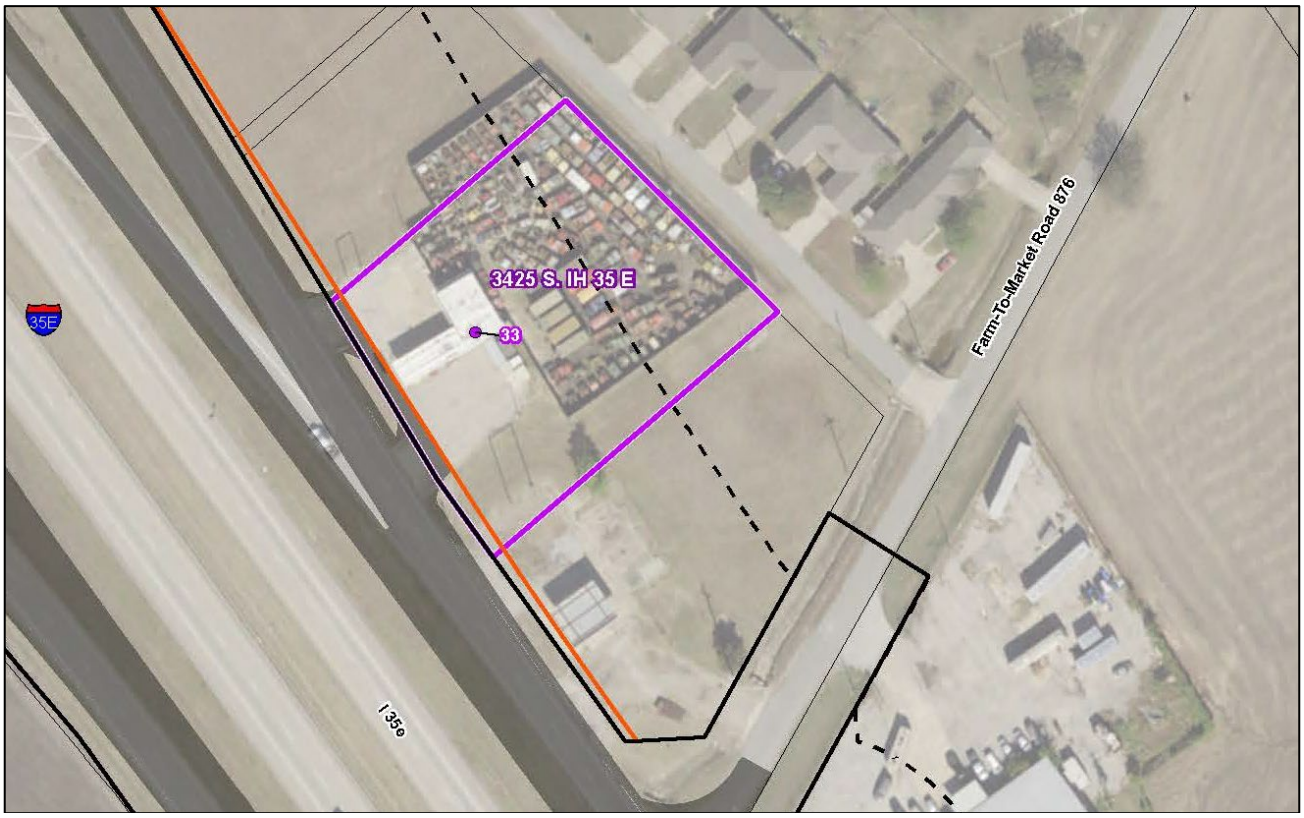

Photo 33.7 Section 4(f) *De Minimis* – area of proposed ROW acquisition on IH 35E frontage road



Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) *De Minimis* finding.

Bruce Jensen

Digitally signed by Bruce Jensen
DN: cn=Bruce Jensen, o=TxDOT, ou=CRM Section Director Environmental Affairs, email=bruce.jensen@txdot.gov, c=US
Date: 2019.02.07 10:14:42 -06'00'

ENV Personnel Name

February 7, 2019
Date

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

Based upon the above considerations, this Section 4(f) *De Minimis* satisfies the requirements of 23 CFR 774.

Jenise Walton

Digitally signed by Jenise Walton
DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US
Date: 2019.02.11 13:06:47 -06'00'

TxDOT-ENV, PD Director or designee

February 11, 2019
Date

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0048-04-090
District(s): Dallas
County(ies): Ellis
Property ID: 190475
Property Name: Estess Ranch (Resources 36a-36g) located on the west side of S. IH 35E immediately south of Five Points Road (FM 876)

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

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) *De Minimis* finding.

Bruce Jensen

Digitally signed by Bruce Jensen
DN: cn=Bruce Jensen, o=TxDOT, ou=CRM Section Director Environmental Affairs, email=bruce.jensen@txdot.gov, c=US
Date: 2019.02.07 10:05:04 -06'00'

ENV Personnel Name

February 7, 2019
Date

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

Based upon the above considerations, this Section 4(f) *De Minimis* satisfies the requirements of 23 CFR 774.

Jenise Walton

Digitally signed by Jenise Walton
DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US
Date: 2019.02.11 13:04:36 -06'00'

TxDOT-ENV, PD Director or designee

February 11, 2019
Date

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles.

The existing facility consists of a six-lane divided freeway with three 12-foot main lanes in each direction, 10-foot outside shoulders, and 10-foot inside shoulders, with discontinuous frontage roads along the length of the project. The existing facility has a typical right of way width of 300 feet.

The proposed project (CCSJ 0048-04-090) would connect sections of the existing, discontinuous one-way frontage roads along the southern portion of the project on IH 35E at Waxahachie Creek, at the Union Pacific Railroad/Business 287 crossing, and at the intersection with US 77 North. The proposed frontage roads would include a 12-foot inside lane and 14-foot outside lane with a 2½-foot curb and gutter. Six-foot sidewalks would also be included along the frontage roads, and new pedestrian bridges would be added along the frontage roads on US 287, both east and west of IH 35E.

Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (CSJ 0048-04-094, Farm-to-Market [FM] 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and FM 664 (Ovilla Road) where no overpass currently exists. Proposed activities would also include various interchange improvements consisting of the addition of U-turn bridges at the existing FM 66 (CSJ 0048-04-093) and FM 1446 (CSJ 0048-04-092) overpasses and two new direct-connectors at the US 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

The project would require the acquisition of approximately 33.2 acres of new right of way and 1.1 acres of permanent drainage easements; 1.3 acres of temporary construction easements would also be required. Refer to **Figure 1**.

DETERMINATION OF USE – Property ID 190475

Estess Ranch (Resources 36a–36g) – The proposed design for the project indicates that a portion of right of way acquisition would be required across much of the eastern (front) edge of the property (Property ID 190475) both north and south of the main entrance gate for improvements to the IH 35E frontage road (refer to **Figures 2-1** and **2-2**). Therefore, there would be a permanent use under Section 4(f). A total of approximately 3.05 acres of the 304-acre parcel would be acquired for new right of way, or approximately 1% of the total parcel. In the area of the Estess Ranch, the frontage road would be reconfigured from two to three one-way (southbound) lanes for a portion of the frontage road; two new IH 35E southbound entrance ramps would be constructed; the southbound mainlanes of IH 35E would be reconfigured slightly east of their current alignment; a new southbound entrance ramp from the US 77 connector would be constructed; and the driveway entrance to the property from the frontage road is proposed for reconstruction in the same location.

Although right of way acquisition would be required along the majority of the eastern (front) property line along the southbound IH 35E frontage road, no right of way acquisition would be required within

the vicinity of the existing entrance gate, stone entry walls and posts, and white iron fencing. The nearest area of proposed right of way acquisition would be approximately 55 feet from the existing iron fencing and approximately 148 feet from the stone entry wall on the south side of the entry drive. The entrance walls and posts are a contributing element to the determined NRHP-eligible property. The walls and posts would not be impacted by the right of way acquisition or driveway reconstruction.

The Estess Ranch has been determined NRHP eligible under Criterion C as an intact and operational mid-twentieth-century agricultural complex. The contributing resources have a large setback and would not be directly affected by the project. The areas of proposed right of way acquisition along the IH 35E frontage road do not include any contributing elements to the property and consist of portions of large agricultural fields enclosed with barbed wire fencing. The percentage of right of way acquisition is minimal in comparison to the overall size of the approximately 304-acre property. The proposed acquisition would not undermine the agricultural use of the property or adjacent fields and would not affect the integrity of the property's design, materials, workmanship, feeling, or setting. Therefore, the proposed project and right of way acquisition would have no adverse effects to the Estess Ranch, and the permanent use would be considered *de minimis* under Section 4(f).

Resource No:	36a–36g
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	4070 S. IH 35E 32.358858, -96.855667
NRHP Eligibility:	**Eligible – Criterion C**



Photo 36a–36g.3 Aerial photo (Google Maps, 2018)

Resource No:	36a–36g
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	4070 S. IH 35E 32.358858, -96.855667
NRHP Eligibility:	**Eligible – Criterion C**
Comments:	Proposed ROW acquisition of approximately 3.05 acres (1%) of the 304-acre parcel along IH 35E frontage road; no adverse effects to recommended NRHP-eligible resources

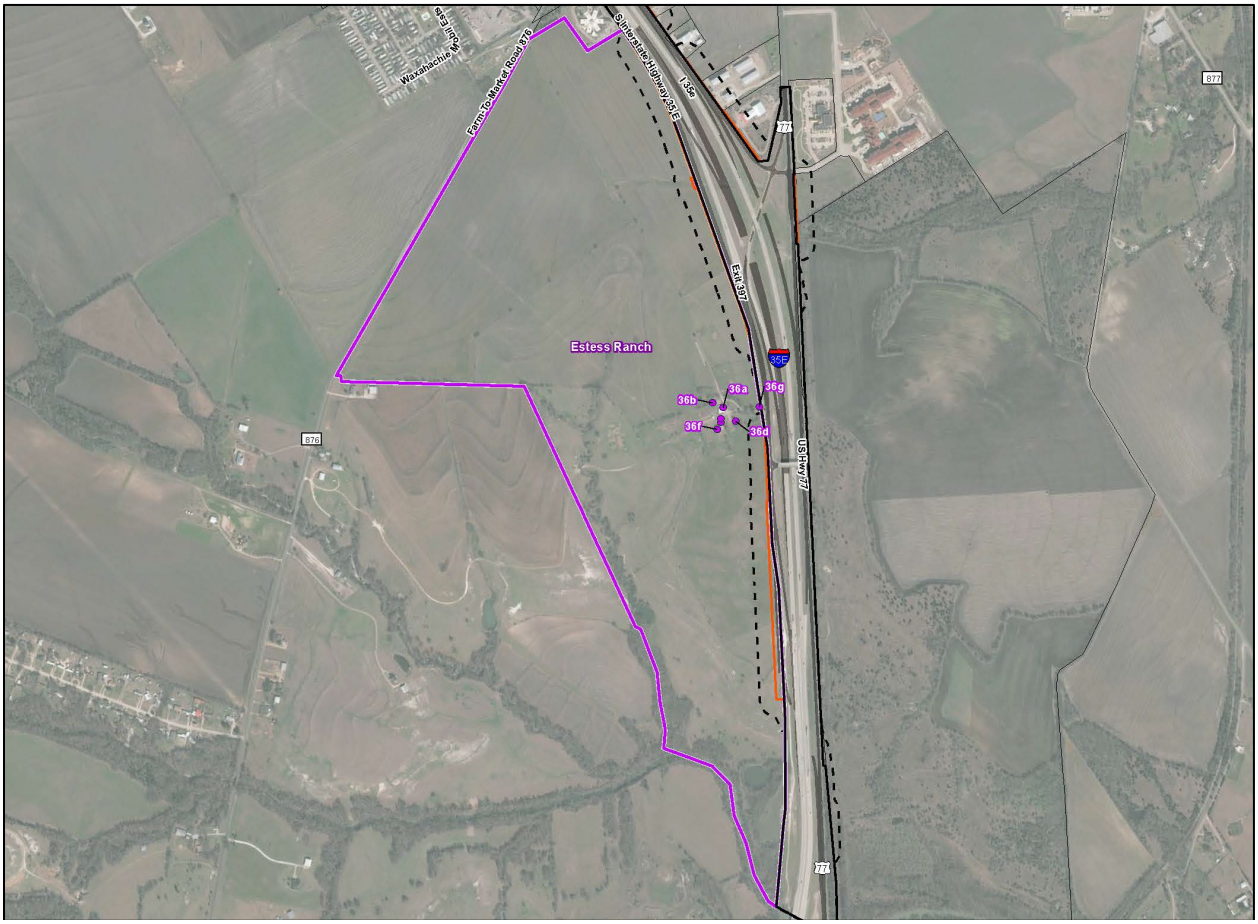

Photo 36a–36g.4 Section 4(f) *De Minimis* – area of ROW acquisition



Resource No:	36a–36g
Project Location:	Ellis County
Project Name and CSJ:	IH 35E from US 77 South to US 77 North; CSJ #0048-04-090, -092, -093, -094
Address, Lat/Long:	4070 S. IH 35E 32.358858, -96.855667
NRHP Eligibility:	**Eligible – Criterion C**
Comments:	Proposed ROW acquisition of approximately 3.05 acres (1%) of the 304-acre parcel along IH 35E frontage road; no adverse effects to recommended NRHP-eligible resources



Photo 36a–36g.5 Section 4(f) *De Minimis* – area of proposed ROW acquisition on IH 35E frontage road



Texas Department of Transportation
125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

January 24, 2019

SECTION 106 REVIEW: DETERMINATION OF NO ADVERSE EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER *DE MINIMIS* SECTION 4(f) FINDING
District: Dallas
County: Ellis
CSJ#: 0048-04-090, etc.
Highway: IH 35
Project Limits: US 77 South to US 77 North
Section 4(f) Properties: Presbyterian Children's Homes and Services (300 Brookside Drive)
1117 Cantrell Street Residence and Outbuildings
Gas Station (3425 S. IH 35E)
Estess Ranch (4070 S. IH 35 E)

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a National Register of Historic Places (NRHP) eligible property in the area of potential effects (APE) for the project.

Project Description

The TxDOT Dallas District proposes to improve frontage roads, construct new overpasses, and construct two direct connectors to IH 35E from US 77 outside of the city of Waxahachie in Ellis County, Texas. The proposed work will occur along 11 miles of the interstate. TxDOT requires approximately 33.2 acres of new right-of-way (ROW), 1.1 acres of permanent drainage easement, and 1.3 acres of temporary construction easements to complete this work.

Survey Methods
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and

TxDOT files and found no significant resources previously documented within the area of potential effects (APE). TxDOT used a standard APE for this project, which was the existing ROW where no new ROW or easements are necessary, and a 150-foot APE around new ROW.

Determinations of Eligibility

TxDOT determines 53 historic-age (pre-1975) properties within the APE **not eligible** for NRHP-listing under any criteria. TxDOT historians determined that the properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons or lack historic integrity. For more information on these properties, see the *Historical Resources Survey Report, Reconnaissance Survey, Interstate 35E, January 2019* (HRSR).

TxDOT finds the following properties to be **eligible** for listing in the NRHP:

1. M-K-T Lines Underpass on US 77 (Resource 3 in the HRSR), significant under Criteria A and C at the local level (see pages 23-24 in the HRSR for discussion).

2. Presbyterian Children's Homes and Services, 300 Brookside Drive (Resource 18a-18p), significant as a historic district under Criterion C at the local level (see HRSR pages 24-27 for discussion and pages 75-90 for images and maps). The Presbyterian Children's Homes and Services campus opened at this location in 1960 although the orphanage had been serving children since the early twentieth century. Because this campus is not associated with the earlier orphanages, TxDOT disagrees with the recommendation in the reconnaissance survey report and does not find the campus significant under Criterion A.

   Architects Arch Swank and O'Neil Ford designed the campus along mid-century modern architectural principles. The campus retains its architectural integrity, and also retains significant landscape features, including the long drive from the interstate access road to the buildings, the circular driveway (Reynolds Circle), and the agricultural fields that support the orphanage. Therefore, the Presbyterian Children's Homes and Services are eligible for the NRHP under Criterion C for its landscape and buildings.

   Contributing landscape features include the cleared lawn/pasture at the front of the property between the buildings and the interstate; stock ponds; recreational spaces; and agricultural lands. There is a non-historic-age vinyl fence surrounding the pasture/lawn and long driveway to the circular drive.

3. Residence, Outbuilding and Barn at 1117 Cantrell Street (Resources 22a-22c), significant under Criterion C at the local level (see HRSR pages 27-34 for discussion and pages 106-142 for images and maps). It is likely that Captain Henry N. Anderson constructed the residence and barn outside the city of Waxahachie as a place to keep racehorses. Over time, many prominent Waxahachie citizens occupied the property at 1117 Cantrell Street, including Judge Simon Bowden Farrar, Jr. The property is currently abandoned, and has questionable historic integrity, including a loss of materials and design, setting, feeling, and association. The residence is a two-story Colonial Revival-influenced house with wood siding and wood windows. Oral history indicates the house may have undergone significant renovation in the 1940s, although there is no documentary evidence to support this.

Members of both Historic Waxahachie and the Ellis County Historical Commission conducted research into the history of the residence's owners and also its architectural significance to the local area as a "prosperous farm dwelling." See Appendix E of the reconnaissance survey for comments from local parties. Based on the information provided by local consulting parties, TxDOT finds 1117 Cantrell Street as eligible for the NRHP.

In addition to the house, there is a two-car garage outbuilding on the property that may have originally served as a carriage house for the residence. This contributes to the significance of the property.

A 1903 barn sits east of the house and has a standing-seam metal roof and a large projecting front gable. The 1985 *Historic Resources Survey of Waxahachie, Texas* identified the barn as a Medium preservation priority. The 1985 photograph of the barn indicates how the barn has deteriorated since that time. Although the integrity of the barn is questionable, it is still able to convey its unusual roof design and is considered contributing to the significance of the overall property.

The boundary of the eligible property, determined for the purposes of this project, is the boundary of both parcels that encompass the residence, carriage house, and barn. The remaining historic-age resources on the parcel do not contribute to the significance of this property.

4. Gas Station, 3425 S. IH 35E (Resource 33), significant under Criterion C at the local level as an intact example of Texaco's Matawan design (see HRSR pages 34-35 for discussion and pages 166-172 for images and maps).

5. Estess Ranch, 4070 S. IH 35E (Resource 36a-36g), significant under Criterion A for agriculture at the local level of significance FOR THE PURPOSES OF THIS PROJECT (see HRSR pages 45-46 for discussion and pages 178-198 for images and maps). Additional research is necessary to establish the significance of the Estess Ranch to the agricultural history of the area, and to determine if the ranch is significant under Criterion C as recommended by the reconnaissance survey report.

   The domestic and agricultural work zones of this property are intact, as well as the agricultural fields. One of the contributing resources, the transverse barn (Resource 36a), was previously identified as significant in the 1989 *Historic Resources Survey of Ellis County, Texas*. For the purposes of this project, TxDOT is assuming the NRHP boundary of the property to encompass the entire parcel.

Coordination with Consulting Parties

TxDOT reached out to the Ellis County Historical Commission, Historic Waxahachie, and the Ellis County Museum about the identification of historic properties in the APE. TxDOT received comments from all three entities about the property at 1117 Cantrell Street, including

information about the history of the owners and the architectural importance of the barn. Consulting party coordination is part of the HRSR Appendix E.

Determination of No Adverse Effect

Currently, TxDOT proposes to acquire a small amount of new ROW from the Presbyterian Children's Homes and Services, 1117 Cantrell Street Residence and Barn, the gas station, and the Estess Ranch. The ROW acquisition will occur adjacent to existing TxDOT ROW on all four properties. There will be **no effect** to the M-K-T Lines Underpass.

At the Presbyterian Children's Homes and Services, TxDOT proposes to widen the existing IH 35E frontage road to three lanes and to add sidewalks. To construct this portion of the project, TxDOT will acquire approximately 0.2 acres of new ROW from the Presbyterian Children's Homes and Services, or 0.1 percent of the overall parcel. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At 1117 Cantrell Street, TxDOT proposes to widen the existing IH 35E frontage road to three lanes and to add sidewalks. TxDOT will also conduct intersection improvements and reconstruct the existing Cantrell Street bridge over IH 35E. To construct this portion of the project, TxDOT will acquire approximately 0.035 acres of new ROW from 1117 Cantrell Street along its eastern boundary, or 1.4 percent of the overall parcel. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At the Texaco gas station (3425 S. IH 35E), TxDOT proposes to reconfigure the northbound IH 35E entrance ramp, construct sidewalks along the frontage roads, and improve driveways. To construct this portion of the project, TxDOT will acquire approximately 0.05 acres of new ROW, or 4.5 percent of the overall parcel. The new ROW will come approximately 5 feet closer to the existing canopy. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

At the Estess Ranch, TxDOT proposes to construct two new IH 35E southbound entrance ramps, reconfigure the IH 35E mainlanes, and construct new sidewalks along the frontage road. To construct this portion of the project, TxDOT will acquire approximately 3.05 acres across the frontage of the Estess Ranch. However, TxDOT will not affect the existing character-defining entry gate, stone walls, and posts. TxDOT's proposed new ROW acquisition is on the north and south sides of the entry gate, stone walls, and posts. In addition, these contributing features are set back from the current frontage road. If project plans change, TxDOT will recoordinate this finding with your office. The proposed acquisition poses **no adverse effect** to the historic character of the property, as the property would still possess its significance following

completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Determination of *De Minimis* Finding

As part of this coordination, TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT based its determination on the fact that its uses for the Presbyterian Children's Homes and Services, 1117 Cantrell Street Residence and Barn, Texaco Gas Station, and the Estess Ranch are minimal and the project will have **no adverse effect** on the NRHP-eligible properties. The function of the properties will not be impaired. The work would take place adjacent to existing TxDOT ROW. This *de minimis* finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), we hereby request your signed concurrence with TxDOT's findings of eligibility as well as our findings of **no adverse effect**. We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2570 or rebekah.dobrasko@txdot.gov.

Sincerely,

RMDobrasko

Rebekah Dobrasko
Historic Preservation Specialist
Environmental Affairs

cc: Bruce Jensen, Cultural Resource Management Section Director: BJ

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT
NO EFFECT: M-K-T LINES UNDERPASS AT US 77
NO ADVERSE EFFECT: PRESBYTERIAN CHILDREN'S HOMES AND SERVICES; 1117 CANTRELL STREET RESIDENCE AND BARN; GAS STATION; ESTESS RANCH

NAME: _____ DATE: 2/4/2019
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(F) REGULATIONS

NAME: _____ DATE: 2/4/2019
for Mark Wolfe, State Historic Preservation Officer

APPENDIX I

TRANSPORTATION CONFORMITY REPORT FORM

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

May 14, 2019

Transmitted Via E-mail

Mrs. Barbara C. Maley, AICP
Env/Tranp Plan Coord & Air Quality Specialist
Barbara.Maley@dot.gov

Re: Request for Project-Level Conformity Determination
Ellis County
CSJ 0048-04-090; 0048-04-092; 0048-04-093; 0048-04-094
IH 35E: From US 77 South to US 77 North

Dear Mrs. Maley:

Attached is the copy of the Transportation Conformity Report Form for your review and concurrence.

A project-level conformity determination is requested from you. Please note that TxDOT is respectfully requesting an expedited review on or before June 1, 2019, if at all possible. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:
Timothy Wood
C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)

Transportation Conformity Report Form

Project Facility Name: IH 35E

MPO Project IDs: 55092; 55227; 55228; 13042

Project CSJ Numbers: 0048-04-090; 0048-04-092; 0048-04-093; 0048-04-094

Project Limits

From: US 77 South

To: US 77 North

Project Sponsor: TxDOT

Project Description[1]: The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (IH 35E) from US Highway 77 (US 77) South to US 77 North located west of Waxahachie in Ellis County, Texas, for a distance of approximately 11 miles. The proposed project includes converting the existing four lane, two-way discontinuous frontage roads to four to six lane one-way, continuous frontage roads. Additional improvements would include new IH 35E overpasses at Lofland Drive, Butcher Road (FM 387), and Sterrett Road; these cross streets currently pass over the IH 35E main lanes. A new overpass would also be constructed at Hotel Drive and Farm-to-Market (FM) 664 (Ovilla Road) where no overpass currently exists. Improvements would also include the addition of U-turn bridges at the existing FM 66 and FM 1446 overpasses and two new direct-connectors at the US Highway 287 interchange (IH 35E southbound to US 287 eastbound and US 287 westbound to IH 35E northbound).

Date of anticipated environmental decision/re-evaluation: June 2019

Let Year: 2021

ETC[2] Year: 2028

Conformity Year[3]: 2028

Total Project Cost: $261,000,000

Adding Capacity? ☒ Yes ☐ No

Counties: Ellis

Project Classification: ☐ CE ☒ EA ☐ EIS ☐ Re-evaluation

Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

---

1 Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.

2 The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.

3 If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.

1. Changes to the project's design concept, scope, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and limits; funding or ETC year
3. New conformity determinations on the applicable MTP, TIP, or STIP (even if it occurs after the FHWA/FTA project-level conformity determination has been made)

In particular, if there is a planned MTP update/amendment and associated transportation conformity determination expected to be completed on or near the time of project approval, it is recommended that the project sponsor prepare this conformity determination after the plan update/amendment and associated transportation conformity determination is completed, if the update/amendment will affect the project as specified in item 1 above. Consult with ENV air specialist if further assistance is needed.

Instructions

Check the appropriate box for each question, using the most current information available, and be aware that the answers will dictate which questions must be answered for each specific project. Start with Step One, and follow the instructions included in each step, if any additional instructions are provided.

The information displayed between carets, <like this> represents a field that should be customized with project specific information. In the electronic file, these fields are highlighted in grey. Content prompts, like ***Choose an item****,* represent dropdown menus, which also must be customized with project specific information.

If the form requires the preparer to "STOP" because something is lacking, then it is recommended that the time it would take to make the necessary changes to the MTP, TIP, or project should be re-evaluated against the project's proposed letting date (i.e., letting date may need to be adjusted).

Step 1: Is this a federal project with a federal lead other than FHWA/FTA?

☐ **Yes – STOP. Transportation conformity does not apply to the project, however, general conformity may apply.**

Consult the ENV air specialist regarding this project and potential general conformity requirements.

☒ No – Continue to Step 2.

Step 2: Is this a FHWA/FTA project[4]?

☒ Yes – Proceed to Step 4.

☐ No – Continue to Step 3.

Step 3: Is this project considered regionally significant[5] in accordance with 40 CFR 93.101 or 30 TAC 114.260(d)(2)(iv)?

☐ Yes – Continue to Step 4.

[4] Note that this includes projects which may not have federal funding but would otherwise require federal approval.

[5] If a project is on the MPO's NON-regionally significant project list, it is not regionally significant. Each MPO may have different criteria for designating a project as regionally significant.

☐ No – **STOP. In accordance with 40 CFR 93.102(a)(2), a project level transportation conformity determination is not required for non-regionally significant, non-FHWA/FTA projects.**

Step 4: Is the project located in a nonattainment or maintenance area[6] for ozone[7], nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter (PM2.5 or PM10)?

☒ Yes – **Transportation conformity rules apply.** The project is located in the EPA designated Dallas - Ft. Worth (DFW) Moderate Nonattainment,[8] area for 2008 Eight-hour Ozone (O3). Effective August 3, 2018, the EPA also designated Ellis County as marginal nonattainment for the 2015 ozone NAAQS. Continue to Step 5.

☐ No – **STOP. Transportation conformity does not apply to the project.**

Step 5: Is the project exempt[9] from conformity in accordance with 40 CFR 93.126[10] or 40 CFR 93.128[11]?

☐ Yes – **STOP. Transportation conformity does not apply to the project.** This project falls under the following exemption: ***Choose an item.***

☒ No – Continue to Step 6.

Step 6: Is the project exempt from the regional conformity analysis in accordance with 40 CFR 93.127?

☐ Yes – **The project is exempt from regional conformity requirements.** This project falls under the following exemption: ***Choose an item.*** Proceed to Step 16.

☒ No – Continue to Step 7.

Step 7: Does the project fall within the boundaries[12] of an MPO?

☒ Yes – Proceed to Step 9.

☐ No – Continue to Step 8.

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[6] If unsure about the nonattainment or maintenance status, it can be checked in multiple locations, including: the EPA Greenbook, the TCEQ website, or the applicable table in the Air Quality toolkit.

[7] Note the 1997 ozone standard was revoked by EPA.

[8] Area classifications can be either maintenance, marginal nonattainment, moderate nonattainment, serious nonattainment, severe nonattainment, or extreme nonattainment

[9] Most added capacity projects will not be exempt, whereas most non-added capacity projects will be exempt.

[10] Ultimately, the interpretation of what projects types meet these exemption criteria is under the purview of the federal lead agency. For example, although it could be interpreted to meet some of the exemption project types, a project changing from general purpose to managed lanes is NOT considered to be exempt from conformity.

[11] Grouped CSJ projects, by rule, must be exempt under these criteria.

[12] i.e., within a Metropolitan Planning Area (MPA)

Step 8: Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved[13] regional conformity analysis for an isolated rural area that meets the requirements of 40 CFR 93.109?

☐ Yes – **The project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.** Proceed to Step 16.

☐ No **– STOP. The project is not consistent with a regional conformity determination for an isolated rural area. TxDOT will not take final action until the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.**

Do not sign this form. Please ensure that the project is included in and consistent with an approved regional conformity determination then reevaluate the project using this form.

Step 9: Are all of the project phases[14] for the entire project described in the environmental document included in the fiscally constrained portion of the MTP?

☒ Yes – Continue to Step 10.

☐ No **– STOP. The project was not included in the area's regional conformity determination, and, therefore, is not consistent with it.** The MTP needs to be amended to include this project and a new conformity determination needs to be made on the MTP before consistency can be determined for the project, or the project needs to be revised to be consistent with the existing MTP.

Consult with the district TP&D and MPO on how to proceed.

Step 10: Is at least one phase of the project beyond the NEPA study (corridor study) included in either the appropriate year of the conforming TIP[15] or in Appendix D (if will not be let within the timeframe of the TIP)?

☒ Yes – Continue to Step 11.

☐ No **– STOP. The project is not included in the conforming TIP and is therefore not consistent with it.** At least one phase of the project must be added to the conforming TIP before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

[13] The consultation partners are responsible for approving regional conformity analyses.

[14] A project phase is a separate portion of a project such as: NEPA study, ROW acquisition, final design, construction, and/or partial construction.

[15] In Texas, a conforming TIP is one that has been included into the STIP, so projects must be in the STIP in order to show that they come from a conforming TIP.

Step 11: Are the current project limits the same[16] or do they fall within the project limits listed in the MTP and STIP?

☒ Yes – Continue to Step 12.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP**. Either the MTP and TIP, or the project needs to be revised before consistency can be **determined.**

Consult with the district TP&D and MPO on how to proceed.

Step 12: Is the activity being proposed the same as that in the MTP and STIP project description in both type[17] of facility and number[18] of lanes?

☒ Yes – Continue to Step 13.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

***Ste*p 13:** Does the project's ETC year fall between its identified conformity year[19] in the MTP and the previous conformity year identified in the MTP?

☒ Yes – Continue to Step 14.

☐ No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

☐ N/A – This project is non-regionally significant. Continue to Step 14.

Step 14: Is the estimated total project cost or the cost identified in the MTP greater than $1,500,000?

☒ Yes – Proceed to Step 15.

☐ No – Fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP. Proceed to Step 16.

[16] The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

[17] The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc…

[18] The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.

[19] For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.

Step 15: Does the estimated project cost exceed what is contained in the MTP by more than 50%[20]?

☐ Yes – **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

Consult with the district TP&D and MPO on how to proceed.

☒ No – **This project is consistent with the currently conforming MTP and TIP**. Continue to Step 16.

Step 16: Is the project located in either a CO, $PM_{2.5}$, or PM_{10} nonattainment or maintenance area?[21]

☐ Yes – Continue to Step 17.

☒ No – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

Step 17: Is this a state or local project with NO federal funding and NO federal decision required?

☐ Yes – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

☐ No – **Hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.

Continue to Step 18.

Step 18: Did the consultation partners determine that this is a project of air quality concern (POAQC)?

☐ Yes – **A hot-spot analysis is required and must be approved by the consultation partners.**

Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable EPA hot-spot guidance.

Continue to Step 19.

☐ No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on <insert date>.**

Proceed to Step 21.

[20] Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

[21] Note that this currently only applies to projects in El Paso.

Step 19: Does the approved hot-spot analysis verify that the project will not cause, contribute to, or worsen a violation of applicable CO, $PM_{2.5}$, or PM_{10} NAAQS or that the project will at least improve conditions from that of the no-build alternative?

☐ Yes – **The project is not anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.** Continue to Step 20.

☐ **No – STOP. The project, as it is currently presented, does not comply with conformity requirements because it is anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.**

Identify and get consultation partner agreement upon mitigation measures to offset project impacts to air quality. Reevaluate this project using this form once these mitigation measures have been identified and committed to.

Step 20: Have all the agreed upon mitigation measures as well as any applicable SIP control measures received a written commitment?

☐ Yes – Continue to Step 21.

☐ **No – STOP.**

Do not proceed until there are written commitments to implement all the agreed upon mitigation measures and any applicable SIP control measures. Reevaluate this project using this form once these commitments have been made in writing.

☐ N/A because no mitigation is required and there are no applicable SIP control measures which affect this project, Continue to Step 21.

Step 21: The transportation conformity evaluation is complete.

Attach applicable pages of the MTP and TIP, or the STIP, project schematics, typical sections, hot-spot analyses and determinations, and any conformity related public comment and response. Implement the following processing instructions as applicable.

☐ This is a regionally significant State-only project with no FHWA/FTA action required (the answer to Steps 3 is yes); therefore:

Submit this form to the ENV air specialist. If ENV concurs that all project level conformity requirements have been met, ENV shall sign the form below. Coordination with FHWA/FTA is not required.

Retain this form in the project file.

☒ This is a FHWA/FTA non-exempt project (the answer to Steps 2 and 4 is yes, and the answer to Steps 5 and 6 is no); therefore:

Submit this form to the ENV air specialist. After ENV air specialist review, ENV will coordinate this form with FHWA/FTA for a project level conformity determination. If FHWA/FTA agrees that all project level conformity requirements have been met, they shall sign the project level conformity determination line below. A project level conformity determination is not complete and project clearance cannot be given until FHWA/FTA signs this form.

Retain this form and any coordination with FHWA/FTA in the project file.

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 0048-04-090; 0048-04-02; 0048-04-093; 0048-04-094

Signature DocuSigned by: Timothy Wood C9CB724D35CE4BD...

Name: Timothy Wood

Title: Environmental Specialist

Date: 5/14/2019

FHWA/FTA Determination of the Project-level Conformity:

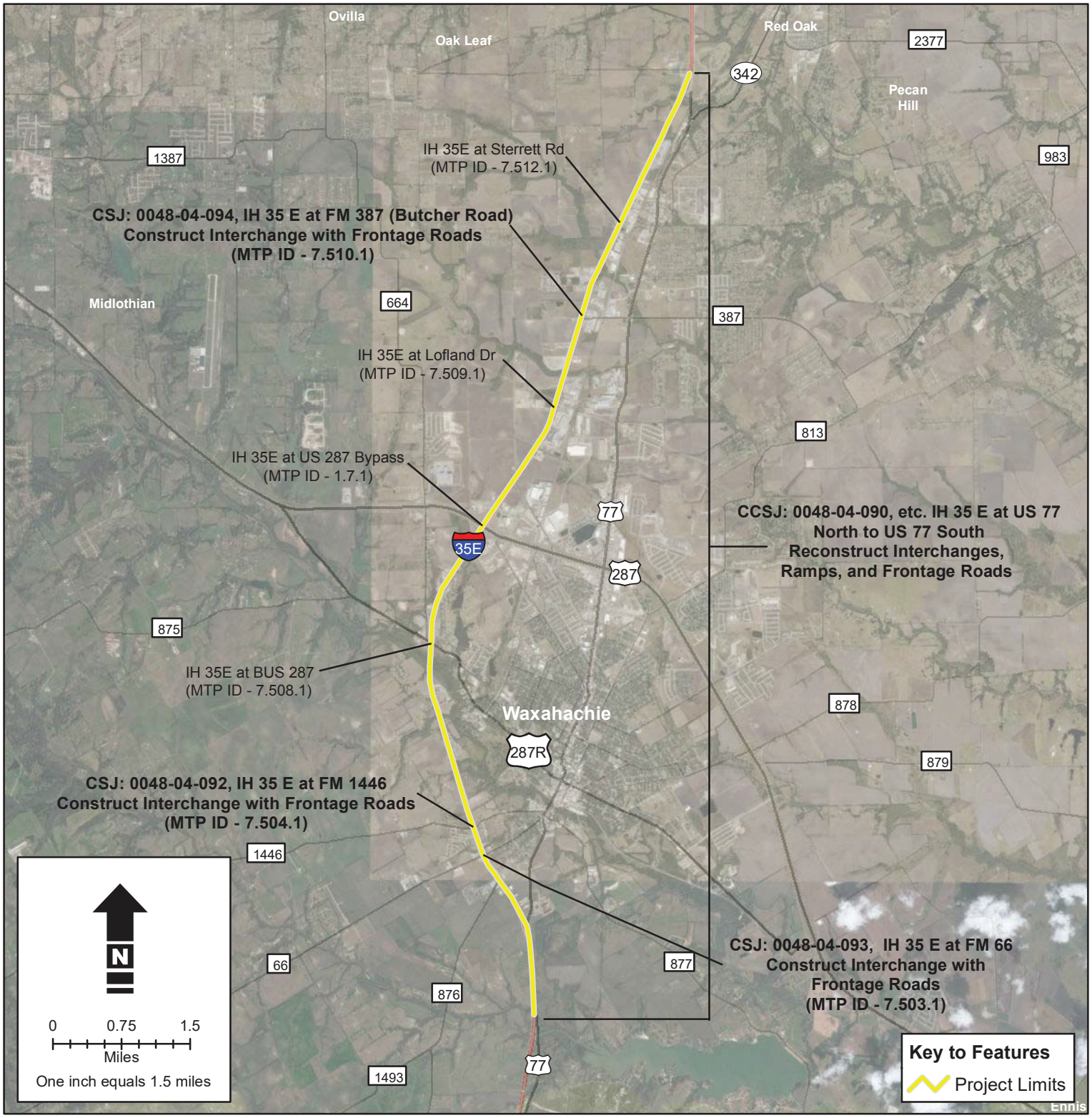
Signature BARBARA C MALEY Digitally signed by BARBARA C MALEY Date: 2019.05.16 14:03:57 -05'00'

Name: _____

Title: Air Quality Specialist and Transportation Planner

Date: _____

NOTE: FHWA project-level conformity determination is based upon clarification provided by TxDOT (attached).

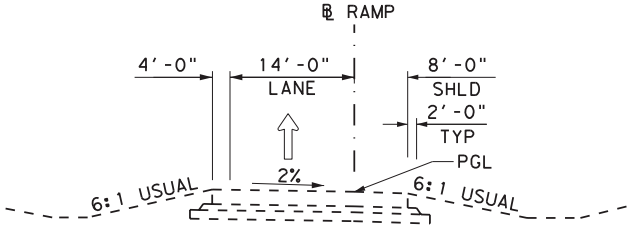




Project Location Map

IH 35E From US 77 North to US 77 South
Ellis County
CSJ: 0048-04-090; -092; -093; -094





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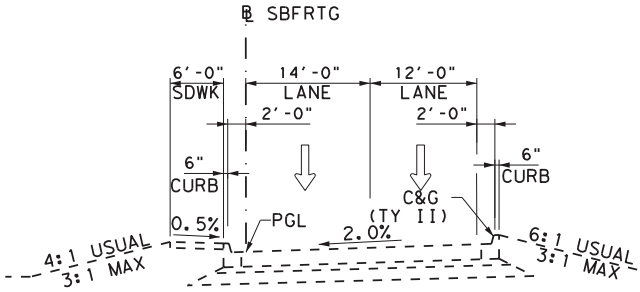

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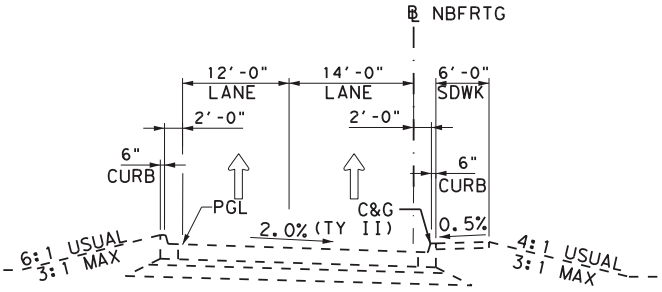
EXISTING TYPICAL SECTION



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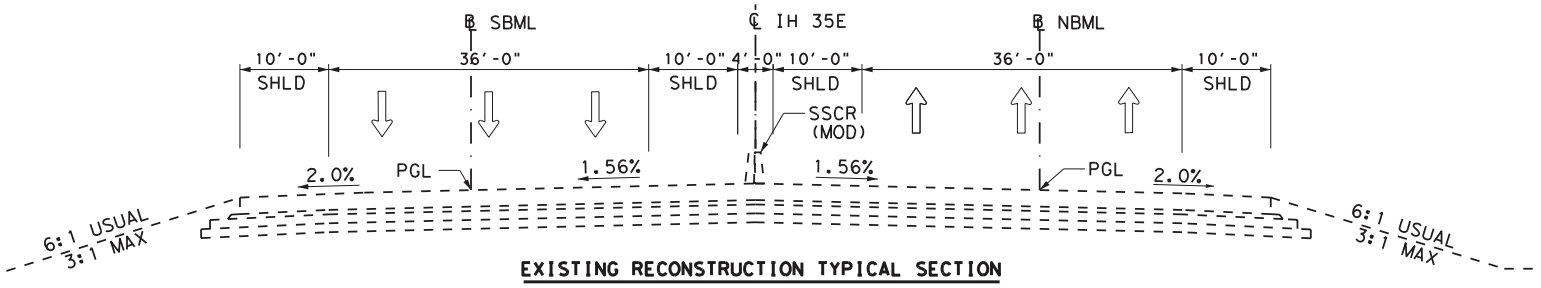
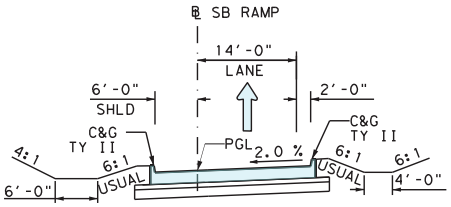


EXISTING RECONSTRUCTION TYPICAL SECTION

SOUTHBOUND NORTHBOUND



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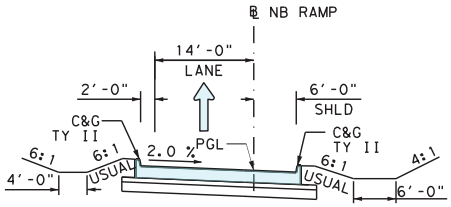
TYPICAL SECTION



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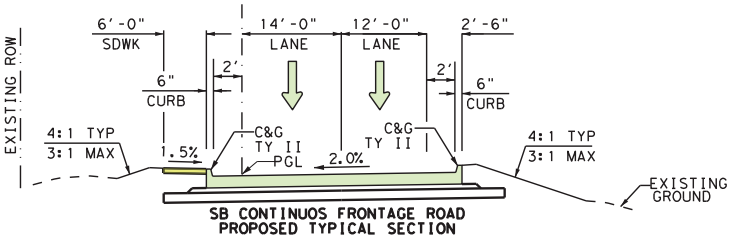

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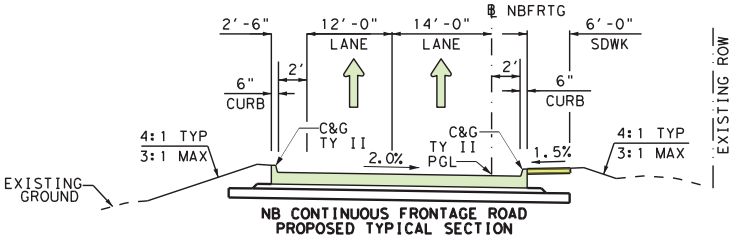
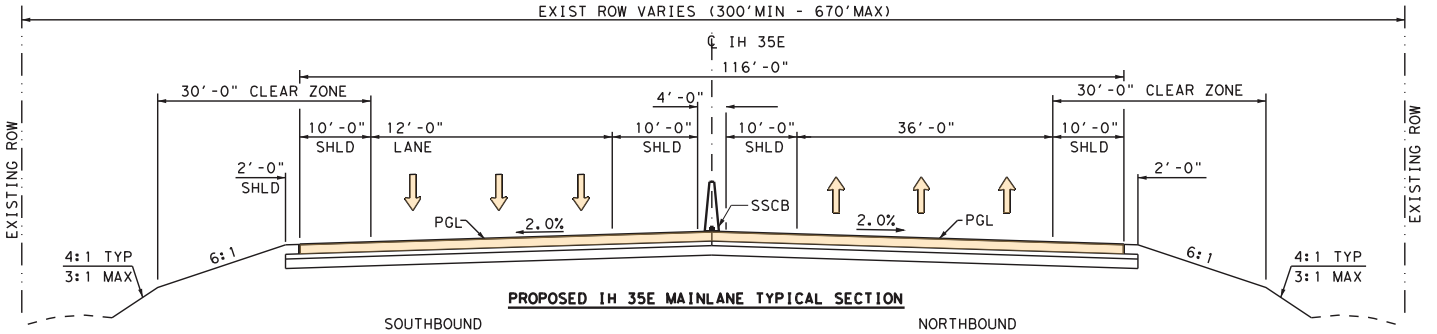


NB CONTINUOUS FRONTAGE ROAD
PROPOSED TYPICAL SECTION



PROPOSED IH 35E MAINLANE TYPICAL SECTION

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	COLLIN	0047-14-053	US 75	C,E	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	NORTH OF CR 370					REV DATE: 07/2018
LIMITS TO:	CR 375 (GRAYSON COUNTY LINE)					MPO PROJECT ID: 20084
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-23.10.1
REMARKS:	RTR 121-CC1					
						Project History:
DALLAS	ELLIS	0048-04-090	IH 35E	E	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	US 77 SOUTH					REV DATE: 02/2019
LIMITS TO:	US 77 NORTH					MPO PROJECT ID: 55092
TIP DESCRIPTION:	RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS					MTP REFERENCE: FT1-7.100.5, IN1-1.7.1, IN1-7.508.1, IN1-7.509.1, IN1-7.512.1, TSMO2-001
REMARKS:	REVISE SCOPE					
						Project History: PREVIOUS PLANNING CSJ 0048-04-912; ROW CSJ 0048-04-096
DALLAS	ELLIS	0048-04-092	IH 35E	E,R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	AT FM 1446					REV DATE: 07/2018
LIMITS TO:						MPO PROJECT ID: 55227
TIP DESCRIPTION:	RECONSTRUCT INTERCHANGE AT FM 1446 INCLUDING 4 TO 4/6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS					MTP REFERENCE: IN1-7.504.1, MO3-001
REMARKS:						
						Project History:
DALLAS	ELLIS	0048-04-093	IH 35E	E,R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	AT FM 66					REV DATE: 07/2018
LIMITS TO:						MPO PROJECT ID: 55228
TIP DESCRIPTION:	RECONSTRUCT INTERCHANGE AT FM 66 INCLUDING 4 TO 4/6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS					MTP REFERENCE: IN1-7.503.1, MO3-001
REMARKS:						
						Project History:
DALLAS	ELLIS	0048-04-096	IH 35E	R	WAXAHACHIE	TXDOT-DALLAS
LIMITS FROM:	US 77 SOUTH					REV DATE: 02/2019
LIMITS TO:	US 77 NORTH					MPO PROJECT ID: 55092
TIP DESCRIPTION:	RECONSTRUCT 4 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/STERRET RD), 4 LN DISCON TO 4/6 LN CONTINUOUS FRTG RD & RAMP MODIFICATIONS					MTP REFERENCE: FT1-7.100.5, IN1-1.7.1, IN1-7.508.1, IN1-7.509.1, IN1-7.512.1, TSMO2-001
REMARKS:	REVISE SCOPE; CHANGE ROW CSJ FROM 0048-04-090 TO 0048-04-096					
						Project History: RELATED TO CSJ 0048-04-090
DALLAS	DENTON	0081-03-047	US 377	C	ARGYLE	DENTON CO
LIMITS FROM:	SOUTH OF FM 1171					REV DATE: 07/2018
LIMITS TO:	CRAWFORD ROAD					MPO PROJECT ID: 20115
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.230
REMARKS:	RTR 121-DE1					
						Project History:
DALLAS	DENTON	0081-03-054	US 377	E	VARIOUS	DENTON CO
LIMITS FROM:	CRAWFORD RD					REV DATE: 07/2018
LIMITS TO:	NORTH OF HICKORY CREEK					MPO PROJECT ID: 55002
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.220
REMARKS:						
						Project History:
DALLAS	DENTON	0081-04-038	US 377	E	VARIOUS	DENTON CO
LIMITS FROM:	NORTH OF HICKORY CREEK					REV DATE: 07/2018
LIMITS TO:	FM 1830					MPO PROJECT ID: 55004
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN					MTP REFERENCE: RSA1-1.540.220
REMARKS:						
						Project History:

STIP Portal

Logged in as Tim Wood | Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy

Data

Statewide	☐	TIP Revision	None
District	DALLAS	County	ELLIS
MPO	NCTCOG	Highway	IH 35E
CSJ	0048 - 04 - 094	TIP FY	2019
Revision Date	07/2018		
Project Sponsor	TXDOT-DALLAS		
MPO Proj Number	13042		
MTP Reference	FT1-7.100.5, TSMO2-001		
City	WAXAHACHIE		

Phase: ☐ Construction; ☑ Engineering; ☐ Environmental; ☑ Engineering; ☑ Right-of-Way; ☑ Acquisition; ☑ Utilities; ☐ Transfer

NOX (Lbs /D):	0.0000
VOC (Lbs /D):	0.0000
PM10 (Kg /D):	0.0000
PM2.5 (Kg /D):	0.0000
CO (Lbs /D):	

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SBPE	$0	$2,500,000	$0	$0	$0	$2,500,000
S102	$15,100,000	$1,900,000	$0	$0	$0	$17,000,000
Total	$15,100,000	$4,400,000	$0.00	$0.00	$0.00	$19,500,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): S102,SBPE
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

TIP History

2019-2022 STIP **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): S102,SBPE

PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

REMARKS P7:

PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:35:08	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:20:35	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**

STIP Portal

Texas Department of Transportation

Fri, May 10, 2019 2:44:04 PM

STIP Portal

Logged in as Tim Wood Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy Data

Statewide ☐ TIP Revision: None

District: DALLAS County: ELLIS

MPO: NCTCOG Highway: IH 35E

CSJ: 0048 - 04 - 094 TIP FY: 2021

Phase: ☑ Construction ☐ Engineering ☐ Environmental ☐ Engineering ☐ Right-of-Way ☐ Acquisition ☐ Utilities ☐ Transfer

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Revision Date: 07/2018

Project Sponsor: TXDOT-DALLAS

MPO Proj Number: 13042

MTP Reference: FT1-7.100.5, TSMO2-001

City: WAXAHACHIE

NOX (Lbs/D)	0.0000
VOC (Lbs/D)	0.0000
PM10 (Kg/D)	0.0000
PM2.5 (Kg/D)	0.0000
CO (Lbs/D)	

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	$33,600,000	$8,400,000	$0	$0	$0	$42,000,000
Total	$33,600,000	$8,400,000	$0.00	$0.00	$0.00	$42,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E	C	WAXAHACHIE	$ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

TIP History

2019-2022 STIP 07/2018 Revision: Approved 09/28/2018

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST

DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E	C	WAXAHACHIE $ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:36:22	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:21:13	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**

Mobility 2045
Freeway/Tollway Summary Table

Revised March 15, 2019

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
14 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		$555,600,000
14 - IH 30 (Tarrant County)	28.40.1	IH 30	IH 820	Cooks Ln	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Ln	Cooper St	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper St	Duncan Perry Rd	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Rd	PGBT WE (SH161)	6 (Frwy) + 2 (ExL-R)	6 (Frwy) + 2 (ExL-R)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)	8 (Frwy) + 2 (ExL-R), 4 (Frtg-C)		included w/ 28.30.3
15 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)	12 (Frwy), 2/8 (Frtg-D)		$300,000,000
15 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy)	6 (Frwy)	12 (Frwy), 4/8 (Frtg-D)	12 (Frwy), 4/8 (Frtg-D)	12 (Frwy), 4/8 (Frtg-D)		included w/ 28.60.1
16 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	$95,000,000
16 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)		$800,000,000
17 - IH 35	3.10.1	IH 35	Denton Co Line (N) FM156	FM 156	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$2,500,000,000
17 - IH 35	3.20.1	IH 35	FM 156	Loop 288 (N of Denton)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 3.10.1
17 - IH 35	3.20.2	IH 35	Loop 288 (N of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 3.10.1
18 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road (US 77 South)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	$450,000,000

(HOV/ExL) - HOV/Tolled Express Lanes
(HOV) - HOV Lanes
(ExL) - Express Lanes
(ML/T) - Tolled Managed Lanes
(-C) - Concurrent Lanes
(-R) - Reversible Lanes

*Interim Pk-Hr Lanes
**Technology Lanes

Mobility 2045
Interchange Summary Table

April 5, 2019

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
21.120.1	TxDOT Dallas	Dallas North Tollway	President George Bush Turnpike	2018	Improvements	included w/ FT - 21.10.3
21.2.1	TxDOT Dallas	Dallas North Tollway	US 380	2028	New Interchange	included w/ FT - 21.10.1
18.32.1	TxDOT Dallas	East Branch (SH 190)	US 80	2028	New Interchange	included w/ FT - 39.10.1
28.121.1	TxDOT Dallas	East Branch (SH 190)	President George Bush Turnpike (SH 190)	2028	Reconstruct	included w/ FT - 39.10.1
6.30.1	TxDOT Dallas	East Branch (SH 190)	IH 20	2028	New Interchange	included w/ FT - 39.10.1
30.38.1	TxDOT Dallas	IH 20	US 67	2028	Reconstruct	included w/ FT - 7.80.3
28.111.1	TxDOT Dallas	IH 30	Outer Loop/Floyd Road	2028	New Interchange	included w/ FT - 110.20.1
28.200.1	TxDOT Dallas	IH 30	Bayside Drive	2028	New Interchange	included w/ AO - 28.80.2
28.546.1	TxDOT Dallas	IH 30	Ben Payne/Rochelle Road	2028	New Interchange	included w/ FT - 28.60.3
28.548.1	TxDOT Dallas	IH 30	FM 3549 (FM 549)	2020	Reconstruct	included w/ FT - 28.60.3
28.549.1	TxDOT Dallas	IH 30	FM 551	2018	Reconstruct	included w/ FT - 28.60.3
28.550.1	TxDOT Dallas	IH 30	Erby Campbell Blvd.	2018	Grade Separation	included w/ FT - 28.60.3
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	$2,000,000
28.553.1	TxDOT Dallas	IH 30	Blackland Road	2028	New Interchange	included w/ FT - 28.60.3
3.100.1	TxDOT Dallas	IH 35	State Loop 288	2037	Reconstruct	included w/ FT - 3.10.1
3.95.1	TxDOT Dallas	IH 35	US 77 (Denton County)	2028	Reconstruct	included w/ FT - 3.10.1
1.7.1	TxDOT Dallas	IH 35E	US 287	2028	Reconstruct	included w/ FT - 7.100.5
3.5.1	TxDOT Dallas	IH 35E	IH 35W	2028	Reconstruct	included w/ FT - 3.20.3
7.11.1	TxDOT Dallas	IH 35E	SH 121	2028	Reconstruct	included w/ FT - 3.20.3
7.17.1	TxDOT Dallas	IH 35E	State Loop 12	2028	Reconstruct	included w/ FT - 7.50.1
7.28.1	TxDOT Dallas	IH 35E	IH 30	2018	Reconstruct	included w/ FT - 7.80.3
7.30.1	TxDOT Dallas	IH 35E	IH 20	2028	Reconstruct	included w/ FT - 7.80.3
7.38.1	TxDOT Dallas	IH 35E	US 67	2028	Reconstruct	included w/ FT - 7.80.3
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	included w/ FT - 7.100.5
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	included w/ FT - 7.100.5
7.508.1	TxDOT Dallas	IH 35E	BU 287	2028	Reconstruct	included w/ FT - 7.100.5
7.509.1	TxDOT Dallas	IH 35E	Lofland Drive	2028	Reconstruct	included w/ FT - 7.100.5
7.510.1	TxDOT Dallas	IH 35E	Butcher Road	2028	Reconstruct	included w/ FT - 7.100.5
7.512.1	TxDOT Dallas	IH 35E	Sterrett Road	2028	Reconstruct	included w/ FT - 7.100.5
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	$40,000,000
7.552.1	TxDOT Dallas	IH 35E	FM 407	2037	Reconstruct	included w/ FT - 3.20.3
7.576.1	TxDOT Dallas	IH 35E	Dickerson Pkwy.	2018	New Interchange	included w/ FT - 3.20.3
5.103.1	TxDOT Dallas	IH 35W	State Loop 288	2037	New Interchange	included w/ FT - 3.10.1
27.29.1	TxDOT Dallas	IH 45	S.M. Wright	2028	Reconstruct	included w/ FT - 26.20.1
27.554.1	TxDOT Dallas	IH 45	Fulgham Rd	2028	Improvements	included w/ AO - 27.30.2
27.560.1	TxDOT Dallas	IH 45	FM 664	2028	New Interchange	$50,000,000
131.577.1	TxDOT Dallas	IH 635	Skillman/Audelia Street	2023	Reconstruct	included w/ FT - 131.10.1
28.131.1	TxDOT Dallas	IH 635	IH 30	2028	Reconstruct	included w/ FT - 131.10.1
32.131.1	TxDOT Dallas	IH 635	US 80	2028	Improvements	included w/ FT - 131.10.1
7.130.1	TxDOT Dallas	IH 635	IH 35E	2037	Reconstruct	included w/ FT - 7.50.1
12.42.1	TxDOT Dallas	SH 114	Spur 482	2023	Reconstruct	$17,118,564
12.525.1	TxDOT Dallas	SH 114	US 377	2028	New Interchange	$80,000,000

Transportation System Management and Operations

Policies

MTP Reference #	Management and Operations Infrastructure Maintenance, Rehabilitation, and Operations
MO3-001	Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions.
MO3-002	Ensure the existing multimodal transportation system operates efficiently by constructing bridge replacements with approaches, new bridges, overpasses or underpasses for railroads, bicycle/pedestrian facilities, off-system roads, and non-regionally significant facilities.

MTP Reference #	Transportation System Management and Operations
TSMO3-001	Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.
TSMO3-002	Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone.
TSMO3-003	Require regional partners to coordinate with the US Department of Transportation on connected vehicle development and identify new Transportation System Management and Operations technologies that can be considered for deployment.
TSMO3-004	Priority funding consideration will be given to projects that meet the regional Intelligent Transportation Systems deployment initiatives as outlined in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.
TSMO3-005	Intelligent Transportation Systems projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.
TSMO3-006	Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for Intelligent Transportation Systems and Transportation System Management and Operations projects.
TSMO3-007	Integrate all traffic operations systems between public sector entities, including sharing of data and videos.
TSMO3-08	Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure.

Programs

Intersection Improvement Program	
Reference	TSMO2-001
Background	Infrastructure improvements such as turning lanes, grade separations, pavement striping, signage and lighting, bus turnouts, and channelization of traffic can greatly improve traffic flow operation on arterials and at intersections.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TSMO3-001
Implementation	Secure funding to develop intersection improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on reduction in congestion delay of 37,500 person hours per day.
Cost Estimate	$2.12 billion

Signal Improvement Program	
Reference	TSMO2-002
Background	Traffic signal improvements such as signal timing optimization, signal hardware upgrade, and system interconnection.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TSMO3-001
Implementation	Secure funding to develop signal improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on reduction in congestion delay of 59,000 person hours per day.
Cost Estimate	$941.20 million

Bottleneck Improvement Program	
Reference	TSMO2-003
Background	Include usage of a short section of shoulder as an additional travel lane, restripe merge or diverge areas to better serve demand, reduce lane widths to add a travel and/or auxiliary lane, modify weaving (add collector/distributor or through lanes), meter or close entrance ramps, improve traffic signal timing on arterials, high-occupancy vehicle lanes, or reversible lanes.
Related Goals	Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	N/A
Implementation	Secure funding to develop bottleneck improvement programs.
Performance Dimensions	The performance of this program will be evaluated based on increase in average speed on freeways and parallel arterials, and reduction in congestion delay.
Cost Estimate	$353.60 million

CLARIFICATION

Maley, Barbara (FHWA)

From: Tim Wood <Tim.Wood@txdot.gov>
Sent: Thursday, May 16, 2019 1:39 PM
To: Maley, Barbara (FHWA)
Cc: Campos, Jose (FHWA)
Subject: RE: Conformity report form for IH 35E (CSJ 0048-04-090...)
Attachments: Updated 2019-2022 STIP (0048-04-094)(E, ENG, R, ACQ).pdf; Updated 2019-2022 STIP (0048-04-094).pdf

Please see the attached updated STIP pages:

Tim Wood
TxDOT Air Specialist
512-416-2659

From: Maley, Barbara (FHWA) [mailto:Barbara.Maley@dot.gov]
Sent: Thursday, May 16, 2019 1:32 PM
To: Tim Wood
Cc: Campos, Jose (FHWA)
Subject: RE: Conformity report form for IH 35E (CSJ 0048-04-090...)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: 2019-2022 S/TIP, **CSJ 0048-04-094**

Tim:
As discussed on Wed., May 15th, the 2019-2022 e-STIP has been updated, by NCTCOG/TIP Team's Ken Bunkley, to include MTP ref. FT1-7.510.1.
Consequently, I ask that ENV-AQ please provide a copy of the updated eSTIP pages (Project Mgmt tab; Phase E, C) for inclusion in the project-level conformity package.
Thank you.

Signed,
Barbara

From: Tim Wood <Tim.Wood@txdot.gov>
Sent: Tuesday, May 14, 2019 4:21 PM
To: Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>; Campos, Jose (FHWA) <Jose.Campos@dot.gov>
Subject: Conformity report form for IH 35E (CSJ 0048-04-090...)

Barbara:

Please review and respond to the attached conformity report form for IH 35E from US 77 South to US 77 North (CSJ 0048-04-090; 0048-04-092; 0048-04-093; 0048-04-094). Please note TxDOT is respectfully requesting and expedited review on or before June 1, 2019, if at all possible.

Thank you.

Tim Wood
TxDOT Air Specialist
512-416-2659



STIP Portal

Logged in as Tim Wood | Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy

Data

Statewide ☐ TIP Revision: None

District: DALLAS County: ELLIS

MPO: NCTCOG Highway: IH 35E

CSJ: 0048 - 04 - 094 TIP FY: 2019

Revision Date: 07/2018

Project Sponsor: TXDOT-DALLAS

MPO Proj Number: 13042

MTP Reference: FT1-7.100.5, TSMO2-001, FT1-7.510.1

City: WAXAHACHIE

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Phase:
- ☐ Construction
- ☑ Engineering
  - ☐ Environmental
  - ☑ Engineering
- ☑ Right-of-Way
  - ☑ Acquisition
  - ☑ Utilities
- ☐ Transfer

NOX (Lbs/D): 0.0000

VOC (Lbs/D): 0.0000

PM10 (Kg/D): 0.0000

PM2.5 (Kg/D): 0.0000

CO (Lbs/D):

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SBPE	$0	$2,500,000	$0	$0	$0	$2,500,000
S102	$15,100,000	$1,900,000	$0	$0	$0	$17,000,000
Total	$15,100,000	$4,400,000	$0.00	$0.00	$0.00	$19,500,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): SBPE,S102
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

TIP History

2019-2022 STIP **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2019	IH 35E	E,ENG,R,ACQ,UTL	WAXAHACHIE	$ 19,500,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): S102,SBPE
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 19,500,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 2,500,000	$ 0	$ 0	$ 0	$ 2,500,000
S102	$ 15,100,000	$ 1,900,000	$ 0	$ 0	$ 0	$ 17,000,000
TOTAL	$ 15,100,000	$ 4,400,000	$ 0	$ 0	$ 0	$ 19,500,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:35:08	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:20:35	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**

STIP Portal Texas Department of Transportation Thu, May 16, 2019 1:35:26 PM

STIP Portal

Logged in as Tim Wood | Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: ☐ - Business rule violation ☐ - Value changed in current session ☐ - Different from DCIS or latest approved copy

Data

Statewide ☐ TIP Revision: None

District: DALLAS County: ELLIS

MPO: NCTCOG Highway: IH 35E

CSJ: 0048 - 04 - 094 TIP FY: 2021

Phase: ☑ Construction ☐ Engineering ☐ Environmental ☐ Engineering ☐ Right-of-Way ☐ Acquisition ☐ Utilities ☐ Transfer

Total Project Cost Information

Prelim Engineering	$2,500,000
ROW Purchase	$17,000,000
Construction Cost	$42,000,000
Const Engineering	$2,367,755
Contingencies	$1,509,507
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$65,377,262
YOE Cost	
Toll	☐
TCM	☐

Revision Date: 07/2018

Project Sponsor: TXDOT-DALLAS

MPO Proj Number: 13042

MTP Reference: FT1-7.100.5, TSMO2-001, FT1-7.510.1

City: WAXAHACHIE

NOX (Lbs/D):	0.0000
VOC (Lbs/D):	0.0000
PM10 (Kg/D):	0.0000
PM2.5 (Kg/D):	0.0000
CO (Lbs/D):	

Limits From: AT FM 387 (BUTCHER ROAD)

Limits To:

Project Description: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS

P7 Remarks:

Project History: PART OF REGIONAL 10 YEAR PLAN

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	$33,600,000	$8,400,000	$0	$0	$0	$42,000,000
Total	$33,600,000	$8,400,000	$0.00	$0.00	$0.00	$42,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E	C	WAXAHACHIE	$ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES $ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

TIP History

2019-2022 STIP — 07/2018 Revision: Approved 09/28/2018

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST

DALLAS	NCTCOG	ELLIS	0048-04-094	2021	IH 35E C	WAXAHACHIE	$ 42,000,000

LIMITS FROM: AT FM 387 (BUTCHER ROAD)
LIMITS TO:
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS
MPO PROJ NUM: 13042
FUNDING CAT(S): 4
REMARKS P7:
PROJECT HISTORY: PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,500,000
ROW PURCH:	$ 17,000,000
CONST COST:	$ 42,000,000
CONST ENG:	$ 2,367,755
CONTING:	$ 1,509,507
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 65,377,262

COST OF APPROVED PHASES
$ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 8,400,000	$ 0	$ 0	$ 0	$ 42,000,000

Comment History

Time	User	Comment	Related Approval
2018/11/26 16:36:22	**Barbara Maley**	Approved. The project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/09/10 12:21:13	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the Mobility 2040.	**07/2018: Not Approved**